COUNCIL POLICY

Purchasing Policy

Policy No: 2.5

Policy Subject: Purchasing

Preamble: The Shire of Katanning (the "Shire") is committed to purchasing Goods and/or Services, and/or Works in compliance with this Policy.

Policy Statement: The Shire is committed to establishing efficient, effective, economical and sustainable procedures in all purchasing activities. This Policy must be read/adopted in accordance with the requirements of the Procurement Procedures Manual, which will cover further and comprehensive details, practices and the operational requirements for the relevant Policy item.

Objectives*:* In carrying out its purchasing activities, the Shire will:

i. ensure compliance with the *Local Government Act 1995* (the "Act");

ii. deliver best Value for Money outcomes;

iii. ensure sustainable benefits, such as environmental, social and local economic factors (including maximising participation of local businesses) are considered in the overall Value for Money assessment;

iv. ensure the use of equitable competitive processes and the engagement of potential suppliers impartially, honestly and consistently;

v. ensure probity and integrity, including the avoidance of bias and of perceived and actual conflicts of interest;

vi. ensure that risks are identified and managed as outlined in the Shire's Risk Management Policy and related documents;

vii. ensure that records are created and maintained to evidence purchasing activities in accordance with the State Records Act and the Shire's internal Record Keeping Policy; and

viii. ensure that confidentiality protocols are established and adhered to so as to protect commercial-in-confidence information with release of information where appropriately approved.

Ethics & Integrity: The Shire's Code of Conduct applies when undertaking purchasing activities and decision making.

Purchasing Policy Non-Compliance: The Purchasing Policy is mandated under the Act & Regulations and non-compliance therefore represents a breach of the Act & Regulations.

Threshold Levels and Requirements: The adoption of these threshold levels shall be carried out in conjunction with the supply order of priority requirements outlined in the Procurement Procedures Manual.

Where the value of procurement (excluding GST) for the Contract over the full contract period* (including options to extend) is, or is expected to be:

Threshold Level (ex GST)	Requirements
Up to $10,000	Seek at least one verbal or written quotation from a suitable supplier.
$10,001 to $25,000	Seek at least 2 written quotes (executive manager to sign-off where only one quote is obtained or CEO if quote was directly requested by the relevant executive manager).
$25,001 to $250,000	Seek at least 3 written quotes (CEO to sign-off where less than 3 written quotes are obtained).
More than $250,000	Conduct a public tender or other public procurement process; or Seek at least three (3) quotations from an appropriate exempt arrangement.

* The "contract period" can mean "a one-off purchase" or "a pre-defined period".

A similar process must be followed for other public procurement processes such as Expressions of Interests or Request for Proposal.

Sign off by an executive manager, with delegated authority or the CEO, where the target number of written quotes has not been obtained, is to take into account whether the staff member proposing the purchase has taken sufficient steps to acquire the target number or written quotes, whether the offer/s obtained represent reasonable value for money and to satisfy themselves that no fraudulent activity has occurred.

Exempt Provisions: The most common exempt provision from a public procurement process are:

1. WALGA Preferred Supply Arrangements;
2. Goods and services or works obtained through State, Commonwealth or other Local Government arrangement;
3. Goods and services or works as a result of an emergency provision;
4. Where there is a genuine sole source of supply;
5. Where the goods to be supplied are petrol or oil (lubricant); or any other liquid, or gas, used for internal combustion engines;
6. Goods, services or works supplied through an Australian Disability Enterprise;
7. The contract is for a renewal or extension of an existing contract; or
8. For LGIS services.

Sole Source Supply: The procurement of Goods and/or Services, and/or Works available from only one private sector source of supply, (i.e. manufacturer, supplier or agency) is permitted without the need to call competitive quotations provided that there must genuinely be only one source of supply.

Emergency Provision: An emergency purchase is defined as an unanticipated purchase which is required in response to an emergency situation as provided for in the Act. In such instances, quotes and tenders are not required to be obtained prior to the purchase being undertaken.

Time constraints are not a justification for an emergency purchase. Every effort must be made to anticipate purchases in advance and to allow sufficient time to obtain quotes and tenders, whichever may apply.

Obtaining Quotations: Written quotations will be obtained in accordance with the steps outlined in the Procurement Procedures Manual.

Selection Criteria Sustainability (as defined in Section 9.0 of this policy) will be included as a qualitative assessment element for all purchases above $25,000 (ex GST).

Price consideration will not be weighted as part of the evaluation process. Price will be considered separate to non-price selection criteria and a Value for Money assessment will take a balanced view between price and non-price considerations.

Anti-Avoidance: The Shire will not conduct multiple purchasing activities with the intent (inadvertent or otherwise) of "splitting" the purchase value or the contract value, avoiding a particular purchasing threshold or the need to call a public tender.

Probity Experts: Probity experts ensure a transparent and fair procurement process and to achieve best Value for Money. An independent person may be appointed to act as a probity expert as outlined in the Procurement Procedures Manual.

The decision to appoint a probity expert will be at the complete discretion of the Chief Executive Officer.

Contract Management: All Shire Contracts will be managed during their lifecycle by the responsible officer in accordance with good contract management practices and consistent with the procedures outlined in the Procurement Procedures Manual.

Notification of Outcome: Each tenderer or respondent to a public procurement process shall be notified in accordance with the procedures outlined in the Procurement Procedures Manual.

Each unsuccessful respondent shall be offered a debrief on their response to the procurement process.

Engaging Contracted Suppliers: A properly completed "Purchase Order" must be issued to the contracted supplier as part of the engagement process.

Sponsorship and Trials: Sponsorship for events and trials by current and prospective suppliers must undergo a similar process to that required for sourcing of goods and services, and/or works. Threshold levels as outlined in Section 6.0 would apply as would other elements of this Policy.

Other Procurement Processes: Other procurement processes include Expressions of Interest and Request for Proposal. In both cases, similar rules to a Request for Tender apply and they should be conducted in accordance with the requirements outlined in the Procurement Procedures Manual.

Value for Money Consideration: The Shire will apply Value for Money principles when assessing purchasing decisions and acknowledges that the lowest price may not always be the most advantageous. The Value for Money consideration will be applied for all threshold levels of purchase.

Sustainable Procurement: Sustainable procurement is defined as the procurement of goods and services, and/or works that has the most positive environmental, social and local economic impacts possible over the entire life cycle of a product or services.

The Shire is committed to implementing sustainable procurement where appropriate, by providing a preference to suppliers that demonstrate sustainable business practices (social advancement, environmental protection, local economic benefits and good governance).

Regional Price Preference: The Shire encourages the development of competitive local businesses within its boundary first and second within its broader region i.e. adjoining Shires.

The Shire has adopted the following Regional Price Preference Policy which, will be applied when undertaking all purchasing activities.

A price preference will apply to suppliers who are based in, operate from or source goods or services from within the Shire.

A suppler of goods or services who submits a quotation/tender is regarded as being a local tenderer if:

i. The supplier has a physical business premises (in the form of an office, depot, shop, outlet, headquarters or other premises where goods or services are being supplied from), located within the Shire. This does not exclude suppliers whose registered business is located outside the Shire but undertake the business from premises located in the Shire / region;
ii. A business having permanent staff that are based at the business premises located within the Shire / region;
iii. Management or delivery of the majority of the outcomes will be carried out from the business premises located in the shire / region; and

In order for the policy to apply, the supplier is required to provide to the Shire sufficient evidence which demonstrates compliance with the above criteria.

Regional Price Preference Value – Local Supplier – Katanning Shire:

The following levels of preference will be applied under this policy:

a) 10% - where the contract is for goods or services, up to a maximum price reduction of $50,000 excluding GST;
b) 5% - where the contract is for construction (building) services, up to a maximum price reduction of $50,000 excluding GST; or
c) 10% - where the contract is for goods or services (including construction (building) services), up to a maximum price reduction of $500,000 excluding GST, if the local government is seeking tenders for the provision of those goods and services for the first time, due to those goods or services having been, until then, undertaken by the local government.

Regional Price Preference Value – Local Supplier – Region:

The following levels of preference will be applied under this policy:

a) 5% - where the contract is for goods or services, up to a maximum price reduction of $50,000 excluding GST;
b) 2.5% - where the contract is for construction (building) services, up to a maximum price reduction of $50,000 excluding GST; or
c) 5% - where the contract is for goods or services (including construction (building) services), up to a maximum price reduction of $500,000 excluding GST, if the local government is seeking tenders for the provision of those goods and services for the first time, due to those goods or services having been, until then, undertaken by the local government.

For the purpose of this policy the Region is specified as the entire geographical area of a shire which shares a boundary with the Shire of Katanning.

Only those goods and services identified in the tender as being supplied locally will be included in the discounted calculation that forms a part of the assessment of a tender.

A regional price preference applies whenever tenders are called, unless the local government, or the Chief Executive Officer by delegated authority, resolves otherwise in reference to a particular tender.

It should be noted that price is only one criteria when considering tenders. Value for money principals will be used to achieve the best possible outcome for the tender.

Purchasing from Aboriginal Businesses:

The Shire will support the purchasing of requirements from Aboriginal businesses. This will be in accordance with the requirements outlined in the Procurement Procedures Manual.

Purchasing from Australian Disability Enterprises:

The Shire will support the purchasing of requirements from Australian Disability Enterprises. This will be in accordance with the requirements outlined in the Procurement Procedures Manual.

Environmental Sustainability:

The Shire will adopt an approach to procurement that supports sound environmental considerations in its purchasing activities.

Panels of Pre-Qualified Suppliers:

The Shire will consider creating a Panel of Pre-qualified Suppliers ("Panel") when a range of similar goods and services are required to be purchased on a continuing and regular basis.

The Panel will be established in accordance with the Regulations and requirements outlined in the Procurement Procedures Manual.

Records Management:

All purchasing activity including for competitive procurement and direct purchase processes, communications and transactions must be evidenced and retained as Shire records in accordance with the State Records Act 2000 and the Shire's internal Records Management Policy.

Review:

This policy is to be reviewed every two years, review by date June 2024.

Resolution No:	Ordinary Council	OC/
Resolution Date:		
Amended:		
Source:	Finance & Administration	
Review Responsibility:	Executive Manager Corporate Services/Deputy CEO	

COUNCIL POLICY

Fitness for Duty Policy

Policy No: 3.7

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1. INTRODUCTION

The Shire of Katanning is committed to the provision of a safe and healthy and productive workplace for all persons working for or on behalf of the Council no matter the location.

To ensure the provision of a safe and healthy workplace the Council has a ZERO tolerance to the misuse of alcohol or other drugs, either legal or illegal, whilst attending any Council work location. In effect, this means that individuals have a responsibility to maintain themselves 'Fit to Work' at all times whilst working for or on behalf of the Council.

The purpose of this policy is to ensure the following:

a) That employees, contractors, sub-contractors and volunteers are fit for work and not under the influence of alcohol and/or other drugs whilst in the workplace.
b) That the safety and wellbeing of staff and the public are not placed at risk by the actions of an employee under the influence of drugs and / or alcohol.
c) That the illegal and criminal activity of cultivation, possession or dealing in drugs does not occur whilst in the workplace.

Participation in random alcohol and other drug testing is a condition of working for the Council at any work location or for entry to any Council workplace. The intent of this policy is to provide direction for the management of fitness for work in areas under the control of the Shire of Katanning (Council).

As a condition of working for, or contracting to, the Council all personnel agree to be bound by the requirements of this policy. The Council reserves the right to exercise its discretion to undertake random testing of any nature at any time in any work location.

The Council also reserves the right to remove access rights to Council controlled areas when this policy is breached.

This policy will also be applied to any individual accessing a Council work location regardless of their employment status. Including where a person may be employed by multiple companies, this policy will apply to an individual as if they only had one employer.

2. SCOPE

This policy applies to all persons accessing Council work locations, including all Council staff, councillors and consultants as well as volunteers, visitors, community members and contractors.

This policy does not extend into individual contractor business sites.

Contractors are expected to have their own safe system of work in place to ensure that all persons accessing their work locations are fit to do so.

Where a law may have been broken, the Council reserves the right to contact the WA Police.

3. DEFINITIONS

BAC – Blood Alcohol Concentration or its equivalent Breath Alcohol Concentration. The units used for expression of Blood Alcohol Concentration in this policy being percent (%) with the equivalent breath concentration being expressed as grams to 210 litres of expired breath.

Candidate – For the purposes of this policy, any worker who is participating in a fitness for duty test.

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Chain-of-custody – A series of polices to account for the integrity of each urine or oral fluid specimen by tracking its handling and storage from point of collection to final disposal of the specimen.

Confirmatory test – An analytical policy that uses mass spectrometry to identify and quantify unequivocally a specific drug or metabolite.

Confirmed negative – A result at or below the target concentration following confirmatory testing.

Confirmed positive – A result above the target concentration following testing. This equates to; BAC (alcohol) - greater than 0.000 at test – Please note a drug test can only be confirmed positive following laboratory testing.

Drug and Alcohol Tester – A member of the Council staff tasked with coordinating the Drug and Alcohol program on all Council workplaces.

Employees – Persons employed by the Shire of Katanning.

Fitness for Duty – Describes the physical or mental condition of a person whereby the person can be reasonably expected to undertake a task without incurring unacceptable risks to the health and safety of themselves or any other person.

Incident – An 'incident' is an unplanned event that causes, or has the potential to cause, injury, damage to property, harm to the environment, financial loss or impact on the reputation of the organisation.

Laboratory – A laboratory to carry out chemical analysis in conformity to the requirements of AS/NZS 4308:2008 Procedures for the collection, detection, and quantitation of drugs of abuse in urine and AS 4760:2006 Procedures for specimen collection and the detection and quantitation of drugs in oral fluid.

NATA – National Association of Testing Authorities.

Non-negative result – This is an initial indicator from the swab (drugs) test that will require further laboratory testing.

Prescribed Drug – Any substance prescribed by a medical practitioner that has restriction or specific instructions associated with its use.

Worker – Includes Employees, Contractors, Visitors, and other persons undertaking work or accessing areas under Council control.

4. COMMITMENT TO FITTNESS FOR DUTY

This policy addresses drug and alcohol use in the workplace and management of fatigue and other fitness for duty issues. The policy supports and is to be read in conjunction with the Disciplinary Policy.

The Council has adopted a zero tolerance to impairment caused by alcohol and other drugs to ensure its obligation to provide a safe and healthy workplace is met.

A medical assessment will form part of the pre-employment checks on all persons who reach preferred applicant status for positions with the Council. This assessment will include a drug and / or alcohol test. Testing shall be conducted in accordance with the Australian Standard AS/NZS 4308:2008 - Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine.

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The policy covers all Council staff, councillors and contractors, it also extends to cover volunteers and any persons performing work for, or with, the Council and is a condition of access to any Council work location regardless of the reason for access.

Failure to abide by this policy may result in withdrawal of an individual's permission to remain in the workplace and may lead to disciplinary action.

Council staff and or contractors must not cultivate, consume, use, or possess illegal drugs in the workplace.

A function on any Council premises where alcohol is consumed must be approved in advance and in writing by the CEO. Council staff or contractors must not consume alcohol in the workplace if they are subject to duties.

On occasions where alcohol may be included as part of a work function or other recognised work event, sufficient non-alcoholic alternatives are to be provided. Where such a function is authorised, persons are not to bring or provide additional alcohol.

Where the consumption of alcohol at a Council function or event is approved, all persons must apply a 'duty of care' for their own and other peoples' safety and wellbeing. Note that such approval does not override any legal requirements, for example, compliance with the WA road laws etc.

Any failure to follow directions by Council management regarding the consumption of alcohol at a Council function or event may result in disciplinary action being taken by the CEO.

Council Staff and or contractors must arrange their own transport in relation to any Council function or event. The Council does not accept responsibility or liability for employees during travel to and from any Council function or event.

5. RESPONSIBILITIES

All Council staff, contractors, volunteers, or other persons doing work for the Council must report to their manager or leading hand any situation where they genuinely believe that an employee may be affected by alcohol and/or other drugs.

Council Staff & others accessing a Council workplace must;

- Not commence work if in any doubt about their fitness for duty.
- Inform their leading hand or manager of their absence and time away from work will be taken as sick leave (for Council employees).
- Discuss with their doctor or pharmacist the requirements of their role and whether any prescribed or over the counter medication could impact on working safely, if taking prescription or pharmaceutical medication.
- Obtain a letter from the Doctor indicating what impacts could arise, where impacts are expected – all persons should also carefully read any information sheets provided with medication.
- Speak with their leading hand or manager if unsure as to fitness for duty.
- Discuss with their manager if they are concerned about working with other employees because of a perceived safety risk due to fitness for duty issues.

All Contractors are responsible for;

- Their employees whilst on or about Council work locations always regarding fitness for duty.
- Always complying with this policy whilst on Council work locations.
- Maintaining their own fitness for duty policy and / or procedures which are, at a minimum, in line with this policy whilst on or about Council work locations.
- Implementing appropriate disciplinary actions for any employee who breach this policy whilst on or about Council work locations.

Any disciplinary action(s) will be discussed with the Council's Chief Executive Officer.

Drug & Alcohol Tester

- Responsible for ensuring adherence to testing procedures outlined in this Policy.
- Checking and testing equipment and kit prior to conducting testing.
- Maintaining relevant documentation.
- Coordinating training for testers.
- Maintaining and calibrating the monitoring equipment.
- Liaising with the CEO & Executive Manager when a non-negative result is received.
- Liaising with the Medical Centre in relation to testing requirements and results.
- Ensuring adequate stocks of test kits and mouth pieces are available.

Leading Hand / Manager

- Taking prompt and appropriate action where they have reasonable cause to suspect an individual may not be fit for duty.
- Ensuring that adequate rest breaks are allowed between work periods to ensure that fatigue is managed.
- Contacting the Shire CEO for advice on the application of this policy, if needed.
- Identifying the possibility that a decline in work performance could be the result of illness, disability or other personal factors and may not be directly related to fatigue, alcohol or other drug use.
- Confidentially entering any breaches into the Council's incident reporting system.

CEO / Executive Managers

- Coordinating the random drug and alcohol testing program.
- Authorising Lead and Assistant Testers.
- Ensuring the Policy is regularly reviewed and maintained.
- Ensuring sufficient budget for implementing Policy requirements.
- Implement disciplinary actions and return to work program.

6. INFORMATION AND TRAINING

Workers will be made aware of Council's Fitness for Duty Policy and their responsibilities through toolbox meetings and the Council's induction process. The policy is available on the Council's website.

The Council will provide practical guidelines and training to relevant personnel on fitness for duty issues. Additional signage is also located at key Council work locations.

7. IMPAIRMENT INDICATORS

Impairment refers to an inability of an individual to safely undertake tasks at their normal level of concentration and performance. Impairment can be associated with a range of factors including

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fatigue, stress or anxiety, environmental factors (heat, dust, noise, chemicals), drug or alcohol use. Regardless of the reason, workers who are impaired must not be involved in tasks that could jeopardise their safety or that of others.

Managers and supervisors are responsible for approaching an individual to determine their fitness for duty where they suspect a person may be impaired.

The potential impact on work performance and / or safety of the person or other workers is to be discussed.

Drug or alcohol indicators: These can include habitual lateness or excessive absenteeism, extended lunch breaks, aggressive outbursts, problems with coordination, forgetfulness or 'near miss' incidents, time management issues, clear intoxication at work or signs of drinking or drug taking prior to the commencement of work.

These signs may include:

- Smell of alcohol on the breath.
- Slurred or incoherent speech.
- Unsteadiness.
- Red, bloodshot, or watery eyes.
- Flushed or ruddy face.
- Noticeably smaller or larger pupils.
- Lack of or poor muscle coordination.
- Over-excitement or agitation.
- Difficulty with simple instructions.
- Drowsiness or falling asleep.
- Difficulty in concentrating.
- Poor balance and coordination.
- Loss of inhibitions.
- Aggressive or argumentative behaviour.

Fatigue Indicators include:

- Not feeling refreshed after sleep.
- A greater tendency to fall asleep while at work.
- More frequent naps during leisure hours.
- Feelings of sleepiness.
- Extended sleep during days off.
- Increased errors and loss of concentration at work.

Sleep Indicators include:

- A drowsy feeling.
- Blurred vision.
- Difficulty keeping eyes open.
- Head nodding.
- Excessive yawning.
- Repeatedly drifting out of lane if driving.

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8. ALCOHOL AND DRUG TESTING

Taking part in random alcohol and other drug testing is a condition of entry to any Council work location.

A worker may also be requested to provide a test or screening sample to a representative of the Council or an external tester appointed by the CEO where:

- There is reasonable suspicion or cause that the worker may be under the influence of alcohol or other drugs.
- A worker has been directly or significantly involved in any incident.
- The worker is returning to work after an alcohol or other drug rehabilitation program.
- The worker's behaviour indicates impairment.
- The worker commits any act of neglect or carelessness or breach of safety requirements.
- A material decline in work performance or work attendance or any other irrational behaviour is apparent.
- The worker has contravened the Council's fitness for duty requirements in terms of alcohol or other drug use.

9. REFUSING A TEST

Where an individual refuses to participate in testing, the disciplinary consequences shall be explained to the individual and the request repeated.

Further, refusal to participate or failing to attend for testing shall be deemed as a failed screening result and the individual concerned shall have the disciplinary process applied and must supply a negative drug test (at the employee's cost) and alcohol test before being able to return to the workplace.

10. CAUSE AND SUSPICION TESTING

a. Cause Testing

Cause testing may be conducted on any Councillor, Council employee, volunteer or contractor directly involved in an incident.

b. Suspicion Testing

Where a leading hand or manager has reasonable suspicion, a worker may be under the influence of drugs or alcohol, the leading hand or manager has reasonable cause to test the identified person.

Cause and Suspicion Testing may be conducted by an authorised tester who will conduct the required tests in compliance with this Policy and relevant guidelines.

11. WORKPLACE ASSISTANCE FOR SUBSTANCE ABUSE PROBLEM

Council employees with a substance abuse problem are encouraged to speak with any of the following people for referral to the Employee Assistance Program (EAP);

- your manager
- the Coordinator People & Culture
- the Chief Executive Officer

Where an employee acknowledges that they have an alcohol or drug problem and are receiving help and treatment, the Council will aid the employee by;

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- allowing an employee to access any accrued personal or annual leave while undergoing treatment, and;
- by taking steps to return an employee to their employment position after completion of the treatment program, if practicable in the circumstances.

Where an employee acknowledges that they have an alcohol or drug problem and are receiving help and treatment, the manager with the support of senior managers, as appropriate, will review the full circumstances and agree on a course of action to be taken.

This may include redeployment to suitable alternative employment, or possible termination of employment if the employee is unable to safely carry out the requirements of their role.

12. ALCOHOL

12.1 ALCOHOL TEST RESULTS

In the event an employee or other person tests positive to alcohol, the following shall apply;

a) The individual will not be allowed to return to the Council workplace until the CEO is satisfied that actions taken are appropriate & acceptable and include the provision of a negative test result prior to restarting.

b) Test results are captured using the Drug and Alcohol Positive / Negative Test Record. For a Council employee, the results will be placed on the employee's personnel file and a first warning issued. For any other worker, the employing organisation will be notified immediately, and an incident logged (confidentially) in Council's incident system.

c) The worker is to relocate to an amenities room to wait for a - Confirmatory Breath Test. During this wait period the candidate must not undertake work tasks, nor will they be able to smoke or consume any fluid or food until after the second test has been completed.

d) After the worker relocates to an amenities room, they will be retested after 20 minutes. If the BAC content reading has fallen to 0.000 the candidate may resume their normal duties, otherwise they must be escorted from the workplace and not allowed to resume duties for the duration of that working day.

e) If required to leave the workplace and the BAC is below the legal driving limit, it is acceptable to for the person to drive. Otherwise, the CEO will make alternative arrangements for them to be transported to their accommodation / home.

First Confirmed Positive

A written warning will be issued to the employee. If over 0.05%, the employee will be encouraged to seek assistance through the Council's EAP provider.

If no further positives are recorded during the next 24 months the written warning will be withdrawn (initial BAC was less than 0.05%).

If the initial BAC was more than 0.05% the written warning will remain on the employee's file. The employee will be required to undergo further testing in line with their return-to-work program.

Second Confirmed Positive

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A final written warning will be issued to the employee for any repeat positives received during the 24 months following a positive test or if the previous offence was a recording over 0.05% BAC. The employee will be required to attend EAP counselling or other medical assistance and will be required to undergo further testing in line with their return-to-work program.

Final written warnings will remain on the employee's file.

Third Confirmed Positive
If any positive alcohol offences occur whist on a final warning, employment will be terminated.

12.2 CALIBRATION OF TEST EQUIPMENT

Equipment used for alcohol breath testing must be calibrated in accordance with Australian Standard AS/ANZ 3547 Breath Alcohol Testing Device for Personnel Use.

A calibration certificate is issued when the Council's Breath Analyser unit is recalibrated.

Calibration certificates are to be recorded in Council's safety management system by the Coordinator of People and Culture.

13. DRUGS

13.1 PRESCRIBED & OVER THE COUNTER MEDICATIONS

The Council recognises that workers may at times take prescription or over-the-counter medications and that these may affect a workers' fitness for duty or show up in a random drug screening test.

Workers must advise their manager, at the earliest opportunity, either verbally or by completing the Council's internal Medicines Declaration Form if taking a medicine that has the potential to;

1) affect your fitness for duty (eg cause drowsiness) or
2) cause a non-negative random drug screening test result,

If uncertain, the worker is responsible for asking their doctor or pharmacist as to whether:

1) the medicine will affect fitness for duty; or
2) show up in a random drug test.

The categories of drugs and substances targeted in random drug tests are listed on page 13 of this policy.

Once advised of the workers' status the manager will direct the worker to duties appropriate to their level of fitness.

The advice may be provided verbally and if so, the relevant Manager must complete the Medicines Declaration Form, on the workers behalf and obtain the worker's signature, prior to the worker commencing or recommencing their work duties. The manager must then ensure the form is securely filed.

Medicine Declaration Forms are destroyed after 12 months or each year on 30 June, whichever is the earliest and must therefore be resubmitted annually.

13.2 INITAIL DRUG SCREEN

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The CEO reserves the right to conduct screening tests for the presence of drugs in any manner allowable under the Australian Standards.

If a candidate returns a non-negative screening test result, a urine sample collected as per AS/NZ 4308:2008 requirements shall be sent to an accredited laboratory for confirmation testing.

If at any time the Council's Drug and Alcohol Testers experience aggressive or potentially threatening behaviour the police will be called to attend.

13.3 ACTIONS POST DRUG SCREEN TEST – INCLUDING NON-NEGATIVE RESULT

Action for negative initial screening test:

- Thank the worker for their participation.
- Complete required documentation and move on to the next person.

Action for non-negative initial screening test:

- Inform the worker of the result and relocate them to an appropriate and discrete room or area.
- Contact the worker's Manager and advise them of the situation and the requirements identified below.
- The Manager will investigate whether the worker has provided a completed Medical Declaration Form giving notice they are taking a drug that may affect their fitness for duty.
- If it is found the worker has completed a Medical Declaration Form and the CEO & Manager agree the test result is consistent with that advice, the worker will be allocated to light duties, but only after a urine sample has been supplied, as outlined below.
- If it is found that the worker has not advised the Council they are taking any prescription or over the counter medicine, the worker will be stood down, without pay and delivered to their place of residence, but only after they have provided a urine sample, as outlined below.
- If the screening test was undertaken with a urine sample, this sample will be delivered to the Medical Centre for preparation & dispatch to an accredited laboratory for confirmation testing.
- If the screening test was not taken from a urine sample then the worker will be either;
  - escorted to the Medical Centre, for collection of a urine sample; or –
  - a urine sample will be provided to a trained staff member or contractor;

  and the sample will be prepared and dispatched by the Medical Centre, to an accredited laboratory for confirmation testing.

- The worker allocated to light duties following a non-negative screening result will remain on light duties until the urine test result has been received and subject to professional advice confirming the results are in-line with the notice given regarding prescribed or over the counter medication. Such confirmation will entitle the Manager to direct the worker to their normal duties.

- If the result is inconsistent with the notice given regarding prescribed or over the counter medication, appropriate actions will be taken in accordance with Sections 14 and 15, depending upon the worker either being a Council employee or a contractor.

- Procedure for the management of a worker who has tested non-negative and has not notified their Manager through the Medicines Declaration Form that they are taking a prescription or over the counter medicine that could affect their fitness for duty;

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a. The worker will remain stood down from their duties until the test results have cleared them to return to work.
b. Test results will be provided confidentially and directly to the relevant Manager, nominated at the point the sample is delivered to the Medical Centre. The results will be confidentially discussed upon receival with the relevant Manager and/or the CEO or if a contractor, to the nominated supervisor / manager. The worker must also receive a duplicate copy of the test results.
c. If the test is returned negative the worker will be permitted to return to work without further action. In this circumstance the worker will be paid as normal for the period they had been stood down.
d. If the test is confirmed positive or not in line with notice given regarding prescribed or over the counter medication, appropriate actions will be taken in accordance with Sections 14 and 15, depending upon the worker either being a Council employee or a contractor.

13.4 LABORATORY TESTING OF URINE

The only recognised standard that currently exists for the collection and analysis of human fluid samples for toxicological purposes in a laboratory setting is AS/NZS 4308:2008 Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine.

The CEO will use NATA laboratories that are accredited to Class 10.61.16 Drugs for Toxicological Purposes. This standard is important as it guarantees the technical quality and integrity of the tests.

Testing must follow a rigorous set of procedures and shall be consistent with the requirements of AS/NZS 4308:2008. This standard requires the time, place and details of each person handling the sample to be documented (chain of custody) and for confidentiality of the process to be respected.

13.5 DRUG SCREEN CUT-OFF LEVELS

Confirmatory test cut-off levels for non-negative screening test results are defined by AS/NZS 4308 Procedures for Specimen Collection and the Detection and Quantification of Drugs of Abuse in Urine. These levels may vary as Australian Standards are amended.

The categories of drugs and substances prohibited by the Council as per AS/NZS 4308 are:

- **Opiates** - Morphine, codeine and monoacetylmorphine.
- **Sympathomimetic amines** - Amphetamines, methylamphetamine, methylenedioxymethamphetamine (MDMA), phentermine, including ephedrine and pseudoephedrine.
- **Cannabis metabolites** - Tetrahydrocannabinol-9-carboxylic acid (THC).
- **Cocaine metabolites** - Benzoylecgonine and ecgonine methyl ester.
- **Benzodiazepines** – Oxazepam, temazepam, flunitrazepam, diazepam, nitrazepam, clonazepam or their metabolites.

The CEO reserves the right to have tests carried out for additional substances that may cause impairment.

14. RETURN TO WORK FOLLOWING A POSITIVE (FAILED) TEST - COUNCIL EMPLOYEE

If the confirmation is positive for a drug of abuse, the worker will be encouraged to attend counselling for drug and dependency issues.

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If the worker attends counselling, the worker should arrange for the counsellor to communicate directly with the worker's Manager or CEO about the worker's attendance and to provide any other feedback that a counsellor would normally communicate to an employer, without breaching the confidence that exists between the worker & counsellor.

Before being entitled to return to the workplace, a negative drug test must be obtained from a NATA laboratory that is accredited to Class 10.61.16 Drugs for Toxicological Purposes, by the worker, at the worker's cost and the report submitted to the worker's manager.

On returning to the workplace, the worker will be issued a first and final warning letter and will be subject to a structured return to work program that will include at least two (2) unannounced drug screening tests, in addition to the Council's normal random testing program, over the following twelve months.

A return-to-work plan will be arranged through the Executive Manager of the workers team who will be informed by any feedback given by the drug & alcohol counselling service provider, the worker's doctor and the criticality of the work performed by the worker.

15. RETURN TO WORK FOLLOWING A POSITIVE (FAILED) TEST – CONTRACTORS AND OTHER PERSONNEL

In the event a contractor or volunteer returns a positive result, the worker's Supervisor will be advised immediately and their company's Fit for Duty and Disciplinary Policy will be followed.

Contractors, labour-hire, and other personnel working for the Council are required to participate in this fitness for duty policy as well as the procedures which apply in the event of a confirmed positive test for alcohol or other drugs.

All organisations are required to have made their own arrangements for suitable testing, breach, and support regimes for the personnel they are managing and / or providing. For clarity, this requirement should be incorporated into relevant contractor agreements and induction programs for contractors and labour-hire personnel.

In the event a worker tests positive to alcohol or drugs their employer will be notified so that appropriate action can be taken.

The worker will have their duties for the Council suspended and will not be allowed to return to a Council workplace until they provide a negative test result.

Any actions taken by the employing company to prevent reoccurrence must be to the satisfaction of the CEO and be appropriate and acceptable.

The CEO may also request a return-to-work plan that would place controls to prevent further breaches of this policy. Failure to meet the requirements or follow an agreed plan would mean further suspension of the worker's ability to perform work in any Council workplace.

16 FATIGUE AND WORKING HOURS ARRANGEMENTS

Sleep deprivation, sleep disturbance, fatigue and stress are health risks that can be associated with long working hours and factors outside the workplace. These health risks may have implications for safety standards and the prevention of incidents.

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Work life and personal life are inter-related with personal life having the ability to influence a person's fitness for work.

No matter how much sleep a person has beforehand, they will feel sleepy between 1.00 am and 6.00 am because of the body's natural circadian rhythm (body clock).

Research indicates that a fatigued person's performance may be like that of a person with a BAC of 0.1 which, is twice the legal driving limit.

The Council mandates a maximum 12-hour work period for any individual working in any Council workplace.

A minimum of 10 hours of rest is required in any 24-hour period.

17. PRIVACY AND CONFIDENTIALITY

Confidentiality is fundamental in order to protect the privacy of individuals. To ensure the highest level of confidentiality is maintained:

- Conversations relating to work performance, or the misuse of alcohol or other drugs must be confidential and conducted in private.
- Documentation relating to the implementation of this policy must be kept confidential.
- It is the responsibility of the CEO to ensure that counsellors providing services to their employees are aware of the confidentiality requirements relating to client information.

The CEO will respect the rights of employees to privacy in matters relating to the use of the EAP or other counselling services and communicate those rights to employees. The practices to be implemented are:

- Information relating to counselling must be treated as confidential.
- Psychologists are bound by their code of conduct to respect the confidentiality of information obtained in the course of their work. They may disclose such information to others only with the consent of the client or the client's legal representative except in those cases where failure to disclose information would result in a clear danger to the individual or another person.
- Counsellors who are not psychologists are not required to be registered with a professional association and therefore may not be bound by a code of conduct. It is the responsibility of the CEO to ensure that counsellors are aware of the confidentiality requirements relating to client information.
- Employees may wish to have their manager liaise with their counsellor. In this case, the employee must give written permission for information to be disclosed. The information that can be disclosed in such circumstances is limited to that which is required to support the most effective management of a performance-related problem and the reintegration of the employee into the workforce.
- Where counselling is a compulsory requirement, the CEO will need to be provided with a report as to whether counselling is progressing satisfactorily, whether adjustments are needed to the employee's work and whether the counselling is likely to lead to no further breaches occurring. A counsellor without divulging information of a personal nature can provide this information.

18 RECORD KEEPING

The privacy of any records relating to work performance and counselling, treatment or rehabilitation must be securely protected. Records should only focus on the drug and/or alcohol issues as they relate to work readiness and performance. All records are to be retained on the employee's personnel file and archived and disposed of in accordance with organisational disposal schedules for personnel records.

19 REFERENCES

The following documents provide more guidance:

- WHS ACT WA 2020
- WHS ACT WA 2022 Regulations
- AS/ANZ 3547 Breath alcohol testing device for personal use.
- AS/NZS 4308:2008 Procedures for specimen collection and the detection and quantitation of drugs of abuse in urine.
- AS 4760:2006 Procedures for specimen collection and the detection and quantitation of drugs in oral fluid.
- NATA laboratories that are accredited to Class 10.61.16 Drugs for Toxicological Purposes.
- Code of Practice Working Hours - WA Department of Commerce (WorkSafe).

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Resolution Number:	Ordinary Council Meeting OC/
Resolution Date:	
Last Amendment Date:	Major Review and re-write – 8 May 2024
Former Policy Reference:	Fitness for Work First adopted Policy Fitness for Work – adopted
Shire Related Documents:	Policy Work Health and Safety (WHS) Policy Disciplinary Policy Grievances, Investigations, and Resolution Procedure
Related Legislation:	Workplace Health and Safety Act 2020 Workplace Health and Safety Regulations 2022 AS/NZS 4801: 2001
Date of Review:	October annually
Review Responsibility:	Chief Executive Officer

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COUNCIL POLICY

Self Supporting Loans

Policy No: 2.12

Policy Subject: Self Supporting Loans

Policy Statement: Council in general, will only consider approving a self-supporting loan to a maximum of $150,000 for any one applicant.

Background: Council may consider requests to provide self-supporting loans for community-based organisations such as sporting clubs and not for profit community groups. Such loans would be for capital improvement works to upgrade facilities. The facilities may or may not be on Council property.

The risk to Council is the potential to default on loan repayments by the recipient of the self-supporting loan.

Objectives: The objective of this policy is to ensure that the recipient of a Council provided self-supporting loan has the capacity and capability to repay the loan and associated costs.

Guidelines: When considering an application for a self-supporting loan, Council will:

1. Ensure compliance with Sections 6.20 and 6.21 of the *Local Government Act 1995* and relevant Regulations to those sections;
2. Require that all applications for self-supporting loans provide the following details:
    a. The works, undertakings and purpose of the loan – effectively a Business Plan that sets out the objectives and benefits to the Katanning community of the proposed use of funds;
    b. Plans, specifications and statutory approvals together with detailed costings;
    c. Professionally reviewed financial statements for 3 years to demonstrate the ability to obtain alternative funds;
    d. Statements demonstrating the need for the loan together with reason of inability to obtain alternative funds;
    e. Certification of incorporation;
    f. Name(s) of private guarantor(s) and/or details on security property;
    g. Provide any other information requested by Council to assist with consideration of the application; and
    h. “Acknowledgement of Debt” to be signed and sealed between the applicant/s and the Shire of Katanning.

Roles and responsibilities:

Council:

Self-funding loan requests not previously approved and included in Council's annual budget will need to be advertised in accordance with the requirements of the *Local Government Act 1995*, to allow for written submissions to be made, these submissions will be presented to Council, so that a decision to approval or disapprove a self-supporting loan request can be made.

Organisation applying for the self-supporting loan:

- Provide all documentation as listed in this Policy to support the application.
- The loan borrower will supply to Council, on an annual basis, a set of properly reviewed financial statements within 4 months of the close of the financial year, as well as a copy of their budget for the current year. Council may at any time during the period of the loan request that the loan borrower provide current financial statements and budgets.

Resolution No:	Ordinary Council	OC110/18
Resolution Date:	26 August 2018	
Amended:		
Source:	Finance & Administration	
Date of review:	September 2020	
Review Responsibility:	Executive Manager Finance & Administration	

transport • engineering • placemaking

PJA

Shire of Katanning

Shire of Katanning Bike Plan: (2025 to 2035)

April 2024

Project Code: 07178

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Version Control and Approval

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1 Executive Summary

Katanning is a growing townsite in the Great Southern region of Western Australia, approximately 280km south-east of Perth. This bike plan has been prepared for the Katanning townsite and focuses on understanding the barriers to cycling and the community's needs and desires through community consultation and recommending the appropriate best practice infrastructure for the network. This medium to long term plan is intended to support the development of Katanning bike network over the next 10 years. The vision for this bike plan is:

> "To create a connected and safe riding and walking network for all members of the community, enabling memorable experiences."

The vision balances the needs of the Shire, Stakeholders and the Community which have been understood and documented through the review and engagement process and draws on the vision of the Shire's Tourism Strategy 2020 – 2025.

The Literature Review examines relevant planning documents regarding the interface with active transport in the Shire and the State. It identified that, whilst the Western Australian Bicycle Network Plan identifies a vision for cycling in Western Australia, the local policies in the Shire of Katanning provide a supporting framework for the development of a walk and ride plan for the townsite. In particular, the Shire's Shared Use Masterplan and the Strategic Community Plan 2022 – 2032 provides strong support for increasing options of active transport.

Research supports the need to ensure there is a safe, connected and high quality cycling infrastructure and routes to encourage greater participation rates of cycling, particularly in younger age groups and females. In addition, it is recognised that interest in 'E-rideables' will continue to grow.

The Bike Plan's overall goal is to provide an effective and efficient active transportation network. To achieve this goal, some objectives have been formed. The objectives of this bike plan are:

- Support cycling for local trips for community members of all ages!
- Create a connected cycling network.
- Create a safe cycling network for the community.
- Increase accessibility of the existing network.
- Utilise existing opportunities to expand the network.

The existing riding and walking network includes 3.1km of asphalt shared paths and an extensive network of concrete footpaths and gravel pathways. A number of footpaths in the Town Centre are lifted or cracked and a number of areas along the shared path network are damaged, cracked and/or showing signs of weathering in places.

Among the key destinations connected by this existing network of footpaths and shared paths are the Katanning Function and Leisure Centre, parks, schools, Katanning Hospital and the town centre shopping destinations. Katanning has a large quantity of open spaces, parks and reserves of significance such as the All Ages Playground, Lions Park, Regional Recreation Ground, Quartermaine Oval, Prosser Park, Piesse Park, Thomson Park/Katanning Aquatic Centre all of which could be connected by a future expansion of the riding and walking network.

This bike plan also identifies the cycling network hierarchy consistent with the Department of Transport's Cycling Infrastructure Hierarchy (Network Principles) for the road network within the Katanning townsite.

Clive Street is identified as primary routes as it is located along the main road through the town and provide access to major destinations including the Town's commercial strip. Katanning-Nyabing Road, Kojonup-Katanning Road, Forrest Hill Road and Katanning-Dumbleyung Road are all identified as primary routes as they are located adjacent to major roads and provide access to major destinations such as the nearest townsites surrounding Katanning.

Pemble Street, Synott Avenue, Braeside Road, Adam Street, Bay Street/Drove Street, Blantyre Street and McLeod Street have been identified as secondary routes, providing a connection based on a periphery around the edge of the main townsite and between primary routes and major activity centres. All other routes have been identified as local routes. **Figure 1-1** shows the network hierarchy and **Table 1-1** provides a summary of the proposed network features.

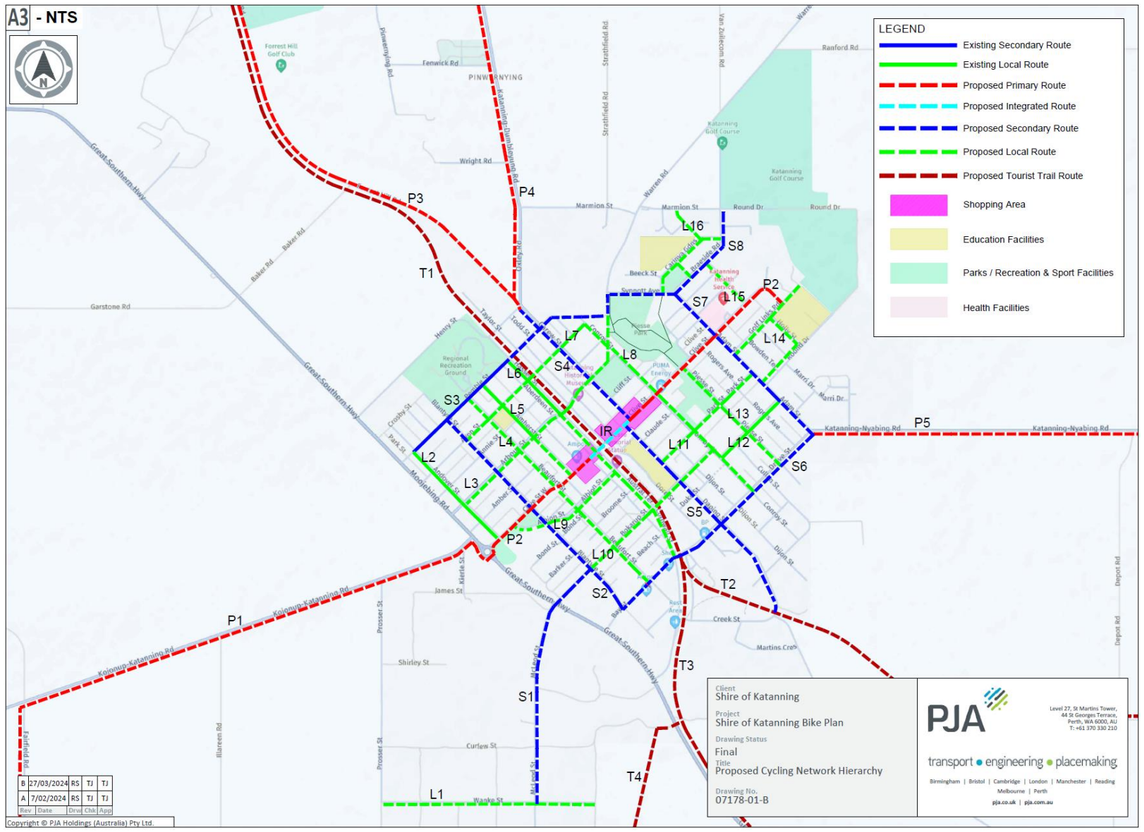
PJA appreciates the regional nature of the Shire of Katanning and, due to its size, recognises the need for a safe and connected cycle network to connect the key destinations within the townsite, reducing the reliance on the private motor vehicle and enabling a healthier and more economical transport mode of choice for residents and visitors. PJA also recognises the Shire's position between metropolitan Perth and tourist destinations such as Stirling Range National Park and the opportunities this presents in terms of long distance and regional cycle network planning.

A key factor considered in the preparation of this bike plan is any recent and planned development as well as the requirements that may impede the cycling network such as heavy vehicle demand vital for rural communities. PJA has worked closely with the Shire to build this understanding and capture it in this plan.

We note the importance of linking shops, community recreational centres, schools, hospitals, public transport facilities, places of employment and regional parks. The preparation of this bike plan is important to guide the future network within the town site of Katanning as well as the potential connections to local regional townsites or destinations (such as Katanning Leisure & Function Centre and Katanning Speedway) to ensure connectivity between town amenities and recreation, ensuring it has a strong community focus providing a safe and connected local network.

1.1 Proposed Cycling Network Hierarchy

Figure 1-1: Proposed Riding and Walking Network Hierarchy



1.2 Proposed Network Summary

Table 1-1: Proposed Route Type and Future Form

Type of Route	Road	Future Form
Primary Route	Kojonup-Katanning Rd & Fairfiled Rd	High quality off-road shared path to the southern side of Katanning Road, eastern side of Fairfield Road connecting the fringe of Katanning with the future Katanning Tourist Trail (Great Southern 2050 Cycling Strategy).
	Clive Street	High quality off-road shared path to the eastern side: OR Protected on road cycle lanes in each direction (consider near Town Centre).
	Forrest Hill Road	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (particularly within the 80km/hr section).
	Katanning-Dumbleyung Rd/Oxley Road	High quality off-road shared path on either side: OR protected on road cycle lanes in each direction (particularly within the 80km/hr section).
	Katanning-Nyabing Road	High quality off-road shared path on the southern side to improve connections to employers such as Burando Hill, McIntosh & Son within the 60km/hr area and further afield to Katanning Airport in addition to connecting the fringe of Katanning with the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy):
Integrated Route	Clive Street (Dore Street to Carew Street)	Extend the existing planted median strip form further south or line mark a median strip, close to the intersection with Dore Street, to reduce road width and include on road cycle symbols / 'share the road' signage and markings along the entire section. Reduce this central section of Clive Street to a 30km/hr speed zone.
Secondary Route	McCleod Street & Bokarup Street	Minimum 2.5m wide off-road shared path on either side: OR

		protected on road cycle lanes in each direction.
	Blantyre Street	Minimum 2.5m wide off-road shared path on either side to improve east/west connections across the southern side of Katanning to/from the Regional Rec Ground and Leisure & Function Centre and Oval. At its south-eastern end, provide a minimum 2.5m wide off-road shared path link from Blantyre St to Bay Street
	Pemble Street & Clarence Street	Improve the shared path connection across the Leisure & Function Centre by extending the shared path construction across the main vehicle access at footpath grade forming priority for cyclists and pedestrians. Localised realignment of the shared path in this location may be necessary. Provide zebra crossing markings at road level across the heavy vehicle access to the Leisure & Function Centre to prioritise pedestrians and cyclists over vehicles. Improve the connection to the Hassell Street shared path at the eastern end by providing a wombat crossing. At the western end improve the connection to the Andover Street shared path by providing a wombat crossing across Pemble Street Regarding side-roads along Pemble Street, provide wombat crossing across these low traffic streets of Andover Street, Cobham Street and Blantyre Street Localised realignment of the shared path in these locations may be necessary. Provide a new cyclist/pedestrian only crossing across the rail line to link the shared path to Clarence Street and improve access to Piesse Park.
	Carew Street (Oxley Rd to Clive Street)	Minimum 2.5m wide off-road shared path on the northern side to improve east/west connections and access to Prosser Park and the War Memorial.
	Daping Street	Minimum 2.5m wide off-road shared path on the southern side to improve east/west connections and access to Katanning Primary School and the Town Centre.
	Drove Street (Adam Street to Cornwall Street) & Bay Street (Cornwall Street to Blantyre Street)	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.
	Adam Street	Minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Katanning Senior High School and Katanning Hospital.
	Synnott Ave & Braeside Rd	Upgrade the existing footpath on the southern side to a minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Braeside Primary School and Piesse Park. Minimum 2.5m wide off-road shared path to improve north/south connections and access to/from Braeside Primary School and Piesse Park.
Local Routes	All other roads	Provide a minimum 2.5m wide off-road shared path to improve connections. OR Provide protected on road cycle lanes in each direction. Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents. OR Reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices to improve safety and amenity for all users and residents.

2 Background

2.1 Introduction

PJA Australia has been appointed by the Shire of Katanning (the Shire) to prepare a Bike Plan (the Plan) for the townsite of Katanning.

The size and regional nature of the Shire of Katanning with the Great Southern Region of Western Australia dictates that this Plan seeks to identify a safe and connected cycle network through and within Katanning, as opposed to long distances between townsites. A key factor which has been considered in the preparation of this bike plan is the recent and planned development within the Shire as well as the requirements that may impede the cycling network such as heavy vehicle demand vital for rural communities. PJA has worked closely with the Shire, the community and stakeholders to build this understanding and capture it in the Plan.

Cycling and walking are fundamental components of any transport network. Within active transport, these modes are the most common, but other active transport modes, such as scooters, skateboards, and inline skates are also important to consider. As with any transport mode, infrastructure is required to make active transport safe, comfortable and connected. Investments in active transport infrastructure will ensure that these modes are viable.

This Plan will be important in guiding the future network for the town site of Katanning to ensure a safe and connected active transport network between town amenities which is based on contemporary community needs.

2.2 Local and Regional Context

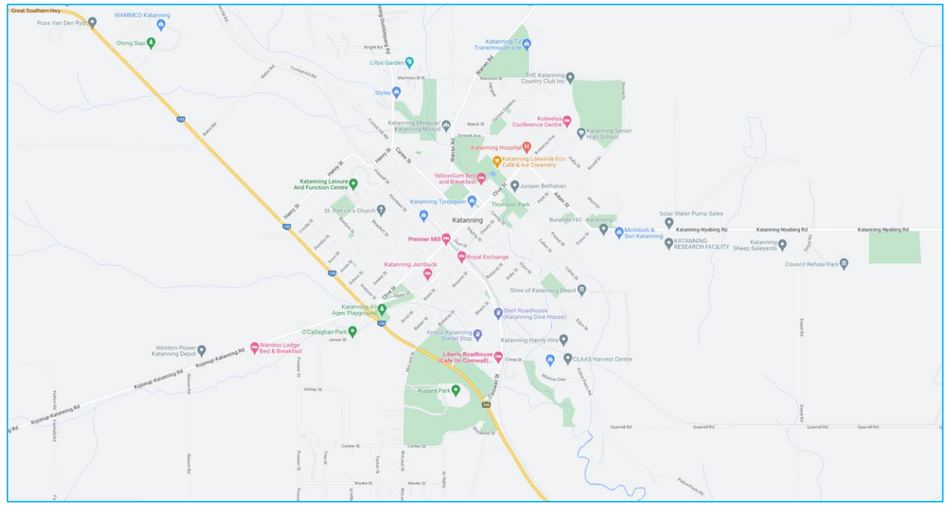
Katanning is located within the Great Southern Region of Western Australia, within the Shire of Katanning and is approximately 287km south-east of Perth and 187km north of the City of Albany. Situated on the northern gateway to the Great Southern, Katanning is well established as a major service centre for the region.

The population of the Shire of Katanning is approximately 4,200 people, with a town population of 3,700. The population of the wider regional area, including neighbouring Shires of Broomehill-Tambellup, Dumbleyung, Kent, Kojonup, Wagin and Woodanilling is currently in the region of 12,500 people.

The regional nature of the Shire of Katanning is understood and, due to its size, there is a key need for a safe and connected cycle network to connect the key destinations within the townsite, reducing the reliance on the private motor vehicle and enabling a healthier and more economical transport mode of choice for residents and visitors. PJA also recognises the Shire's position between metropolitan Perth and tourist destinations such as Stirling Range National Park and the opportunities this presents in terms of long distance and regional cycle network planning.

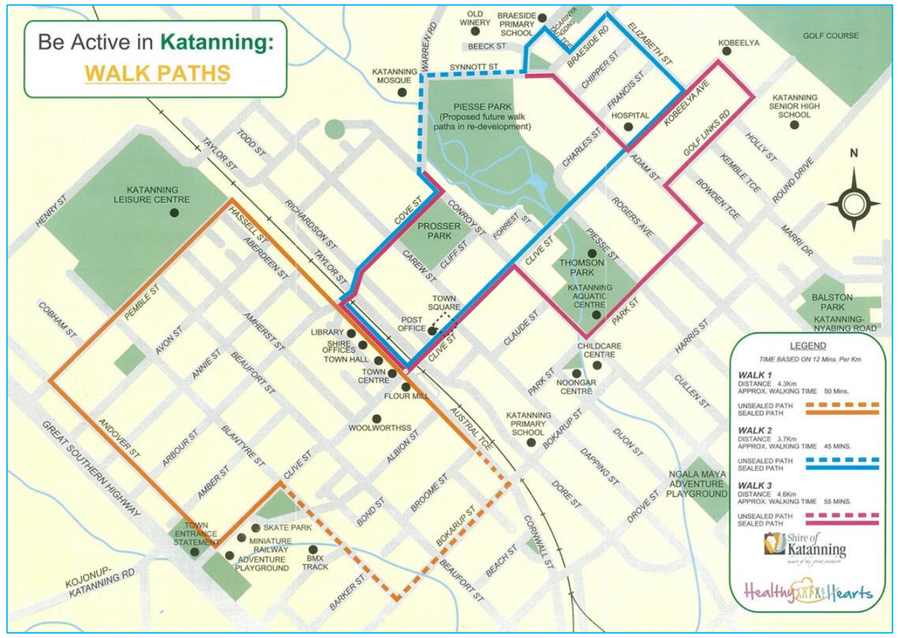
The importance of linking shops, community recreational centres, schools, hospitals, public transport facilities, places of employment and regional parks is noted as a key factor. The preparation of this bike plan will be important to guide the future network within the town site of Katanning as well as the potential connections to local regional townsites or destinations (such as Katanning Leisure & Function Centre and Katanning Speedway) to ensure connectivity between town amenities and recreation, ensuring it has a strong community focus providing a safe and connected local network.

Figure 2-1: Katanning Town Site



The current track and trail network within the Shire of Katanning features three main walk trails (Figure 2-2) within the centre of Katanning ranging from 3.7km to 4.6km long which consist of a mixture of sealed and un-sealed paths. This track and trail network formed part of the investigations undertaken as part of the Saddle Survey (Section 9.5) and the findings used to inform the development of the proposed network hierarchy and recommendations (Section 10).

Figure 2-2: Katanning Town Centre Walk Paths (Source – Shire of Katanning)



On the outskirts of Katanning Town Centre there are four main walk trails which range in length from 700m to 1.8km, which are mainly unsealed off-road routes. Therefore, it is unclear how much of these can be realistically ridden.

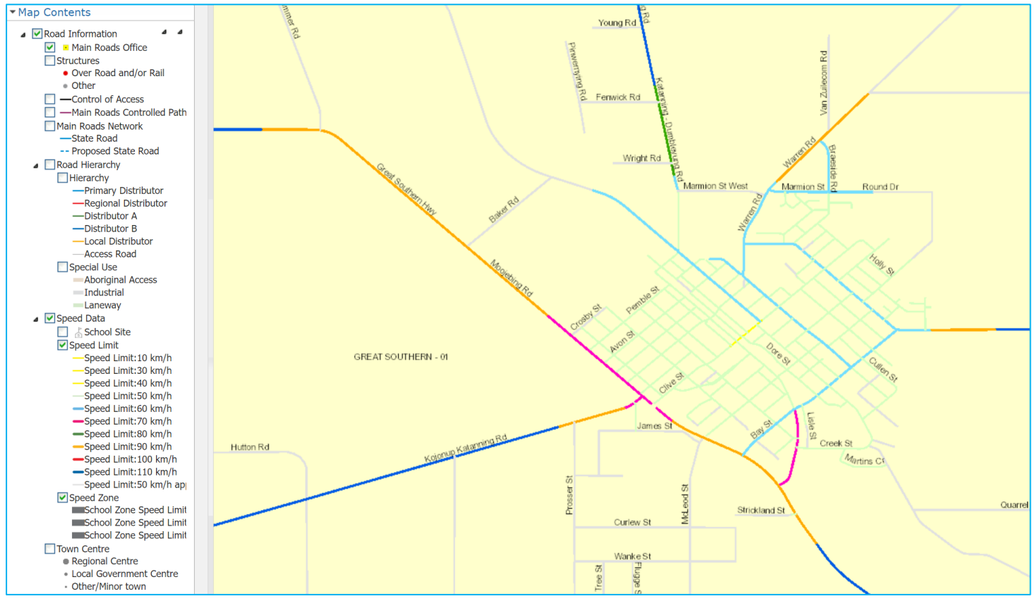
Figure 2-3: Katanning Wider Area Walk Paths (Source – Shire of Katanning)

Katanning features various visitor attractions such as the Public Art Gallery, Lake Ewlyamartup, Visitor Centre, Historical Museum, Aquatic Centre and a variety of parks and reserves, all of which may attract people riding in addition to normal community destinations such as schools and medical facilities.

Running through the heart of Katanning is an existing section of sealed shared path between Abour Street and Pemble Street, connecting with a shared path network on Pemble Street, between Hassell Street and Blantyre Street. This facility offers cycling connections with Katanning Leisure & Function Centre and the Regional Recreation Ground.

Katanning is situated off the main primary route of Great Southern Highway, which is a single-carriageway sealed road with unsealed shoulders and a speed limit of 70km/h through town. However, on the approach the speed limit alters from 110km/h to 90km/h. This makes this inter-town route unfriendly for inexperienced cyclists and offers little protection for more experienced cyclists.

Figure 2-4: Katanning Town Centre Speed Zones – (Source MRWA Road Information Mapping System)



In the wider context, the Department of Transport is currently in the process of developing the 'Great Southern 2050 Cycling Strategy' in collaboration with the City of Albany and Shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet and Woodanilling. Community consultation and development of strategic ideas was completed in late 2022, with validation of ideas through community and stakeholder consultation set of early to mid-2023 and finalisation and publishing of the final strategy in late 2023.

The Strategy will set out the long-term vision for bike riding across the region, including an aspirational cycling network with proposed infrastructure covering key townsites and providing interregional connections.

PJA have worked with the Department of Transport to understand the outcomes of community and stakeholder consultation of the wider Great Southern strategy ensuring that the ideals and outcomes of the Katanning Bike Plan align with and complement the intentions of the Department's adopted Strategy.

Figure 2-5: Draft Cycling Network for Katanning Town Centre – (Source: DoT's Draft Great Southern 2050 Cycling Strategy)

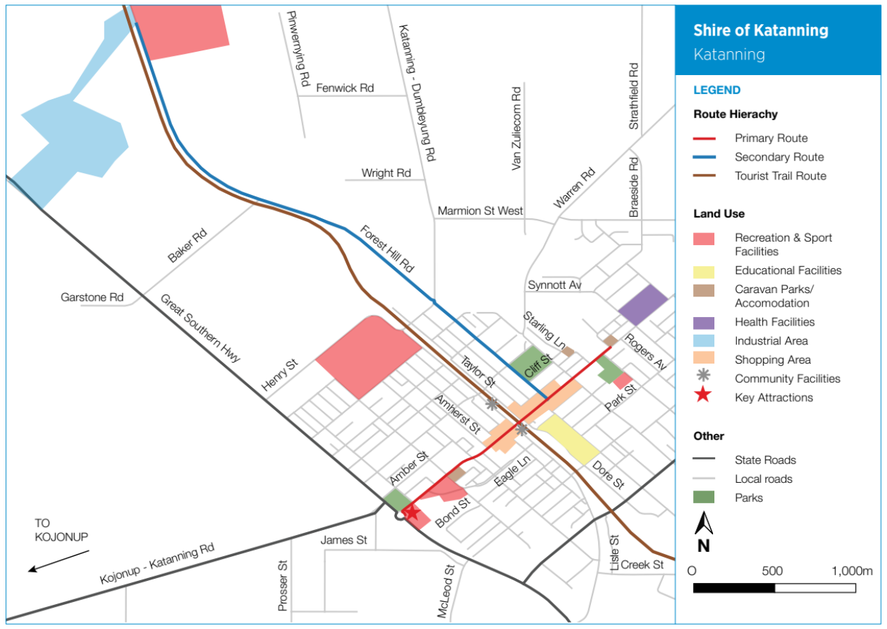


Figure 2-6: Draft Road Cycling Routes Surrounding Katanning – (Source: DoT's Draft Great Southern 2050 Cycling Strategy)

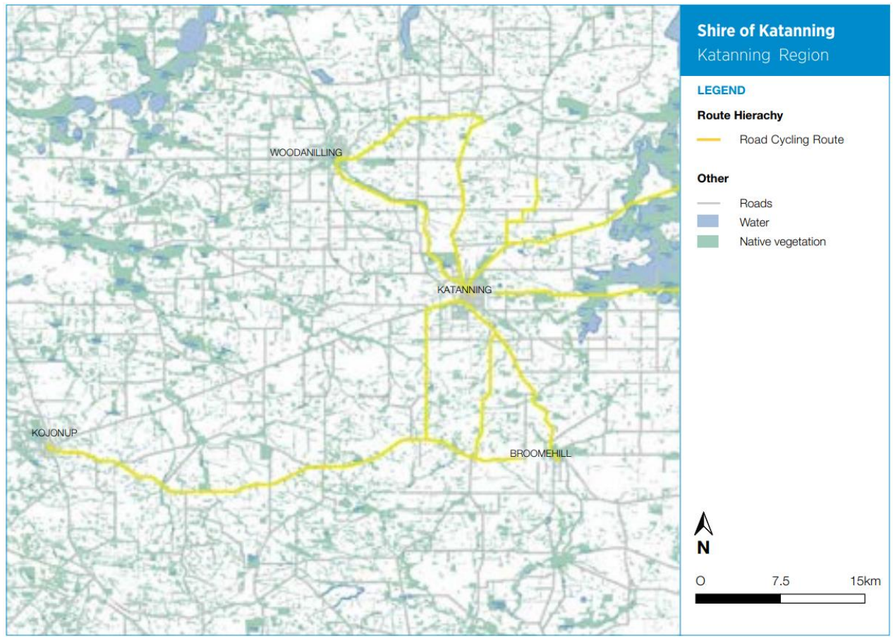
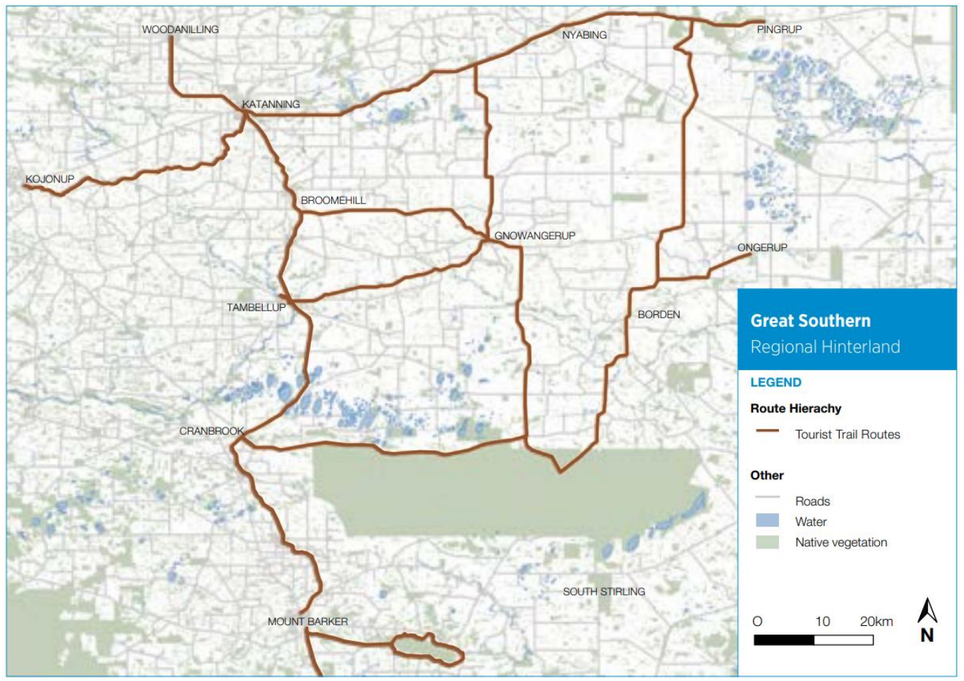


Figure 2-7: Draft Tourist Trail Routes Surrounding Katanning – (Source: DoT's Draft Great Southern 2050 Cycling Strategy)



2.3 Purpose of the Bike Plan

Active travel is an important part of the transport network. This can include, but is not limited to, cycling and walking. To support a safe and connected network, supporting infrastructure is required to ensure that active transport can be a more viable transport option, particularly where external factors such as the temperature can have an impact. In supporting cycling and walking, there are a wealth of factors which can be improved including to individuals, the community, the environment and road safety.

The Katanning Town Centre already benefits from an extensive footpath network, and a less extensive cycle network, both which can help support an active community. However, there are a number of gaps in the network. These are addressed and discussed in this Bike Plan.

2.4 Methodology

As part of the preparation of this bike plan, the following stages of development have been undertaken:

- **Stage One: Understand** – Background and literature review of strategic documents.
- **Stage Two: Discover** - Desktop review of the existing cycling network.
- **Stage Three: Explore** - Site analysis and ride through of the Katanning townsite.
- **Stage Four: Plan** – Community, Stakeholder and Online consultation.

- **Stage Five: Recommend** - Development of a draft cycling network plan.
- **Stage Six: Report** - Draft and final bike plan.

This report presents the findings of these tasks, along with a final cycle network plan for Katanning.

2.5 How does Cycling and Walking benefit you and the community?

Benefits to Individuals:

- ✓ **Convenience:** Door to door access without parking hassles in busy areas. For short trips, walking or cycling can often be faster and more convenient than driving or taking public transport, especially in congested urban areas.
- ✓ **Physical Health:** Cycling and walking are excellent forms of exercise. They help improve cardiovascular health, strengthen muscles, and enhance overall fitness. Regular physical activity reduces the risk of chronic diseases such as obesity, heart disease, diabetes, and certain types of cancer. Evidence suggests that the health benefits of cycling outweigh the associated risks.
- ✓ **Weight Management:** Walking and cycling can help with weight management and weight loss. They burn calories and promote a healthier body composition.
- ✓ **Improved Mobility:** These activities help maintain or improve joint mobility and flexibility, making them suitable for people of various fitness levels and ages.
- ✓ **Independence**: Increased independence, particularly for school children.
- ✓ **Reduced Transportation Costs:** Using a bike or walking instead of a car can save individuals money on fuel, parking, and maintenance. Access to a vehicle which is much cheaper to own and operate than a car.
- ✓ **Enjoyment:** Increased opportunities to observe, experience and enjoy the scenery and environment.

Benefits to Community:

- ✓ **Improved Air Quality:** Reducing the number of cars on the road by promoting walking and cycling helps decrease air pollution, leading to better public health and quality of life. This helps reduce the negative health impacts of air pollution, such as respiratory problems and cardiovascular diseases.
- ✓ **Reduced Traffic Congestion:** Encouraging non-motorised transportation can alleviate traffic congestion, making roads safer and less congested for everyone.
- ✓ **Economic Benefits:** Walkable and bike-friendly communities can boost local economies. When people walk or cycle, they are more likely to stop and shop at local businesses, stimulating economic activity.
- ✓ **Community Cohesion:** These activities can foster a sense of community as people are more likely to interact with their neighbours while walking or cycling. Public spaces become more vibrant and inviting, encouraging social interactions.
- ✓ **Safer Streets:** The presence of pedestrians and cyclists often leads to increased awareness of road safety, making streets safer for all users.
- ✓ **Reduced Infrastructure Costs:** Building and maintaining roads and parking facilities for cars can be costly. Promoting walking and cycling can help reduce the demand for such infrastructure.
- ✓ **Healthcare Savings:** By promoting active transportation, communities can reduce the prevalence of sedentary lifestyles and, in turn, lower healthcare costs associated with obesity and related illnesses.
- ✓ **Environmental Benefits:** Fewer cars on the road reduce greenhouse gas emissions and energy consumption, contributing to environmental sustainability.

Benefits to the Environment:

- ✓ **Reduced Greenhouse Gas Emissions:** Bicycles and walking produce no direct greenhouse gas emissions, unlike motorized vehicles that emit carbon dioxide (CO_2) and other pollutants. By choosing these modes of transportation, individuals reduce their carbon footprint.
- ✓ **Reduced Noise Pollution:** Unlike motorised transportation, walking and cycling are virtually silent, which can lead to quieter and more peaceful urban environments.
- ✓ **Conservation of Natural Resources:** Using human-powered transportation reduces the demand for fossil fuels, which are finite and non-renewable resources. This helps conserve energy resources and reduces the need for resource extraction and transportation.
- ✓ **Reduced Land Use:** Building and maintaining roads and parking facilities for cars require a significant amount of land. Promoting walking and cycling can help reduce the need for extensive infrastructure, allowing for more green spaces and natural habitats.
- ✓ **Decreased Water Pollution:** The operation of motorised vehicles often results in the release of oil, fuel, and other pollutants that can contaminate water sources. Active transportation reduces the risk of water pollution incidents.
- ✓ **Preservation of Biodiversity:** Fewer cars on the road mean less habitat destruction, roadkill, and fragmentation of ecosystems. This can help protect local wildlife and promote biodiversity.
- ✓ **Energy Efficiency:** Walking and cycling are highly energy-efficient modes of transportation. It takes much less energy to move a person on a bike or on foot than to power a car.
- ✓ **Sustainable Urban Planning:** Encouraging non-motorized transportation often leads to more sustainable urban planning and design, with an emphasis on mixed land use, walkable neighbourhoods, and public transportation integration, further reducing environmental impact.

Benefits to Road Safety:

- ✓ **Community Education:** Encouraging walking and cycling often goes hand in hand with public education and awareness campaigns about road safety. This can lead to a more safety-conscious community overall.
- ✓ **Heightened Awareness:** Cyclists and pedestrians tend to be more aware of their surroundings, as they rely on their senses to navigate traffic. This heightened awareness can make them more cautious and better at avoiding potential hazards.
- ✓ **Slower Speeds:** Cycling and walking has less of a local road safety threat to other road users, compared to motor vehicles. Cyclists and pedestrians typically travel at slower speeds, reducing the impact and severity of accidents between them. Slower speeds make it easier to react to sudden situations and avoid collisions.
- ✓ **Safer Crossings and Intersections:** Promoting walking and cycling often leads to improved infrastructure for pedestrians and cyclists, such as marked crosswalks, signalized intersections, and dedicated bike lanes. These measures enhance safety for everyone using the road.
- ✓ **Safer Cycling Environment:** Studies worldwide (1) have shown that the higher the bicycle use, the safer it is for cyclists. This is due in part to higher bicycle use leading to modified road user conduct as cyclists are more dominant and more drivers are also cyclists with a greater appreciation and respect for other road users. Higher bicycle use leads to less care use and lower potential conflicts and creates more support for investing in safer bicycling infrastructure.

(1) 'Cycling in the Netherlands' - Ministerie Van Verkeer En Waterstaat

3 Vision and Objectives

Of utmost importance for any cycle and pedestrian network is to ensure the network adheres to the five guiding principles to network planning: Safety, Directness, Coherence, Attractiveness and Comfort.

3.1 Guiding Principles

Safety

A well-designed cycle network improves and enhances the road safety of riders, pedestrians and motorists.
This includes:

- Intersections should be designed to explicitly include bicycles as well as other categories of road users. Special intersection designs that include a path for bicycle riders are an important element of integrated network design.
- Mid-block treatments need to provide safe and easy crossings for riders and pedestrians on major roads.
- Public lighting and other features that improve personal safety are also crucial. Particularly for routes more likely to be used at night, or for pedestrian crossings (both formal controlled and uncontrolled) which should have appropriate Discrimination Disability Act (DDA) compliant design.

Directness

The cycling network should be as direct as safely practicable and based on desire lines. Long detours should be avoided, as this often deters users. Indirect cycle routes or excessive delays may lead cyclists to choose more direct routes with greater risk.

Coherence

Connected network linking people to places via strategic and local routes is an important aspect. The network should be continuous and be very clear to the user where the facility leads. This can be in the form of way finding and signage. The quality of network facilities should also be consistent throughout the length of the route regardless of whether the facility uses a separated or shared road profile.

Attractiveness

Enjoyable cycling and walking requires attractively designed and located facilities. The network should address the community's needs in order to be attractive. Attractiveness can also be increased through awareness including clear well-placed signposting which should indicate major destinations, while centre lines and edge lines should indicate the serious transport intent of the off-road sections of routes. Cycle routes should also feel like socially "safe" places to be.

Comfort

The bicycle and pedestrian network must be easy to use for all types of riders and pedestrians. A smooth well-maintained riding surface (free of debris) is essential both for comfort and operating safety. Effective intersection treatment is critical to ensure comfortable and safe crossing for cyclists and pedestrians.

3.2 Vision

This bike plan will guide the future network to ensure connectivity between town amenities ensuring it has a strong community focus providing a safe and connected local network. On this basis, this bike plan has the vision:

> "To create a connected and safe riding and walking network for all members of the community, enabling memorable experiences."

3.3 Goal and Objectives

The Bike Plan's overall goal is to 'provide an effective and efficient active transportation network, which is consistent with the Shire of Katanning aspirations for the town.

To achieve this goal, some objectives have been formed. The objectives of this bike plan are:

- Support riding and walking for local trips for community members of all ages.
- Create a connected riding and walking network.
- Create a safe riding and walking network for the community.
- Increase accessibility of the existing network.
- Utilise existing opportunities to expand the network.

3.4 Key Initiatives

The following key initiatives together will work toward achieving the proposed objectives.

- Plan and deliver a connected network of "safe riding and walking routes" that achieves:
  1) Increased active travel through the Town.
  2) Improved access to retail and recreational attractors.
  3) Safe routes to local schools.
- Plan and deliver appropriately located end of trip facilities for the community's needs including rest points / seating, water fountains and bike parking.

4 Existing Riding and Walking Environment

4.1 Understanding Katanning

The existing riding and walking network includes 3.1km of asphalt shared paths and an extensive network of concrete footpaths and gravel pathways. A number of footpaths in the Town Centre are lifted or cracked and a number of areas along the shared path network are damaged, cracked and/or showing signs of weathering in places.

Among the key destinations connected by this network of footpaths and shared paths are the Katanning Function and Leisure Centre, parks, schools, Katanning Hospital and the town centre shopping destinations. Katanning has a large quantity of open spaces, parks and reserves of significance such as the All Ages Playground, Lions Park, Regional Recreation Ground, Quartermaine Oval, Prosser Park, Piesse Park, Thomson Park/Katanning Aquatic Centre all of which could be connected by a future expansion of the riding and walking network.

During the site visit on Tuesday December 12, 2023, the existing footpath and shared path network was assessed. Footpaths are present on one side along the majority of residential streets in Katanning. Within the semi-rural residential / industrial area to the east of the town, i.e. east of Bokarup Street and Bay Street, there are generally no footpaths present on roads in this area.

Roads within Katanning with existing footpaths on both sides of the street include:

- Clive Street
- Carew St (Oxley Rd to Clive St)
- Daping St (west of Bokarup St and adjacent to Katanning Primary School)
- Adam St
- Austral Terrace (Arbour St and Clive St)

Roads within Katanning with an existing shared path include:

- Andover St (Clive St to Pemble St)
- Pemble St (Andover St to Hassell St)
- Hassell St (Pemble St to Arbour St)
- Andover St (Pemble to Arbour St)
- Harrist St (Conroy St to Adam St)

Figure 4-1: Existing Footpaths and Shared Paths in Katanning

4.1.1 Austral Terrace and Clive Street

Austral Terrace and Clive Street are the main retail/shopping areas within Katanning. Austral Terrace is one of the main east/connections across the town and Clive Street is the main north/link across Katanning.

Austral Terrace (east of Clive Street) is approximately 8.0m wide single carriageway road with kerbed edges, no specific cycle infrastructure and footpaths on both sides between Arbour Street and Clive Street and a single footpath on the southern side between Clive Street and Bokarup Street. Between Clive Street and Broome Street there is on-street echelon parking bays on both side of the street, which increases the width of Austral Terrace further, with difficulties evident for pedestrians to cross Austral Terrace. Austral terrace is subject to a 50km/hr speed limit. However, the existing width of Austral Terrace is conducive to regularly higher vehicle speeds and a perceived sense of danger from locals.

Currently there is no east/west cycle connection along Austral Terrace (or in the vicinity of this area) and the main pedestrian infrastructure is limited to one side of Austral Terrace. The closest east/west cycle connection to Austral Terrace is on Harris Street (to the north-west) and terminates at Arbour Street.

Figure 4-2: Austral Terrace – looking west to Clive Street

Clive Street is the primary vehicle route to Katanning from the Great Southern Highway via a roundabout intersection. Clive Street is approximately 9.5m wide at its southern end and includes a single carriageway (one lane each way) with on street parking near Town Centre. Footpath infrastructure exists to both sides of road with a wider footpath on the eastern side adjacent to Lions Park which also gives access to the All Ages Playground.

Clive Street (south of the Town Centre) is subject to a 50km/hr speed limit. However, again the existing width of Clive Street in this location (close to Great Southern Highway) is conducive to regularly higher vehicle speeds and a perceived sense of danger from locals.

Closer to town centre (around Austral Terrace and Richardson Street), Clive Street is subject to a reduced 40km/hr speed limit and features footpaths at road level grade with a central median section featuring planter boxes and street trees.

With the exception of the footpath running adjacent to Lions Park and the All Ages Playground there is no 'cycle friendly' cycle infrastructure in a north/south orientation along Clive Street, the primary link across the heart of Katanning.

Figure 4-3: Clive Street – looking northbound (south of Austral Terrace)

Figure 4-4: Clive Street – looking northbound (south of Richardson St)

Figure 4-5: Clive Street – looking northbound adjacent to Lions Park

Figure 4-6: Clive Street – looking northbound adjacent to Lions Park

4.1.2 Andover Street – Shared Path

Andover Street, between Clive Street and Pemble Street, includes an existing 2.0-2.5m wide off road shared path on the southern side. The standard of existing road crossing at the northern terminating point and connection point with the Pemble Street shared path is insufficient and there are insufficient treatments across driveways and side-roads along its length. At its southern end, the Andover Street shared path has an insufficient connection across Clive Street to the All Ages Playground.

These issues may be addressed by improving the connection across Clive Street and to the All Ages Playground by providing a wombat crossing across Clive Street. Note the alignment of the existing shared path may need to be modified at its interface with Clive Street. By extension, a wombat crossing could be provided across the internal car park access road at the All Ages Playground to complete the shard path link.

Regarding side-roads along Andover Street, these may be improved by providing wombat crossings across the low traffic streets of Amber Street, Arbour Street, Annie Street and Avon Street. Localised realignment of the shared path in these locations may be necessary.

Figure 4-7: Andover Street Shared Path – Insufficient connection across Clive Street to the All Ages Playground.

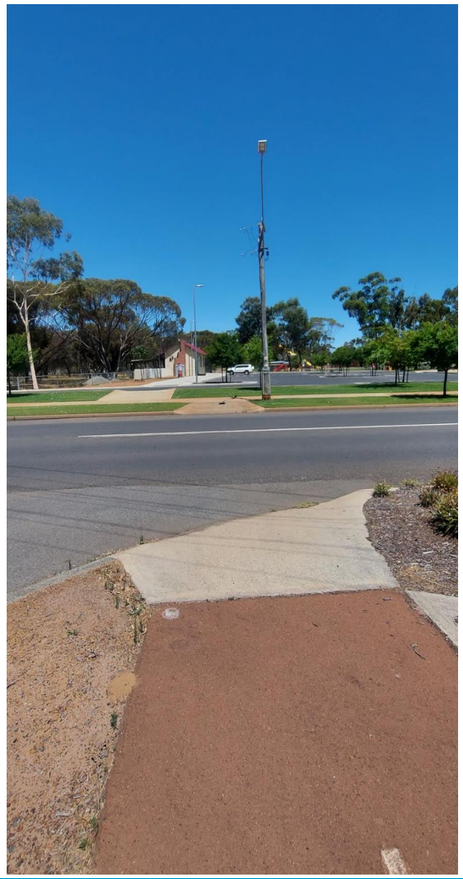
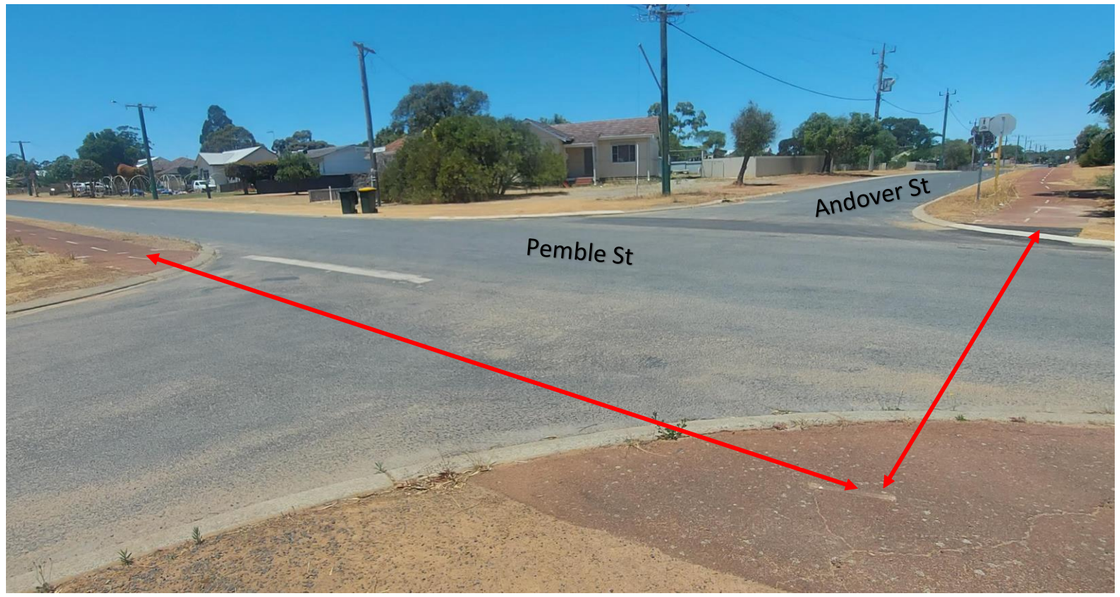


Figure 4-8: Andover Street Shared Path – Examples of Insufficient Crossing Treatments at Side Roads

Figure 4-9: Andover Street Shared Path – Examples of Insufficient Treatments Across Driveways

Figure 4-10: Andover Street Shared Path Connection with Pemble Street Shared Path – Insufficient Road Crossings



4.1.2 Pemble Street – Shared Path

Pemble Street, between Andover Street and Hassell Street, includes an existing 2.0-2.5m wide off road shared path on the western side. The standard of existing road crossing its northern connection point with the Hassell Street shared path and at the southern terminating point and connection point with the Andover Street shared path are insufficient. There is an additional insufficient connection point to the existing Amherst Street shared path. Shared path treatments across driveways and side-roads along the length of Pemble Street are also insufficient.

These issues may be addressed by improving the shared path connection across the Leisure & Function Centre by extending the shared path construction across the main vehicle access at footpath grade forming priority for cyclists and pedestrians. Localised realignment of the shared path in this location may be necessary.

In addition, cycle priority may be achieved across the heavy vehicle access to the Leisure & Function Centre by providing zebra crossing markings at road level to prioritise pedestrians and cyclists over vehicles.

The connection to the Hassell Street shared path at the northern end may be improved by providing a wombat crossing in this location and at the southern end by improving the connection to the Andover Street shared path by providing a wombat crossing across Pemble Street.

Regarding side-roads along Pemble Street, cycle and pedestrian priority may be improved by providing wombat crossing across the low traffic streets of Andover Street, Cobham Street and Blantyre Street. Localised realignment of the shared path in these locations may be necessary.

Furthermore, the termination of the existing Pemble Street shared path at its northern end with Hassell Street may be improved by providing a new cyclist/pedestrian only crossing across the rail line to link the shared path to Clarence Street and improve access to Piesse Park and to the community north-east of the rail line.

Figure 4-11: Pemble Street Shared Path - Connection with Amherst Street Shared Path – Insufficient Road Crossing

Figure 4-12: Pemble Street Shared Path – Insufficient Priority Across Leisure & Function Centre Access

Figure 4-13: Pemble Street Shared Path – Insufficient connection across Hassell Street.

4.1.2 Amherst Street – Shared Path

Amherst Street, between Pemble Street and Arbour Street, includes an existing 2.0-2.5m wide off road shared path on the southern side, which provides access to St Patrick's Church and St Patrick's Primary School. There are insufficient crossings at terminating points and insufficient connections to other paths (Pemble Street) and insufficient treatments across driveways to St Patrick's Church and side-roads along its length. There is also evidence of damage to the shared path with missing sections, cracking and lifting in places.

These issues may be addressed by resurfacing or repair the surface of the existing shared path where required and by improving the connection across to the existing Pemble Street shared path by providing a wombat crossing across Pemble Street. Note the alignment of the existing shared path may need to be modified at its interface with Pemble Street.

Regarding side-roads along Amherst Street, cycle and pedestrian priority may be improved by providing wombat crossings across the low traffic streets of Arbour Street, Annie Street and Avon Street. Localised realignment of the existing off road shared path in these locations may be necessary.

The utility of this existing shared path asset may be improved by extending it along Amherst Street between Arbour Street and Clive Street either through upgrading the existing footpath on the southern side or through a combination of road narrowing and retaining the existing footpath and providing a minimum 2.5m wide off road bicycle only bi-directional path.

Figure 4-14: Amherst Street Shared Path – Evidence of Damage and Lifting / Cracking.

Figure 4-15: Amherst Street Shared Path – Insufficient Shared Path Priority Across Access to St Patrick's Church

Figure 4-16: Amherst Street Shared Path – Insufficient Shared Path Priority Across Annie Street

4.1.2 Hassell Street – Shared Path

Hassell Street, between Pemble Street and Arbour Street, includes an existing 2.0-2.5m wide off road shared path on the northern side, which provides access between the centre of Katanning and the north-western residential and recreation area including facilities such as the Katanning Leisure and Function Centre. There is also an unsealed surface connection across the rail line opposite Avon Street.

At the northern end of the Hassell Street shared path there is an insufficient priority for cyclists and pedestrian to cross Hassell St to the Pemble Street shared path. There is also evidence of damage to the shared path with cracking and lifting in places and general wear and tear along its length.

These issues may be addressed by resurfacing or repair the surface of the existing shared path where required. The existing connection across the rail line opposite Avon St may be improved by providing a sealed surface continuation of the shared path on both side of the rail crossing point.

Figure 4-17: Hassell Street Shared Path – Existing connection across rail line, opposite Avon Street

Figure 4-18: Hassell Street Shared Path – Looking north-westbound.

Figure 4-19: Hassell Street Shared Path – Looking south-eastbound to Arbour Street

4.1.2 Harris Street – Shared Path

Harris Street, between Conroy Street and Adam Street, includes an existing 2.0-2.5m wide off-road shared path on the western side. This existing shared path does not connect to any other existing cycling or walking infrastructure.

Along its length there is insufficient priority for cyclists and pedestrian to cross the side roads of Piesse Street and Rogers Avenue. These issues may be addressed by providing wombat crossings across these low traffic streets. Localised realignment of the shared path in these locations may be necessary.

Figure 4-20: Harris Street Shared Path – Insufficient Shared Path Priority Across Piesse Street and Rogers Ave

4.2 Main Town Amenities

Within the Town of Katanning, there are a number of amenities which are presented in the following map. These facilities include the All Ages Playground, Lions Park (including Skate Park), Regional Recreation Ground, Quartermaine Oval, Prosser Park, Piesse Park, Thomson Park/Katanning Aquatic Centre, the main retail / shopping area along Clive Street and Austral Terrace and Kataning Hospital on the corner of Kobelya Avenue and Adam Street.

There are three primary schools in Katanning and a senior high school. Katanning Primary School is accessed from Daping Street, which has footpaths on both sides west of Bokarup St and adjacent to Katanning Primary School. Daping Street is primarily a 50km/hr wide single carriageway road (40km/hr school zone).

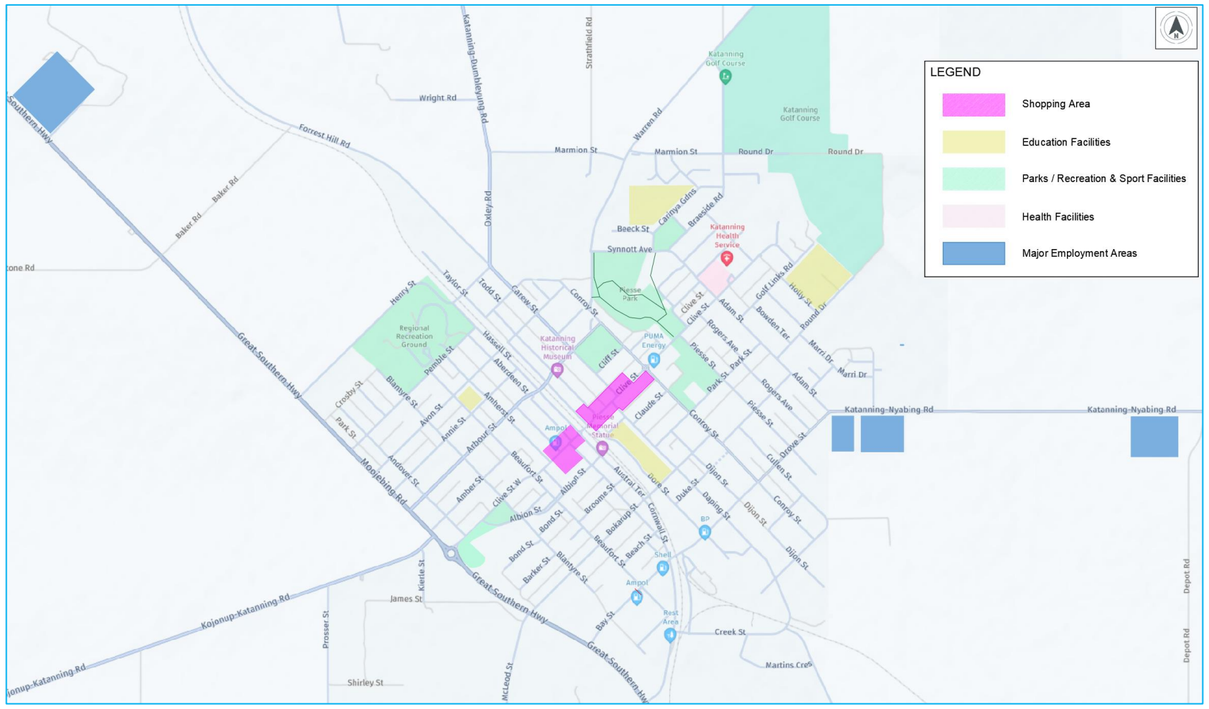
St Patrick's Primary School is accessed from Amherst Street, which includes an existing 2.0-2.5m wide off road shared path on the southern side between Pemble Street and Arbour Street

Braeside Primary School is accessed from Carinya Gardens, which is a wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its eastern side with some existing local area traffic management devices along its length.

Major employers within Katanning include Burando Hill, Mcintosh & Sons, WAMMCO and Katanning Sheep Saleyards

The locations of these key amenities within Katanning is shown in **Figure 4-21.**

Figure 4-21: Katanning – Main Town Amenities



4.3 Road Network

4.3.1 Road Hierarchy

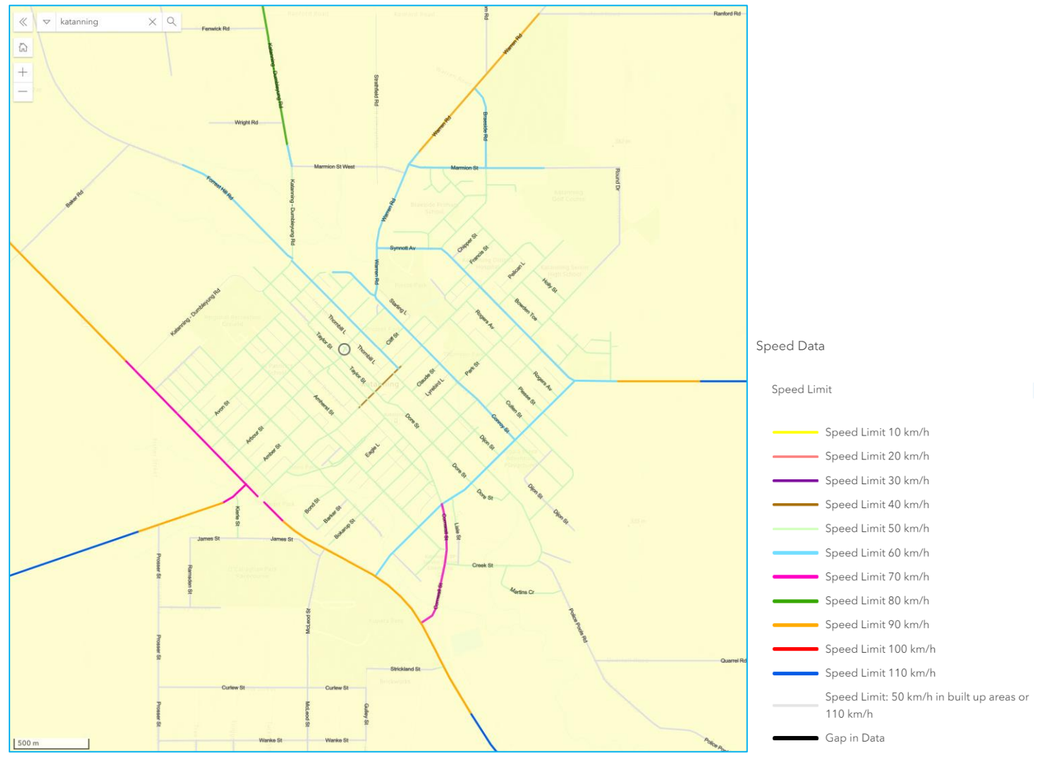
The Road Hierarchy is an important consideration for a bike Plan as it provides an indication of the likely traffic volumes and vehicle mix on each road. Provision for bikes can be tailored accordingly with regards to on-road or separated infrastructure. It also helps identify any roads that may be unattractive for riding.

The majority of roads within Katanning are designated as 'Access Roads', with the exception of Clive Street, Carew Street, Cove Street, Conroy Street, Warren Road, Cornwall Street and Police Pools Road which are all 'Local Distributor' roads. To the west of the town, Henry Street and Oxley Road is classified as a 'Regional Distributor' road. All of these streets are within the care and control of Shire of Katanning.

Great Southern Highway, Kojonup-Katanning Road and Bay Street, Drove Street and Katanning-Nyabing Road to the east of the town are part of the 'Primary Distributor' road network and therefore capable of carrying higher volumes of traffic. Each of these roads are within the care and control of the State Government department of Main Roads Western Australia.

Figure 4-22: Katanning – Road Hierarchy

Figure 4-23: Katanning – Speed Limits and Zones



For the purposes of this Bike Plan, it is likely that the majority of the proposed network will use Access Roads, with the exception of Clive Street through the heart of the town, Conroy Street, Carew Street, Austral Terrace, Bay Street and Drove Street which are likely to feature separated cycle infrastructure such as off-road shared paths or on-road protected bike lanes. Any requirement of implement cycle facilities on a road with either high traffic volumes or a high proportion of heavy vehicles is likely to be limited and separate from traffic if possible.

4.3.2 Speed Zoning

As with traffic volume and vehicle mix identified through an evaluation of the road hierarchy, road speeds also help in route planning for cycling as high-speed roads do not provide comfortable or safe riding conditions. This assessment also helps to dictate suitable riding infrastructure or any requirements for route deviations.

The majority of the access roads within Katanning are subject to a 50km/hr speed limit, with the centre of Katanning (Clive Street between Aberdeen Street and Carew Street) being subject to a reduced 40km/hr zone.

Cornwall Street is a 70km/hr section of Local Distributor road between Great Southern Highway with Carew Street and the initial section of Forrest Hill Road subject to a 60km/hr speed limit. In addition, Bay Street, Drove Street, Conroy Street, Warren Road and Adam Street and Synott Avenue are also under a 60km/hr speed limit.

The speed limit on Great Southern Highway varies between 70km/hr nearest the town and 90km/hr and 110km/hr further out of Katanning. Also, further out of town Katanning-Dumbleyung Road changes to an 80km/hr speed limit and similarly Katanning-Nyabing Road increases to 90km/hr and 110km/hr.

Clive Street – North of Carew Street (Site 15592):

Speed survey data is available from Main Roads WA's online Traffic Map database for which there are two sites in the vicinity of Katanning, one on Clive Street, north of Carew St (the boundary of a 40/50km/hr speed limit) and the other on Great Southern Highway, south of Cornwall Street (90km/hr speed limit).

The available data from 2020 shows that vehicles are not travelling at the posted speed limit on Clive Street in this location. The recorded 85th percentile speed averaged across the daytime is 75km/hr northbound and 84km/hr southbound. The

median vehicle speeds are 62km/hr and 70km/hr respectively. The maximum speeds recorded are much higher at around 90-100km/hr particularly in the southbound direction.

This is a significant and regular speeding issue in this area of Clive Street, which is concerning particularly for vulnerable road users such as pedestrian and cyclists, with on-road cyclists being especially exposed to danger.

Figure 4-24: Speed Survey – Clive St, north of Carew St (Northbound) – Site 15592

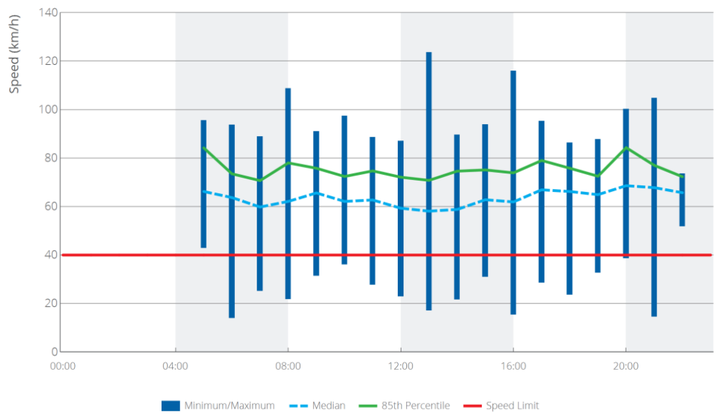
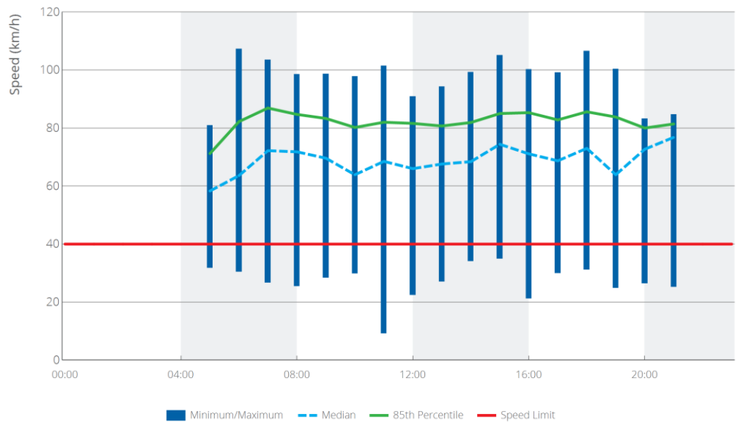


Figure 4-25: Speed Survey – Clive St, north of Carew St (Southbound) – Site 15592



This section of Clive Street is extremely wide at approximately 13.0 - 14.0m wide with very limited on-street parking, a straight alignment and excellent forward visibility between intersections. The road also carries very little traffic (up to 20 vehicle trips per hour – two way), despite its location on the fringe of the town centre and its function to carry traffic across Katanning. Therse circumstances are perhaps a contributory factor to the significantly high recorded speeds.

Whilst this data represents a small sample of vehicle speeds across Katanning, most roads (kerb to kerb) within the town are significantly wide (8.0m to 9.0m) with most main streets being 10.0m+. The 'grid' type road system within Katanning means that most street alignments are straight with excellent forward visibility between intersections. Together with this information and anecdotal evidence from the community of regular speeding issues across Katanning, it is likely that most streets have a significant speed issue which presents a particular barrier to the safe walking and cycling environment within and around the town.

Great Southern Highway – South of Cornwall Street (Site 15599)

The speed data available on the Great Southern Highway in this location is indicative of more compliant speeds against the prevailing 90km/hr limit. The recorded 85th percentile speed averaged across the daytime is 85km/hr northbound and 95km/hr southbound. The median vehicle speeds are 75km/hr and 82km/hr respectively. The maximum speeds recorded are at around 100-120km/hr.

Figure 4-26: Speed Survey – Great Southern Highway, south of Cornwall St (Northbound) – Site 15599

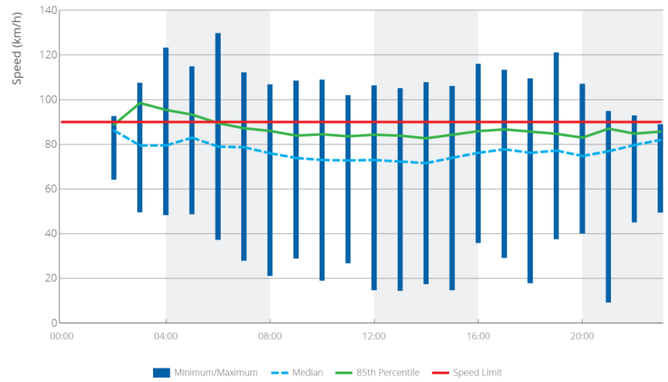
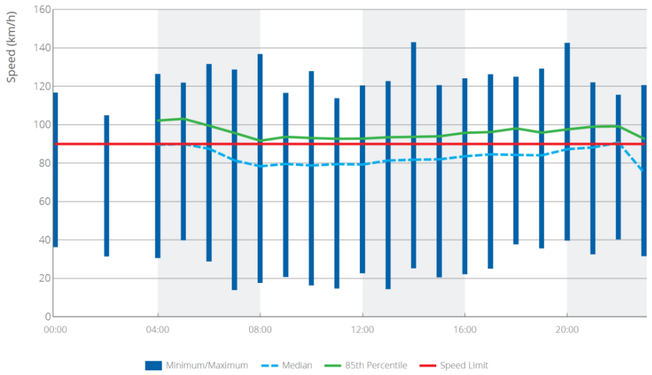


Figure 4-27: Speed Survey – Great Southern Highway, south of Cornwall St (Southbound) – Site 15599



For the purposes of this Bike Plan, high speed roads (posted 70km/hr) and above would be avoided where possible, however for primary routes or those routes identified for long-distance on road cycle groups these would only feature protected cycle infrastructure in terms of off-road shared paths or protected on-road cycle lanes.

Where roads are identified that there is a significant vehicle speeding issue, local area traffic management devices should be considered by the Local Government in addition to the installation of off-road shared paths or protected on-road cycle lanes.

4.3.3 Network Volumes

From the above traffic data count sites 15592 and 15599, traffic volume data provides a sample of information on traffic volumes for routes within and around the town site. This information corroborates the analysis of the road hierarchy and identifies using data whether the anticipated traffic volumes are being experienced. Higher or lower volumes than expected can trigger a change in hierarchy and in the resulting infrastructure or road treatments.

In regional areas a change in classification is unlikely however is still useful information when considering cycling, particularly if long distance cycling is common to or through a townsite on the main roads.

Table 4-1: Network Traffic Volumes – Clive Street and Great Southern Highway

	Average Daily Traffic	Light Vehicles (%)	Heavy Vehicles (%)
Clive St: (North of Carew St)	235	76.2%	23.8%
Great Southern Highway: (South of Cornwall St)	1,264	77%	23%

These traffic volumes indicate that that the Great Southern Highway likely represents a barrier to many people to crossing on foot or by bike between the main town area, north of the highway, and the semi-rural residential area off McCleod Street such as along Curlew Street and Wanke Street This is mainly due to the high proportion of heavy vehicles travelling on Great Southern Highway. This would also contribute to higher traffic volumes between the two areas as people who might otherwise reasonably be able to ride due to the relatively short distances, may be put off doing so by the lack of safe crossing facilities.

4.3.4 RAV Network

A partial section of Clive Street, from Great Southern Highway to Aberdeen Street, currently forms part of Main Roads WA's Restricted Access Vehicle Network up to level 4. A RAV 4 network generally permits heavy vehicles with the following specifications:

- Gross Vehicle Mass (GVM) up to 88.5 tonnes
- Overall vehicle length including any trailers if limited to 27.5 metres and maximum width of 2.5 metres (without an oversize / over mass permit).

Since the introduction of Henry Street, which is a RAV 7 heavy vehicle route which bypasses around the town to/from the north, it is unclear whether the partial RAV 4 route along Clive Street is still required amongst the current function of this road.

To the south-east of the town Bay Street, Drove Street, Cornwall Street, Daping Street, Greek Street are classified as RAV 7 routes which form access to the semi-rural / industrial area to the east of the town. The other major roads leading to Katanning, Kojonup-Katanning Road and Katanning-Nyabing Road are also classified as RAV 7 routes and would carrying relatively high levels of heavy vehicle activity.

4.3.5 Crash Statistics

Crash data for the main area of Katanning was extracted from the Main Roads WA's Crash Map database for the period of 01/01/2019 to 31/12/2023. The data shows the following:

- Clive Street has the most recorded crashes with 15 occurring within the five year period:
    - One resulted in medical treatment required.
    - Eight resulted in minor property damage.
    - Six resulted in major property damage.
    - None of the above crashes involved cyclists or pedestrians.
- Arbour Street has three recorded crashes within the five year period:
    - Two resulted in minor property damage.
    - One resulted in major property damage.
    - None of the above crashes involved cyclists or pedestrians.
- Other streets with Katanning experienced one-off crashes in varying different locations across the town, none of which involved cyclists or pedestrians.

5 Strategic Guidance

5.1.1 Western Australian Bicycle Network (WABN) Plan (updated 2017)

The Western Australian Bicycle Network (WABN) Plan was prepared by the Western Australian State Government, through the Department of Transport. It was originally prepared in 2014 and has since been updated in 2017. It sets out a vision, targets and objectives relating to cycling to the year 2031 across the state.

There are a number of programs which are funded through the initiatives of the WABN Plan, including the Principal Shared Path (PSP) Program and local government grants (through the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) Grants), as well as the Department of Transport's Safe Active Streets grant program. Additionally, the Department of Transport have reviewed local bicycle routes to assist with the development and creation of the Cycle Network Hierarchy, and have also prepared, or are preparing, long-term strategic plans for the Western Australian Regions.

The WABN Plan notes that short vehicle trips are the easiest to convert to cycling trips, with the majority of short trips being less than 5km, which is the equivalent to a 20 minute cycling trip. The WABN Plan identified that the barriers to cycling for people includes:

- Too far (33% of the population surveyed)
- Don't have a bike (18%)
- Not Safe (13%)
- Need to carry stuff (13%)
- Didn't occur to me (7%)
- Not fit enough (5%)
- No facilities (3%).

The transport, economic, health, environmental and social benefits are also identified in the WABN Plan. Key actions of the WABN Plan are:

- Long-Term cycle Strategy for Regional WA
- Long-term Cycle Strategy for Perth
- Expansion of the PSP network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Development of a cycling counting and monitoring strategy
- Connecting Stations
- Perth Central Area Transport Plan Cycling Projects
- Safe Active streets
- End of Trip Facilities in Perth CBD and Activity Centre
- Connecting Schools.

The Department of Transport's Long-Term Cycle Strategy for Regional WA is consistent with the Department's approach for the Long Term Cycle Strategy for Perth and sets out a hierarchy which is applied to designate principal, strategic and local routes, as shown in **Figure 5.1.**

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on. When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

Figure 5-1: WABN Route Hierarchy, Function and Form

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users. These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails. Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form. In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.

5.1.2 Great Southern 2050 Cycling Strategy

The Department of Transport are currently preparing a strategy for the Great Southern Region in collaboration with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet and Woodanilling.

The Great Southern 2050 Cycling Strategy will set out a long-term vision for cycling across the region, including an aspirational bike network covering key townsites and interregional connections. The strategy will also identify a range of travel behaviour change and community initiatives to encourage more bike riding across the region. This action reflects the growing demand for high quality cycling infrastructure in regional Western Australia (WA).

As regional centres grow, residents and visitors expect a higher level of bicycle connectivity between work, home and key destinations. In some regions there are also opportunities to improve connectivity between towns. Cycle tourism, in its various forms, is increasingly popular and there are many opportunities in regional WA to capitalise on this industry.

The strategy is being developed in partnership with the eleven local governments in the region. Each local government is represented on the Project Working Group. Their role is to participate in the development of the strategy by identifying priority projects and programs, contributing to the five-year action plan, and assisting with the stakeholder and community consultation process.

This regional strategy will not replace local bike plans and/or path network plans, which are important planning tools for local government. These plans identify local priorities and will inform the regional strategy. However, not all local initiatives listed in the local plan are of regional significance. There should be strong correlation between local plans and the regional strategy, particularly for projects that are seeking funding through DoT's Western Australian Grants Program.

5.1.3 Shire of Katanning – Shared Use Path Master Plan

The Shire of Katanning previously produced their 'Shared Use Masterplan', which was designed to:

- Create a safe shared use path network for Katanning.
- Promote cycling and walking as modes of transport to residents for recreational, social, health and fitness and work purposes.
- Create a well-designed and interlinked network of shared use paths connecting with other trails and footpaths.
- Recommend locations for the placement and upgrade of shared use paths in Katanning based on access to key attractors and areas of significant use.
- Adopt standards for construction and design of shared use paths.
- Identify ongoing maintenance requirements and costs.

The Shire's Shared Use Path Masterplan was developed using the following methods:

1. **An in depth analysis of desktop research of construction standards, guidelines and government policy including information obtained from:**

a) Austroads standards for design and construction
b) Policy directions set by the Western Australian Planning Commission
c) Review of the Shire of Katanning Bike Plan 1999
d) Australian Standards
e) Bike West

2. **Community Consultation:**

a) Disability Services Commission
b) Health Department of WA
c) Residents of Katanning

The establishment of a structured program for the provision of shared use paths in Katanning recognised that pathways are an important asset for residents to satisfy recreational, social, health and fitness and work transport purposes.

The provision of shared use paths acknowledges that there is also an additional benefit to the community in allowing other users access to paths other than just pedestrians due to the impracticability of restricting cyclists, skateboarders, motorised vehicles and others to use these facilities.

In order to determine potential routes to develop a philosophy of design and provision was established within the Shared Use Path Master Plan. Four key areas were established by the Working Group including:

- Provide Safe Routes to Schools
- Link with existing footpaths and trails to provide an interconnected system of transport.
- Identify key attractors in Katanning and ensure access be provided.
- Promote the use of shared use paths as an alternative mode of transportation in Katanning.

This document set out a recommended set of standards for construction, design and maintenance of shared use paths in Katanning, which have been fully considered in the preparation of this 2025 – 2035 Shire of Katanning Bike Plan

5.1.4 Shire of Katanning - Housing & Tourism Development Masterplan

The Shire's Housing & Tourism Development Masterplan has six key objectives:

- Consider all project interests as part of a high level master plan.
- Achieve an agreed vision for key precincts.
- Guide future decision-making regarding priorities.
- Provide a project definitions for each development components.
- Establish an initial budget for each component.
- Define a development strategy for those projects likely to be initiated in the first two years.

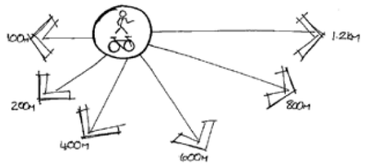
The outcomes of the master planning process currently are:

- Consider all project interests and incorporate these into a high level master plan that will.
- Achieve an agreed vision for key precincts to underpin their function.
- Guide future decision-making regarding priorities and expenditure.
- Illustrate principles associated with the preferred planning and development approach.
- Outline project definitions for each planning and development components.
- Establish an initial budget for each component.
- Define a development strategy for those projects likely to be initiated in the first two years.

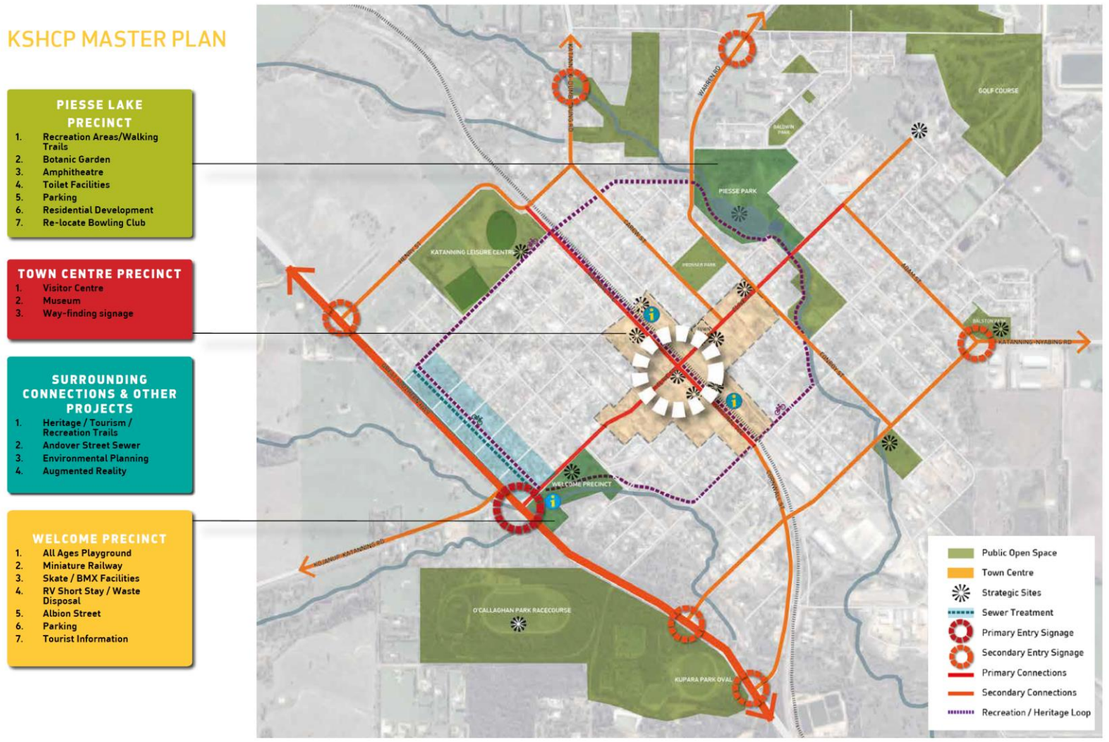
A key part of the masterplan includes the desire to increase participation in active leisure, including active transport:

PEDESTRIAN & CYCLE LINKAGES

Strengthening desire lines, nodal activation and linkages



- + STRENGTHENING PEDESTRIAN DESIRE LINES
- + ACTIVATION OF NODAL POINTS
- + PROMOTE WALKING AND CYCLING FOR EVERYONE
- + ACTIVE AND HEALTHY COMMUNITY
- + DIVERSE SPACES AND EXPERIENCES
- + CONNECTED PATHWAYS & INFRASTRUCTURE



The masterplan sets out options for each of the key areas within Katanning. This 2025 – 2035 Bike Plan builds on the principles of the masterplan and considers the linkages and access to each of the key areas within the proposed riding and network hierarchy developed as part of this Bike Plan.

5.1.5 Shire of Katanning – Tourism Strategy 2020 - 2025

The Shire of Katanning's Tourism Strategy builds on the momentum of a period of significant infrastructure investment and development in Katanning, which gives an opportunity to identify a new community-led vision for tourism in and around the Town, and a strong plan that will help achieve it.

While building capacity within the tourism sector is of key importance, the strategy is also about having the industry and community unite in understanding and communicating the stories and experiences of Katanning and the surrounding region. The energy, passion and welcoming spirit of the Katanning community will be the driving force for a thriving tourism industry that attracts visitors to this beautiful part of the world and shows them an absolutely amazing.

The main goals of the tourism strategy are to enable:
• A world-class visitor information and services are encouraging people to stay longer.
• Everyone to work together to build Katanning's tourism industry.
• Unique experiences which attract visitors to town.
• A known destination, with an authentic identity that resonates with residents and visitors alike.

A key action of the strategy (3.13) is to 'Maximise Existing Assets and Attractions' within which the Shire will develop is to *'Facilitate packaging and develop itineraries and self-guided tours for special interest groups (cycling, bushwalking, families, etc).'*

Other key actions related to walking are:

- *' 1.18 Design walking tour maps with key attractions, historical landmarks, business information and amenities of the town centre. Option to add QR codes to online information.'*
- *3.7 Work with stakeholders to develop trail infrastructure (walking / 4WD and mountain biking).*

This 2025 – 2035 Bike Plan fully considers these key actions relating to walking and cycling within the development of the proposed riding and network hierarchy as part of this Bike Plan.

5.1.6 Shire of Katanning – Strategic Community Plan 2022 – 2032

The Shire of Katanning has developed a Strategic Community Plan 2022 – 2032 that will guide Katanning's future to 2032. The Strategic Community Plan is the Shire's highest level strategic document that has outlined the long-term vision, values, aspirations and priorities for Katanning, in implementing this plan and maintaining its relevance through regular reviews, the objectives of the Strategic Community Plan will be effectively delivered by working in partnership with the community, other Shires, State and Federal Government and the Private sector. It sets the aspirations, goals, and objectives that the Shire of Katanning would like to achieve to service and support its community.

Objective BE3 is set out below:

Objective	Community Feedback	Council's Role
BE3: To provide infrastructure that enables safe movement through our community.	The community suggested opportunities to enhance movement through the Shire by improving pedestrian and cycle paths and infrastructure, access to public and alternative transport, road maintenance, signage, safety and access.	To lead the planning and development of safe movement throughout the Shire for all forms of transport.

The community wanted infrastructure – footpaths, cycle paths and roads, that was safe and enabled improved movement throughout the Shire. Housing was identified as an issue for the community, both supply and diversity.

This 2025 – 2035 Bike Plan fully considers the objectives of the Strategic Community Plan in relation to walking and cycling within the development of the proposed riding and network hierarchy as part of this Bike Plan.

> Aspiration:
> Katanning is a beautiful, well serviced place that invites people to stay.
>
> We will work to provide our community with the services, infrastructure and facilities that meet its needs.

5.1.7 Disability Access and Inclusion Plan (2017-2022)

All Western Australian Local Government Authorities are required to develop and implement Disability Access and Inclusion Plans in accordance with the Disability Services Act (1993) to ensure people with disability have the same opportunity as others to access council services, facilities, information, employment and civic participation. The Shire of Katanning offers many services that ensure the community is inclusive of people with disability and their families.

As Katanning becomes more attractive as a "Bush Change" location for people leaving the major population centres the number of people with disabilities living in or serviced by Katanning is likely to increase in the future.

The vast majority of people with a disability (or disabilities) live in the community. It is therefore important that they have the same opportunities and choices as other people to participate in community life.

The Disability Access and Inclusion Plan identifies seven outcome areas. The relevant outcome areas include:

Outcome 2. '*People with disability have the same opportunities as other people to access the buildings and other facilities of the Shire of Katanning.'*

Strategies to Implement:

- Improve ACROD parking and pedestrian road crossings in the Central Business District
- Advocate to local businesses the requirements for and benefits flowing from the provision of accessible venues.
- Continue to review and improve access to public open spaces and public areas, including facilities, parks and reserves.

The Shire is currently consulting with the community for the future Disability Access and Inclusion Plan 2023 – 2027.

Summary

The Shire of Katanning has a number of key strategies, policies and plans which inform the desire for increased accessibility around the town. Footpaths and cycle paths are noted consistently through these documents. Access to key areas such as recreational and community facilities was identified to be important.

With a change in legislation on 27 April 2016, cyclists of all ages are now allowed to use footpaths, unless otherwise signed. The amendment to the ***Road Traffic Code 2000*** brought WA's bicycle laws into line with the rest of Australia, making it legal for parents to cycle alongside their children on footpaths, improving safety.

Therefore, this riding and walking plan will consider footpaths as a cycle route, in addition to dedicated cycle paths, on-road cycle lanes, existing shared paths and the consideration of on-street cycling on local streets.

6 Behaviour Change

Opportunities for Behaviour Change Programs exist through engagement with the following:

- Schools
- Employers
- Touring cyclists (organised tours) – particularly Hawaiian Ride for Youth
- Your Move (Department of Transport)

Opportunities can be identified by considering national walking and riding days which encourage people to walk or ride to school or work. Additionally, a focus on wellbeing is important tool to encourage people to think of their mental and physical health, and active travel can increase people's daily physical activity.

Additionally, activation of new or upgraded infrastructure is important in order to demonstrate its benefits, raise awareness of its existence and promote its use by the Local Government.

Department of Transport WABN Grant Opportunity Guidelines 2023-24/2024-25 Grant Rounds

The Department of Transport's WABN Grant Guidelines identifies the project staging as a general guide. Relevant to this bike plan is Stage 2: Concept and Activation, Consultation and Evaluation (ACE). It aims to assist in the planning, delivering and recording of the engagement and evaluation aspects of projects. ACE
items include:

- **Activation – four types include:**
  1) Information – letting people know about the project through communications, promotions and publications.
  2) Engagement – directly engaging with stakeholders and user groups through consultation, events and other participatory activities.
  3) Co-delivery - mobilising and working with community groups, LGA colleagues and other local stakeholders to deliver activation.
  4) Amenities - providing additional facilities to enhance the project (bike parking, wayfinding etc but also increased greening and artworks).
- Consultation – identify all stakeholders and demonstrate their input and support where appropriate (via surveys and consultation summaries)
- Evaluation – pre and post evaluation measures include data collection, hands-up surveys from schools and community feedback.

Your Move Program

The Department of Transport's *Your Move* (previously TravelSmart) program provides tools and resources to promote active transport in households and communities, schools and workplaces. It is a free program that provides tools and resources such as education, programs and rewards. It works through a point system for
involvement, which can be put towards gaining rewards.

Opportunity:

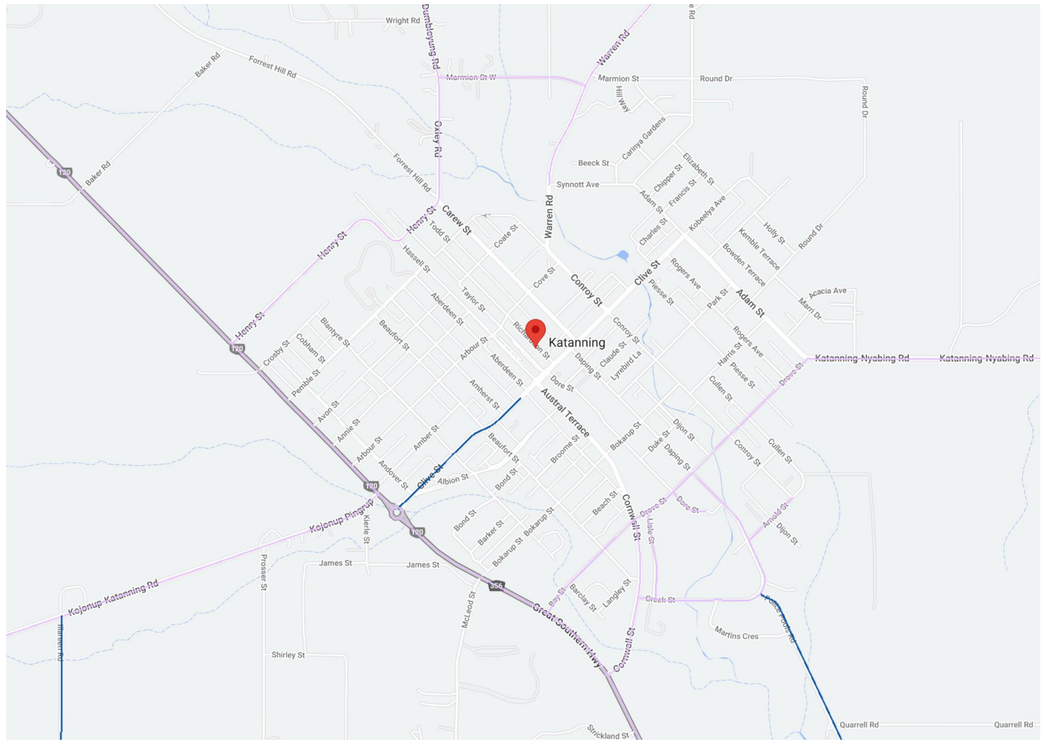
- Engage with DoT's Your Move officers to identify ways to collaborate with local schools and employers to help facilitate more walking and riding in the community.
- Engage directly with schools, workplaces and other advocacy groups to identify specific opportunities to promote walking and riding – e.g. 'Walk to School Day' or 'Ride to Work Day'.
- Undertake activation activities as soon as active travel infrastructure has been installed and opened – e.g. 'Opening Day Bike Breakfast'.

7 Constraints

7.1 Heavy Vehicle Demand

The presence of heavy vehicles can have an impact on the utilisation of cycling along a particular route. As such, Figure 7.1 shows the Main Roads WA Restricted Access Vehicle (RAV) Network, which is the heavy vehicle network for the State. A number of freight routes run around the periphery of Katanning, accommodating heavy vehicles.

Figure 7-1: Restricted Access Vehicle (RAV) Network - Katanning



A partial section of Clive Street, from Great Southern Highway to Aberdeen Street, currently forms part of Main Roads WA's Restricted Access Vehicle Network up to level 4. A RAV 4 network generally permits heavy vehicles with the following specifications:

- Gross Vehicle Mass (GVM) up to 88.5 tonnes
- Overall vehicle length including any trailers if limited to 27.5 metres and maximum width of 2.5 metres (without an oversize / over mass permit).

Since the introduction of Henry Street, which is a RAV 7 heavy vehicle route which bypasses around the town to/from the north, it is unclear whether the partial RAV 4 route along Clive Street is still required amongst the current function of this road.

To the south-east of the town Bay Street, Drove Street, Cornwall Street, Daping Street, Greek Street are classified as RAV 7 routes which form access to the semi-rural / industrial area to the east of the town. The other major roads leading to Katanning, Kojonup-Katanning Road and Katanning-Nyabing Road are also classified as RAV 7 routes and would carrying relatively high levels of heavy vehicle activity.

7.2 Intersection and Road Widths

Katanning has a number of different street typologies.
The majority of local roads are set in a 15m to 20m wide road reserve. However, there are three roads set within a 30m road reserve.

- Austral Terrace is set within a 30m wide road reserve with an approximate 8.0m wide single carriageway road with kerbed edges, no specific cycle infrastructure and footpaths on both sides between Arbour Street and Clive Street and a single footpath on the southern side between Clive Street and Bokarup Street. Between Clive Street and Broome Street there is on-street echelon parking bays on both side of the street, which increases the width of Austral Terrace further, with difficulties evident for pedestrians to cross Austral Terrace.
- Clive Street in the town centre is set within a 15m road reserve and features footpaths at road level grade with a central median section featuring planter boxes and street trees.

Figure 7-2: Austral Terrace – 30m Road Reserve

Figure 7-3: Clive Street (Town Centre) – 15m Road Reserve

Figure 7-4: Clive Street (near Great Southern Highway) – 30m Rd Reserve

Other local roads are set in a 15m to 20m wide road reserve with a sealed and kerbed carriageway of at least 8m to 10m wide such as Amherst Street shown below.

Figure 7-5: Amherst Street – 20m Road Reserve

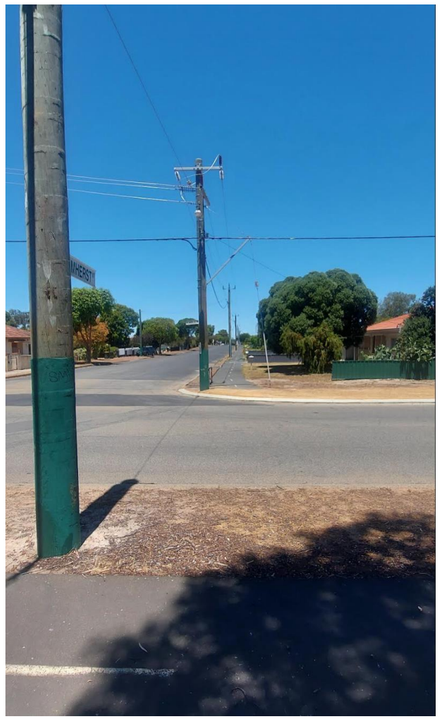
7.3 Crossing Opportunities

The wide carriageway widths of the roads set in a 20m or 30m road reserve can impact the safety of crossing these streets. Given that these streets are long and straight due to the Katanning grid layout of the network and the lack of a solid refuge, it can be difficult to cross these streets in one go.

Whilst there is good provision of paths throughout Katanning (usually a path on at least one side), there is the common theme that crossing opportunities are not well provided. Most intersections do include pedestrian ramps, however some connecting ramps are missing which connect the path to the road carriageway and negatively impact the user experience. These intersections are often kerbed to the edge and therefore do not provide a ramp in both directions.

Figure 7-6: Andover Street – Ramps not present

Figure 7-7: Amherst Street – No shared path connection

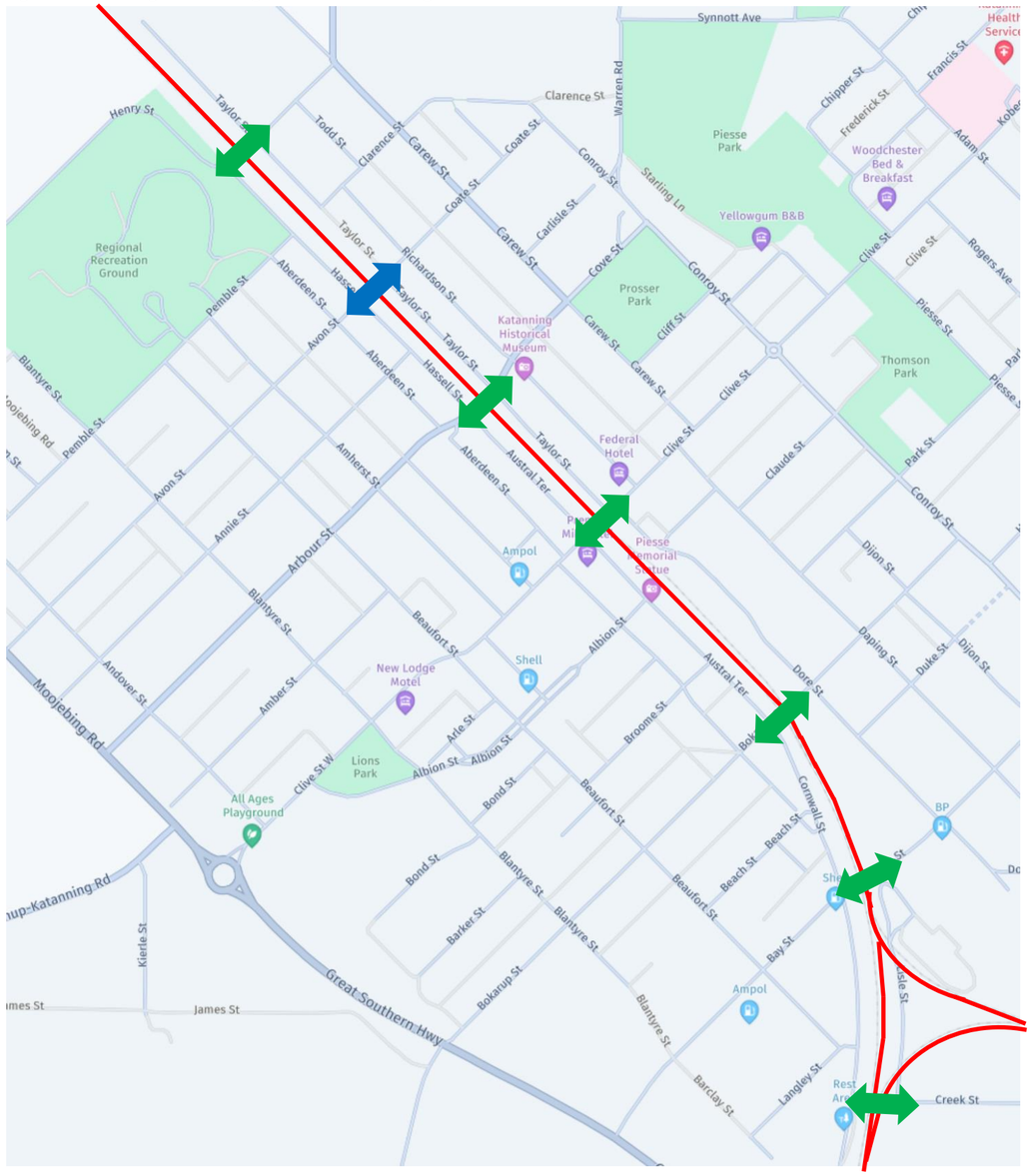


7.4 Railway Crossings

At present there are seven crossing points across the rail line through Katanning. These railway crossings are all on streets which are used by vehicles such as Arbour Street or Clive Street, with the exception of the pedestrian and cyclist only crossing opposite Avon Street linking to Coate Street. To a certain extent the railway line across Katanning provides a significant barrier to vehicle movement and particularly to trips by cycle and on foot.

The existing shared path network on Pemble Street and Hassell Street could benefit from improved and additional pedestrian/cyclist only crossings points across the rail line to minimise journey time and encourage trips by these modes over taking the private car.

Figure 7-8: Existing Rail Crossing Locations - Katanning



Key:

Existing Pedestrian / Cyclist Only Rail Crossing

Existing Vehicle Rail Crossing

Existing Rail Line

7.5 Path Quality

Whilst there is a good network of footpaths through the Town (a single footpath on most streets), the quality of some of these paths are either poor, damaged and/or cracked, have lifted or covered in gravel which poses a slip hazard and adversely impacts user experience. Paths along the Local Routes should be constructed in accordance with Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.

Figure 7-9: Hassel Street – Gravel Covered Path

Figure 7-10: Amherst Street – Damaged Path

Figure 7-11: Corner of Clive Street and Amherst Street – Lifted and Uneven Path

8 Opportunities

8.1 Volumes and Speed of Streets

The streets through Katanning have relatively low traffic volumes, but with reasonably moderate to high speed limits and anecdotally there is a speeding issue in most parts of the town, particularly on the major routes across town. The low traffic volumes support the opportunity for on-street cycling in a “every street is a cycle street” format. However, this would need to be supported by a reduced speed limits and where needed following monitoring of speeds after reduced speed limit implementation and local area traffic management (LATM) initiatives, such as ‘slow points’, raised safety plateaus at intersections, wombat crossings, speed cushions etc.

The Shire could initially investigate the feasibility of a blanket speed reduction throughout the town on streets which are currently 50km/hr limit down to 40km/hr limit. This would require signposting and on-road treatments to slow driver behaviour in areas where known speeding issues are occurring. These streets could then support safe cycling connectivity through cyclists and cars sharing the road space, rather than the need to provide designated off road or protected on-road cycling infrastructure.

The City of Vincent undertook a two-year trial of a speed reduction to 40km/h through its southern suburbs. The purpose of the trial was to demonstrate safer, more welcoming streets where people are more likely to ride and walk and kids feel safe playing outdoors. The trial ended in April 2021, and analysis of the results helped determine the adoption of 40km/h on all local streets throughout the entire City of Vincent as an appropriate solution to the town.

Figure 8-1: 40km/h Trial – City of Vincent

8.2 Wide Street Treatments

The Townsites wide streets can be a deterrent to on-street cycling, as it may induce speeding of traffic. Three main streets are considered to be set in a wide road reserve including Clive Street, Austral Terrace and Amherst Street. As such, these roads provide the opportunity for protected bike lanes or construction of bicycle only paths. These are discussed further in Section 4.

Beaufort Street, between Pemble Street and Arbour Street has been identified as a good opportunity for a Safe Active Street, given it provides access to key attractors for vulnerable road users, including St Patrick’s Primary School and St Patrick’s Church. In addition, Daping Street between Baker Street and Bokarup Street presents as a good opportunity for a Safe Active Street as in fronts Katanning Primary School and similarly Carinya Gardens adjacent to Braeside Primary School is also a good opportunity. These streets are also not main traffic routes. Safe Active Streets are discussed in Section 11.3.1.

8.3 Railway Crossings

The existing Pemble Street shared path where it meets with the existing Hassell Street shared path presents an opportunity to install an all new pedestrian/cyclist only crossing across the rail line in this location to link the shared path to Clarence Street and improve access to Piesse Park.

Figure 8-2: Opportunity for New Pedestrian/Cyclist Only Crossing Across the Rail Line

In addition, there is an opportunity to improve the existing pedestrian/cyclist only crossing across the rail line opposite Avon St by providing a sealed surface continuation of the shared path on both side of the rail crossing point. This would improve the quality of this facility and the connections between the south-eastern half and the north-eastern half of Katanning by cycle and on foot.

Figure 8-3: Opportunity to Improve the Existing Pedestrian/Cyclist Only Crossing Across the Rail Line

8.4 Schools

Paths around schools should be wider, with a desirable width of 2.5m[1], to accommodate pedestrians and cyclists. Whilst there is a good network of paths in the vicinity of the school, there is a lack of connections to the path on the western side of Hoddy Street. Ramps are not provided and therefore inhibit crossing opportunities or encourage children to either mount the kerb or utilise neighbouring crossovers. This presents the opportunity to complete the missing gaps in the network through the construction of ramps to connect the network.

8.5 Network Repairs and Upgrades

The existing shared path network would benefit from being upgraded and repaired. As discussed in Sections 4.3 and 4.4, the current quality of the existing path network is relatively poor and aged. The path is lifted, cracked, broken or damaged in places which poses a hazard for users. Repairing the damaged sections of the path network would instantly enhance the experience. The paths are also narrow. Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths recommends a 1.8m path and requires a minimum of 1.5m for pedestrian paths to allow two wheelchairs to pass.

However, as a minimum, shared path width is 2.0m in accordance with Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths and 2.5m in accordance with the Department of Transport's Designing for Shared Path Guidelines. Given that the Department of Transport's Shared Path Guidelines are a local State Government Guide, it is recommended that all shared paths are a minimum 2.5m wide.

For Secondary Routes, where there is higher patronage such as along routes to schools, a 2.5m to 3m wide shared path is recommended. Shared Paths that are currently less than 2.5m wide are recommended to be increased as upgrades are undertaken, or for new sections, subject to achieving the required offsets from trees, light poles etc.

Careful location, design and construction of paths for cycling can reduce future maintenance requirements. Careful attention to drainage, the location of vegetation and the type of vegetation planted can assist in minimising maintenance.

Bushes that will not grow so tall as to obstruct sight distance should be planted on the inside of curves. Trees should be chosen and planted away from the edge of paths so as to minimise the likelihood of roots causing deformation and cracking of the path surface.

Regular maintenance on paths should include:

- Filling of cracks
- Trimming or removal of grass so that it does not intrude into the path.
- Sweeping of paths to remove debris such as broken glass and fine gravel (including that arising from construction and maintenance activities such as crack sealing
- Re-painting of pavement markings
- Cleaning of signs
- Trimming of trees and shrubs to maintain safe clearances and sight distances.

8.6 Funding Opportunities (Programs)

WABN Regional Bicycle Network Grants

The WABN Grant Program is one of the key actions detailed in the Western Australian Bicycle Network Plan 2014-2031. The program is based on a joint funding model, with the State Government providing a contribution up to 50 per cent of the Total Eligible Project Cost. Applicants are required to contribute a minimum of 25 per cent funding and can seek contributions from third parties as outlined in Section 4.2.4 of the Department of Transport's document '*WA Bicycle Network Grants Program Procedures 2022-2026'.*

Alternative funding models may be considered in specific scenarios, such as for the provision of a new grant stream or for specific grant categories provided to support the delivery of trial treatments or prioritised project scopes/types.

The Department of Transport advises that a new program, different to the current WABN program, is currently being designed. To keep up to date with the latest information, applicants can subscribe to the e-newsletter at the https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp or alternatively enquiries can be made to activetransport@transport.wa.gov.au

Roads to Recovery

The Roads to Recovery Program is a federal government program which supports the maintenance of the nation's local road infrastructure asset. This program sets out to reduce fatalities and serious injuries in crashes on Australia's regional roads. Pedestrian and cycling facilities associated with a road can also be funded as part of this grant, to improve the safety of vulnerable road users. Funding is allocated for each financial year.

Department of Local Government, Sport and Cultural Industries: Community Trail Planning Grants Program

Eligible organisations can apply for up to $50,000 for projects that support the Trail Development Process (TDP). The purpose of the Community Trail Planning Grants Program is to ensure trail developments across the state are well informed, substantiated and supported by a consistent planning approach as outlined in the Trail Development Process of the Trail Development Series.

The Department of Local Government, Sport and Cultural Industries (DLGSC) seeks applications from organisations for projects that support the progression of trail planning through a logical and consistent framework.

The program is aimed at local governments or incorporated organisations that have established strategic support for a trail development and are ready to commence a specific stage/s in the TDP. The process can also be applied to trails master planning for specific geographical areas including regional, sub-regional and joint local government areas.

Funding may be used for interstate and intrastate travel and accommodation costs related to the development of the trail plan, presenter fees associated with delivery of training and workshops and Aboriginal cultural engagement activities and advertising, publicity, promotion, marketing, printing and publishing costs.

Further information can be found at the DLGSC website page https://www.dlgsc.wa.gov.au/funding/sport-and-recreation-funding/trail-planning-grants-program

Regional Economic Development Grants (RED)

The Regional Economic Development Grants Program (RED) is a State Government initiative to stimulate economic growth and development. Applications for grants are open at the start of the financial year, with details provided on the Wheatbelt Development Commission's website.

Up to $150,000 is available for individual projects in the Wheatbelt that contribute to increasing or sustaining jobs, expanding or diversifying industry, developing skills or capability, increasing business productivity, and attracting new investment to the region.

The Western Australian State Government has committed $50.85 million over nine years (2018-19 to 2026-27) toward the RED Grants program, which is aimed at supporting long-term economic development and job sustainability in WA's regions. Across regional WA, more than $31.9 million has been allocated towards 317 approved projects during the first five rounds, for initiatives including industry development, Aboriginal business development, agricultural diversification and tourism expansion. For detailed information on the RED Grants program and how to apply, please visit the Wheatbelt Development Commission's RED Grants page. https://www.wheatbelt.wa.gov.au/working-us/regional-economic-development-scheme/

Previous projects that have been successful in attaining the grant include the construction of a river crossing along the Turquoise Way Path between Jurien Bay and Cervantes, boosting sports tourism.

Metropolitan Regional Road Group (MRRG) Rehabilitation and Improvement Programs

There are two MRRG grants, one for Rehabilitation and one for Improvement. These programs are primarily focussed on the road network. However, the potential to assist cycling as part of any project should not be overlooked in order to enhance the overall network. The construction of protected on-road bike lanes may be included as part of a design. Submissions are received annually.

Country Pathways Grant Scheme (CPGS)

The Country Pathways Grant Scheme (CPGS) is an initiative to improve Cycling Facilities in Regional Western Australia, through joint funding with local government authorities. The main aims of the scheme are to:

- Encourage the integrated planning of shared use path infrastructure.
- Develop an integrated network of shared use paths and on road bike lanes.
- Provide access to schools, sport, recreation and community facilities.
- Improve the safety of cyclists, pedestrians and other path user.

There is one funding round per year.

The CPGS has approved millions of dollars in grants to regional local government authorities for the enhancement of cycling. Funding assistance will be available for the following project types:

1) Planning:

- planning on a regional or local basis
- planning a network of paths or recreation trails
- planning signage for paths, on road bike lanes, or recreation trails
- other worthwhile project

2) Infrastructure and facilities:

- shared use paths
- sealed shoulders
- on road bike lane marking
- end of trip facilities such as bike lock-ups and other similar items for cyclists according to the standards contained in Austroads 14
- recreational trails

- cross-regional pathways
- signage for safety, distances and direction
- end of trip facilities
- other worthwhile projects

3) Promotion or Community Education of:

- pathway networks
- pathway uses.
- new pathways
- bike plans.
- state government funding support.

Opportunity:

- Investigate opportunities for obtaining funding for priority projects from each of the above programs.
- Investigate the feasibility of a blanket speed reduction throughout the town on streets which are currently 50km/hr limit down to 40km/hr limit.
- Investigate locations for Safe Active Streets in close proximity to Schools, School routes and along identified cycle routes.
- Investigate the feasibility of an all new pedestrian/cyclist only crossing across the rail line at Hassel St/Pemble St intersection, to link the shared path to Clarence Street and improve access to Piesse Park.
- Upgrade the existing pedestrian/cyclist only crossing across the rail line opposite Avon St by providing a sealed surface continuation of the shared path on both side of the rail crossing point.
- Explore quick wins to repair and upgrade existing shared paths and footpaths where these may be damage, cracking, lifting and missing sections.

8.7 Summary

Following a review of the existing network and consultation feedback, a diverse range of opportunities have been identified in relation to:

- Network Improvements
- Connecting the Community
- Behaviour Change
- Funding Programs

These opportunities will be prioritised in the following chapters.

9 Community Consultation & Investigations

9.1 Scope of Consultation

To understand the local community's needs and desires for a future cycling network within Katanning and to investigate the current issues and barriers to increasing cycling and walking, a questionnaire survey was undertaken in late 2023.

The survey was available online, in addition to hard copies made available at festivals and shows within the Shire. The survey included 27 questions to determine user types, riding patterns, attitudes to riding, safety issues, ideas requests and reasons for not riding.

Surveying of the entire community and its environment was split up into four main areas:

1. **Community Consultation**
    - In person at the Great Southern Treasures Bloom Festival - (23 Sept to 31 October 2023)
    - In person at the Katanning Agricultural Show - (27 to 28 October 2023)
    - Online Questionnaire – (27 October to 17 November 2023)

2. **School Surveys**

The four schools within Katanning were surveyed including Katanning Primary School, Braeside Primary School, St Patrick's Primary School and Katanning Senior High School. 15 questions in total were put to the school students and staff.

3. **Business Surveys**

Major employers and service providers within the Shire of Katanning were targeted within this business orientated survey. Questions were asked over the telephone by Shire of Katanning officers. These included responses received from the following entities:

- McIntosh & Son
- Woolworths Katanning
- Katanning Hospital
- Katanning Police Station

Representatives from the biggest employer in Katanning, WAMMCO, and a small employer RSM were unavailable to undertake this survey.

4. **Saddle Survey**

A cycling survey was undertaken On Tuesday 12 December 2023 which involved riding and walking every street within Katanning which allowed for a thorough review of the town site and surrounding attractions assessing the existing networks.

9.2 Community Consultation

From the in-person and online questionnaire consultation, a total of 53 results were received with respondents from a variety of age groups including under 15 and up to beyond 60 years of age. Interestingly the largest age group of riders is 31 to 41 years (33%) with the second largest group 60+ years (26%).

Respondents included a mix of those who cycle and those who do not. 17% said they never ride and 12% have not ridden within the 12 months.

A summary of the key responses to questions are given in the Figures below. The remaining data from questions not summarised below have also been used within this Bike Plan to formulate recommendations .

Figure 9-1: Question 23 – Riding Age Demographic

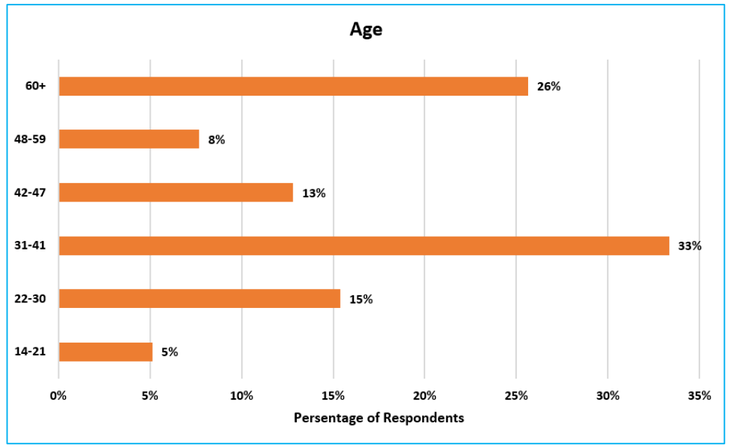


Figure 9-2: Question 1 – Riding Frequency

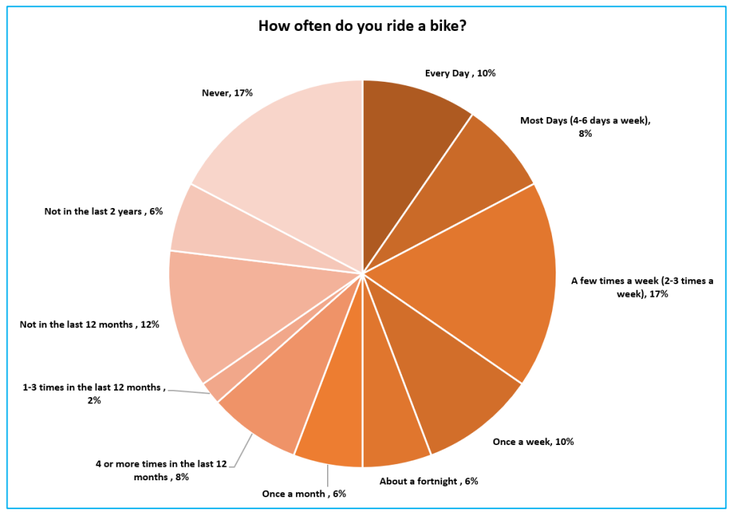


Figure 9-3: Question 3 – Riding Purpose

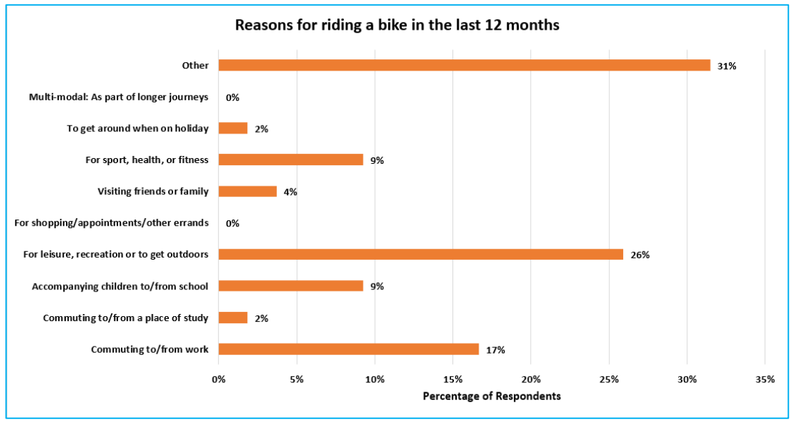


Figure 9-4: Question 5 – Riding Attitude

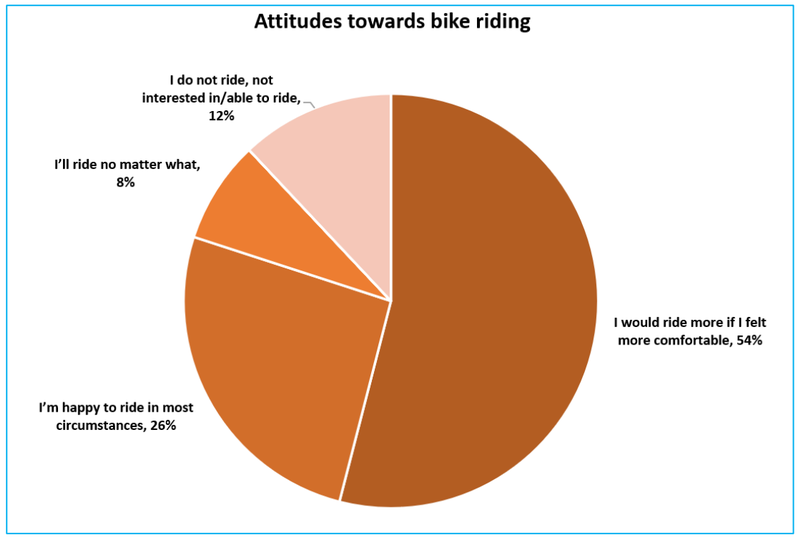
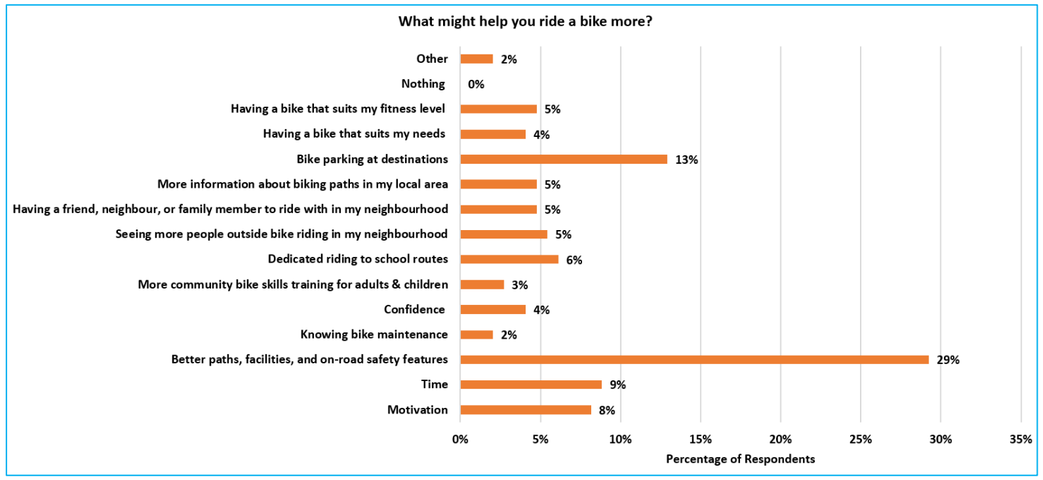


Figure 9-5: Question 8 and 9 – Ways to Improve Ridership



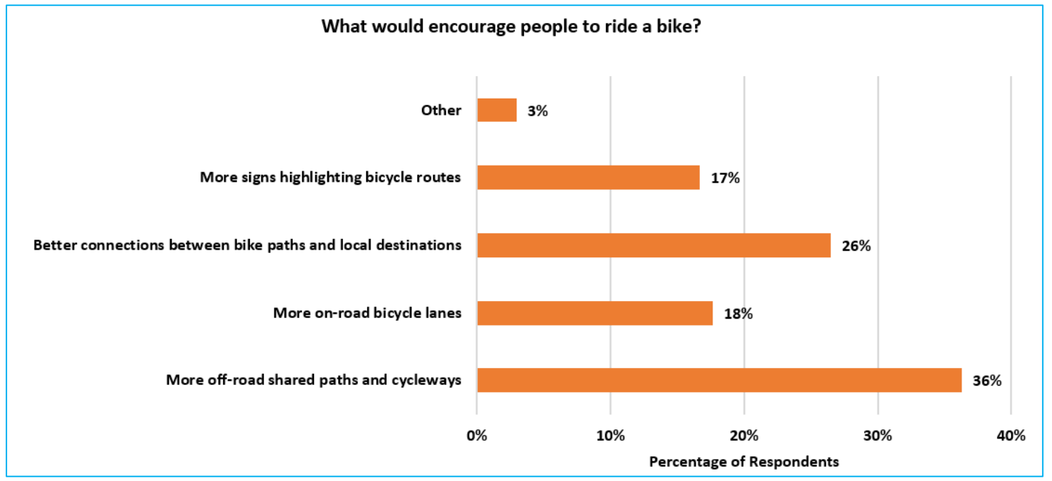


Figure 9-6: Question 12 – Safety and Useability Issues

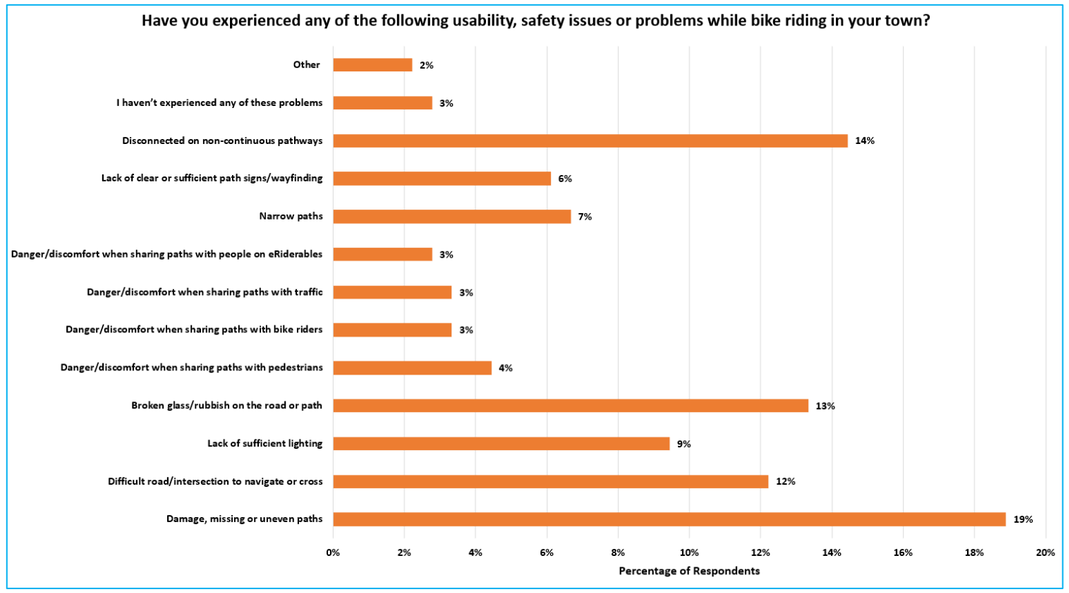


Figure 9-7: Question 14 – Cycling Opportunity Support

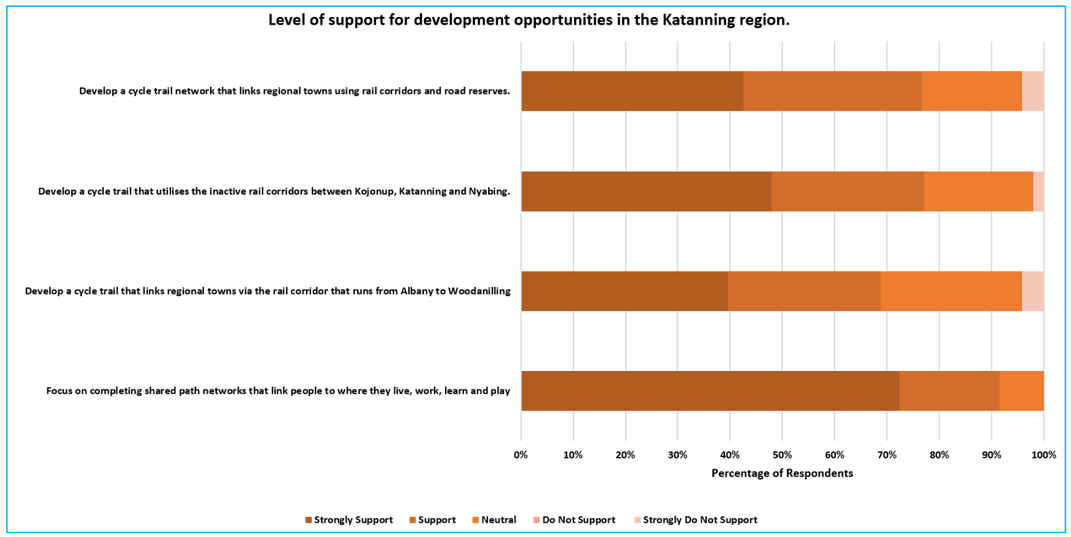


Figure 9-8: Question 16 – Where would you like to ride into town that you cannot ride to currently?

Key destinations which people would like to ride to include Lake Ewlyamartup, Schools, Town Centre (Clive St), Katanning Leisure Centre, All Ages Playground, Katanning Pioneer Cemetery and WAMMCO.

Summary:

There appears to be a clear need and desire for more off-road shared paths, which are fully connected and which minimise the interaction with cars as much as possible. Respondents are clearly not confident enough to ride on the existing road by themselves or with children. Many of the respondents expressed that most locations within Katanning feel unsafe for riding, with Clive Street, Great Southern Highway, across the railway, Amherst Street near St Patrick's School, Adam Street, Bay Street/Drove Street, Katanning Kojonup Road and Katanning Nyabing Road being mentioned the most and in need of improving in terms of cycling and walking infrastructure.

There is a clear need to fill in the missing gaps in the cycling and walking network and repair and maintain the existing and future infrastructure as best as possible. Bike parking and lock ups with improved lighting are also key infrastructure mentioned within the survey responses.

Reasons for not riding a bike included 22% of people don't have access to a bike, 22% not interested in riding a bike, 8% physically unable to ride and the remaining respondents cited reasons such as:

- *'too dangerous to ride into town with kids',*
- 'I don't enjoy or feel safe to ride around town where I have to constantly look out for cars when crossing driveways constantly and roads frequently',

- *'Weather during certain times of the year'.*
- *'Fear of ridicule by others'.*

The majority of respondents that lived in the area lived in Katanning itself (87%).

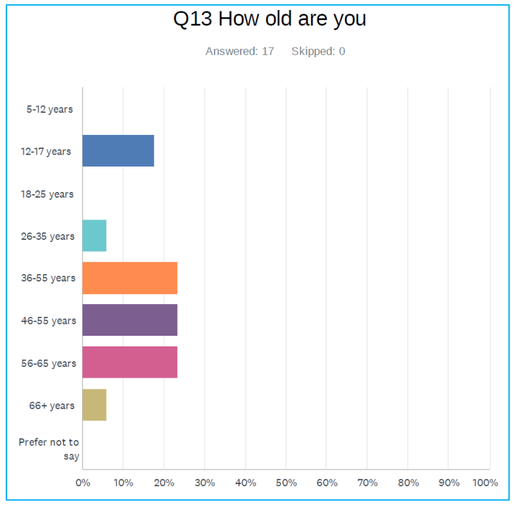
Some of the suggestions and ideas which the respondent mentioned in answer to question 15 included:

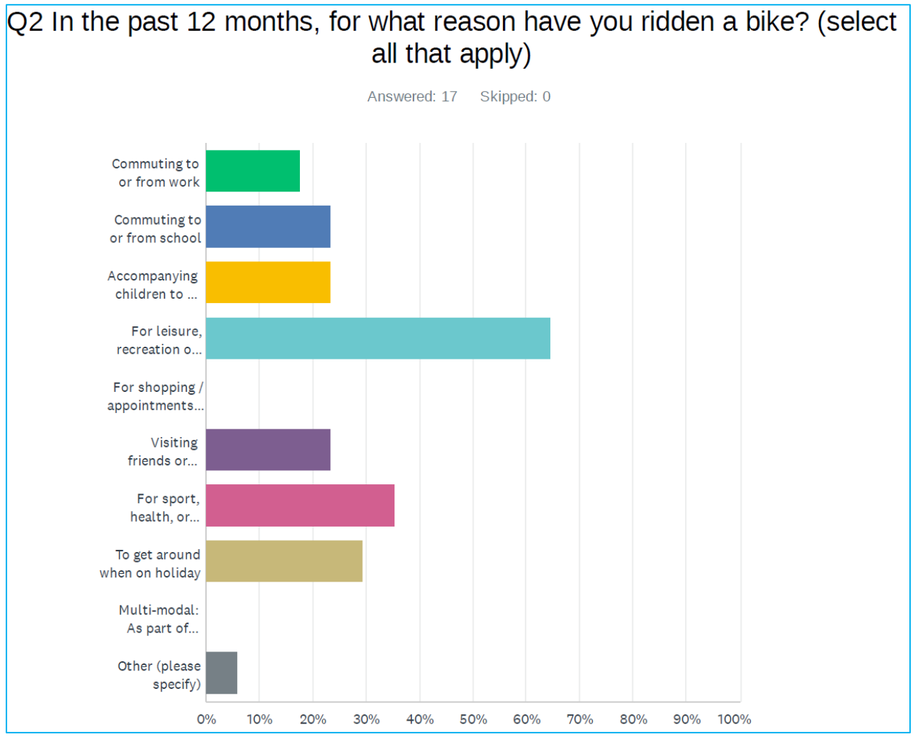
Q15: Do you have any additional comments of ideas for cycling in the Katanning region?

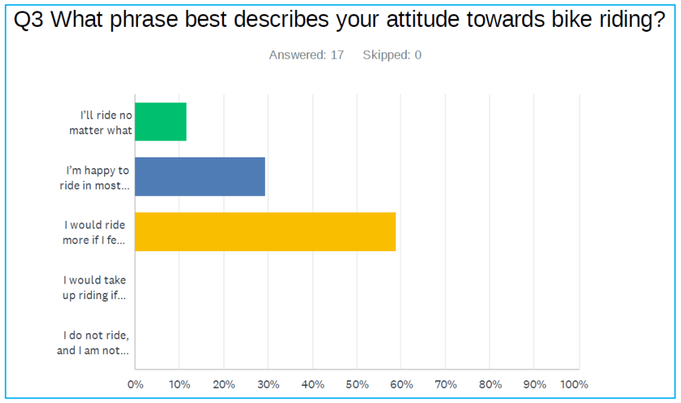
- Bike racks at Town Square, Woolworths and around town.
- Safe places to store and secure your bikes when riding to local shops.
- Funding to convert the BMX track at Lions Park to a pump block.
- Creating safe and dedicated cycle areas to encourage more children/youth to ride safely.
- Connect all footpaths.
- Develop cycle paths for individual exercise and for families with kids in low traffic areas e.g. around local scenic attractions like lakes and bush reserves.
- Education of motorists
- Existing paths repaired and maintained.
- Improve Amherst St shared path.
- Improve street lighting.
- Bike trail to WAMMCO, Cemetery

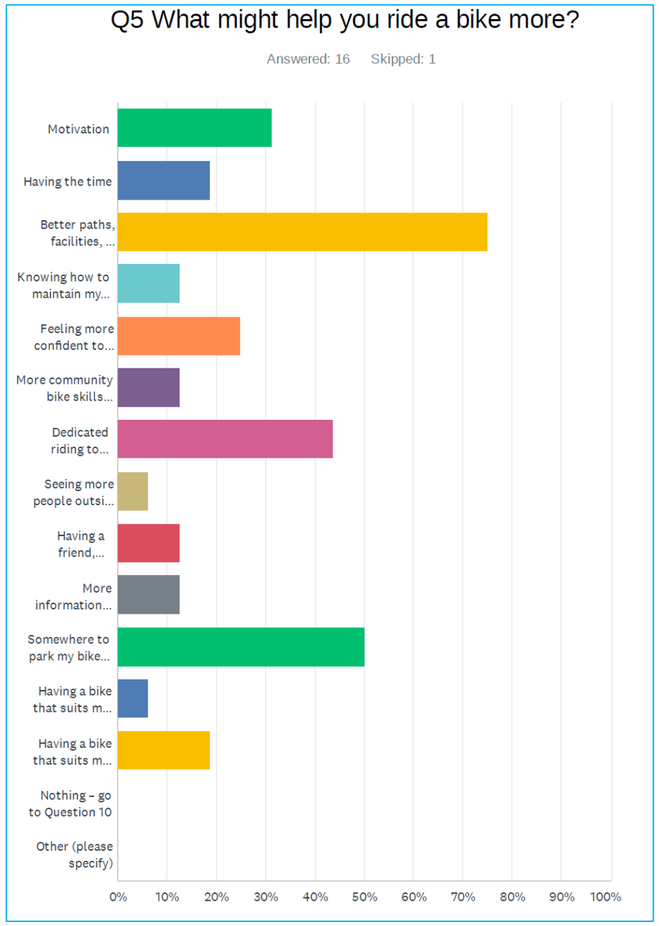
9.3 School Surveys

Of the four schools surveyed, 17 responses were received in total. The Shire met separately with two of the school principals and they indicated one of the biggest barriers to riding in Katanning is bike theft. A summary of the main findings of the school surveys is given in the following Figures.



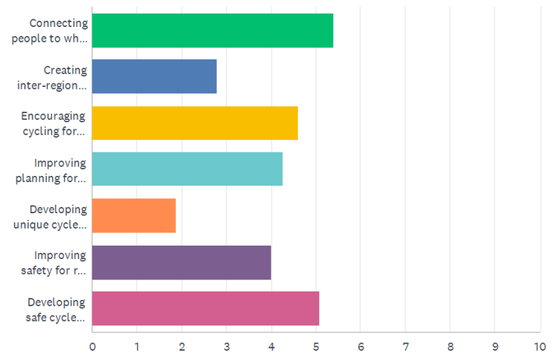



Q3 What phrase best describes your attitude towards bike riding?
Answered: 17 Skipped: 0
I'll ride no matter what
I'm happy to ride in most...
I would ride more if I fe...
I would take up riding if...
I do not ride, and I am not...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q5 What might help you ride a bike more?
Answered: 16 Skipped: 1
Motivation
Having the time
Better paths, facilities, ...
Knowing how to maintain my...
Feeling more confident to...
More community bike skills...
Dedicated riding to...
Seeing more people outsi...
Having a friend,...
More information...
Somewhere to park my bike...
Having a bike that suits m...
Having a bike that suits m...
Nothing - go to Question 10
Other (please specify)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

Q9 The following themes have been identified as being important to the development to the cycling network in the Katanning region. please rank these themes according to how important they are to you (1 being most important and 7 being less important)

Answered: 15 Skipped: 2



	1	2	3	4	5	6	7	TOTAL	SCORE
Connecting people to where the live, work, learn and play	26.67% 4	40.00% 6	6.67% 1	6.67% 1	13.33% 2	6.67% 1	0.00% 0	15	5.40
Creating inter-regional cycle tourism routes along rail corrdiors	6.67% 1	6.67% 1	6.67% 1	0.00% 0	20.00% 3	40.00% 6	20.00% 3	15	2.80
Encouraging cycling for people of all ages, abilities, and backgrounds	20.00% 3	13.33% 2	13.33% 2	20.00% 3	26.67% 4	6.67% 1	0.00% 0	15	4.60
Improving planning for cycling	6.67% 1	0.00% 0	20.00% 3	60.00% 9	13.33% 2	0.00% 0	0.00% 0	15	4.27
Developing unique cycle tourism experiences	0.00% 0	0.00% 0	0.00% 0	6.67% 1	26.67% 4	13.33% 2	53.33% 8	15	1.87
Improving safety for road cyclists	6.67% 1	26.67% 4	26.67% 4	0.00% 0	0.00% 0	20.00% 3	20.00% 3	15	4.00
Developing safe cycle routes in town centre	33.33% 5	13.33% 2	26.67% 4	6.67% 1	0.00% 0	13.33% 2	6.67% 1	15	5.07

Summary:

There appears to be a clear need and desire for more off-road shared paths and facilities which provide for all ages (75%) and which are fully connected and provide dedicated riding to school routes (44%). 50% of respondents to question 5 said that having somewhere to park a bike at the places they go would help them to ride.

60% of respondents to question 3 said they would ride more if they felt more comfortable. Respondents said that connecting people to where they live, work and play is very important together with encouraging people of all ages, abilities and backgrounds and developing safe cycle routes in the town centre, which were the top three responses to the development of a cycle network in Katanning.

9.4 Business Surveys

Four questions were asked to each of the following business and/or service provider over the telephone by Shire of Katanning.

Katanning Hospital:

1. **Infrastructure and Accessibility:**
   - If employees were to cycle to work, is there a bike paths or lanes nearby they can use? Is there a secure place to leave or store bikes?

Response: There are some paths but not many, more are needed around the area. There is not currently a safe place to store bikes but there are plans in place to build a bike rack.

2. **Employee Preferences and Needs:**
   - How likely is it that your employees would cycle to work? What would they be barriers around biking?

Response: There are a couple of employees who cycle to work but not many. The barriers would be things like having to change clothing at work, having to bring spare clothing with them, no storage (i.e. lockers) for clothing, weather considerations, and bike storage issues.

3. **Incentive Program:**
   - Do you have any incentive programs in place to encourage employees to use alternative transportation methods, such as biking? If not, what types of incentives might be appealing to people in the workforce?

Response: There are no current incentives in place but there are plans to start one. Unsure of what incentives might appeal to the workforce.

4. **Logistical Support:**
   - Does the company provide any support or resources to facilitate biking to work, such as showers, changing rooms, or flexible scheduling to accommodate different commuting times? Are there any plans to include or enhance these facilities?

Response: Yes, there are resources such as showers, but no lockers or places to store their clothes when they change into work uniforms. There are no current plans to enhance or add to these other than the previously mentioned bike rack installation.

Katanning Police Station:

1. **Infrastructure and Accessibility:**
    - If employees were to cycle to work, is there a bike paths or lanes nearby they can use? Is there a secure place to leave or store bikes?

Response: there are roads and footpaths but no designated bike path or lanes. Have private bike storage facilities at the workplace but nothing public.

2. **Employee Preferences and Needs:**
    - How likely is it that your employees would cycle to work? What would they be barriers around biking?

Response: out of 18 staff, only 2 staff members cycle to work. Barriers include things such as personal energy levels, weather conditions, and if staff want to shower at work or not. Most staff just find it easier to drive or walk.

3. **Incentive Program:**
    - Do you have any incentive programs in place to encourage employees to use alternative transportation methods, such as biking? If not, what types of incentives might be appealing to people in the workforce?

Response: Katanning police station does not have any current incentives. Cannot think of anything to appeal to staff.

4. **Logistical Support:**
    - Does the company provide any support or resources to facilitate biking to work, such as showers, changing rooms, or flexible scheduling to accommodate different commuting times? Are there any plans to include or enhance these facilities?

Response: The Katanning Police Station has all above-mentioned support and resources. There are no plans to enhance this as there is no need.

McIntosh & Sons:

1. **Infrastructure and Accessibility:**
    - If employees were to cycle to work, is there a bike paths or lanes nearby they can use? Is there a secure place to leave or store bikes?

Response: There are no paths nearby. There is a safe place to store bicycles.

2. **Employee Preferences and Needs:**
    - How likely is it that your employees would cycle to work? What would they be barriers around biking?

Response: We have 3 around employees who cycle to work. Distance may be a barrier due to where the workplace is located but other then that there are no particular barriers.

3. **Incentive Program:**
    - Do you have any incentive programs in place to encourage employees to use alternative transportation methods, such as biking? If not, what types of incentives might be appealing to people in the workforce?

Response: No, there are currently no incentive programs. An incentive program is not relevant to this workplace as most of the employees have trade/work vehicles.

4. **Logistical Support:**
    - Does the company provide any support or resources to facilitate biking to work, such as showers, changing rooms, or flexible scheduling to accommodate different commuting times? Are there any plans to include or enhance these facilities?

Response: Yes, there are showers and changerooms available. There are not plans to enhance these facilities at this stage as they are all updated and in working order.

Woolworths Katanning:

1. **Infrastructure and Accessibility:**
    - If employees were to cycle to work, is there a bike paths or lanes nearby they can use? Is there a secure place to leave or store bikes?

Response: There are almost no bike lanes or paths to use. There is a secure place to store bikes.

2. **Employee Preferences and Needs:**
    - How likely is it that your employees would cycle to work? What would they be barriers around biking?

Response: Approximately 25% – 30% of employees cycle to work. Barriers include safety concerns, it's just not safe to ride to work at the moment.

3. **Incentive Program:**
    - Do you have any incentive programs in place to encourage employees to use alternative transportation methods, such as biking? If not, what types of incentives might be appealing to people in the workforce?

Response: Woolworths does not do incentives for alternative transportation to work. Some kind of monetary or voucher incentive might be appealing to people.

4. **Logistical Support:**
    - Does the company provide any support or resources to facilitate biking to work, such as showers, changing rooms, or flexible scheduling to accommodate different commuting times? Are there any plans to include or enhance these facilities?

Response: Some of the newer and larger stores have these resources but the Katanning store does not. Woolworths does not have plans to include these facilities.

9.5 Saddle Survey

Following a review of the initial community and stakeholder consultation feedback and results, a saddle survey was undertaken on Tuesday 12 December 2023 which involved riding and walking every street within Katanning which allowed for a thorough review of the town site and surrounding attractions assessing the existing networks. The aim of the saddle survey was to understand areas which may need more attention and to confirm any uncertainties or gaps in the network.

A representative from a local cycle group accompanied PJA on the morning of Tuesday 12 December to give a guided tour of the main Katanning cycle facilities and routes. This was particularly useful to gain an insight into a longer distance on-road cyclists' perspective, in addition to local knowledge of issues and opportunities, for which PJA would like to express its appreciation for this kind involvement from the local community.

The saddle survey identified gaps in the existing network, areas of concern, areas for opportunity and established a baseline of existing conditions of areas of the network noted during the saddle survey.

The main findings of the saddle survey have been summarised within Section 4 of this report, with the remaining understanding of existing conditions and issues used throughout the development of the proposed network hierarchy (Section 10) by understanding the existing constraints (Section 7), the opportunities (Section 8) and the potential short to medium term infrastructure improvements (Section 12).

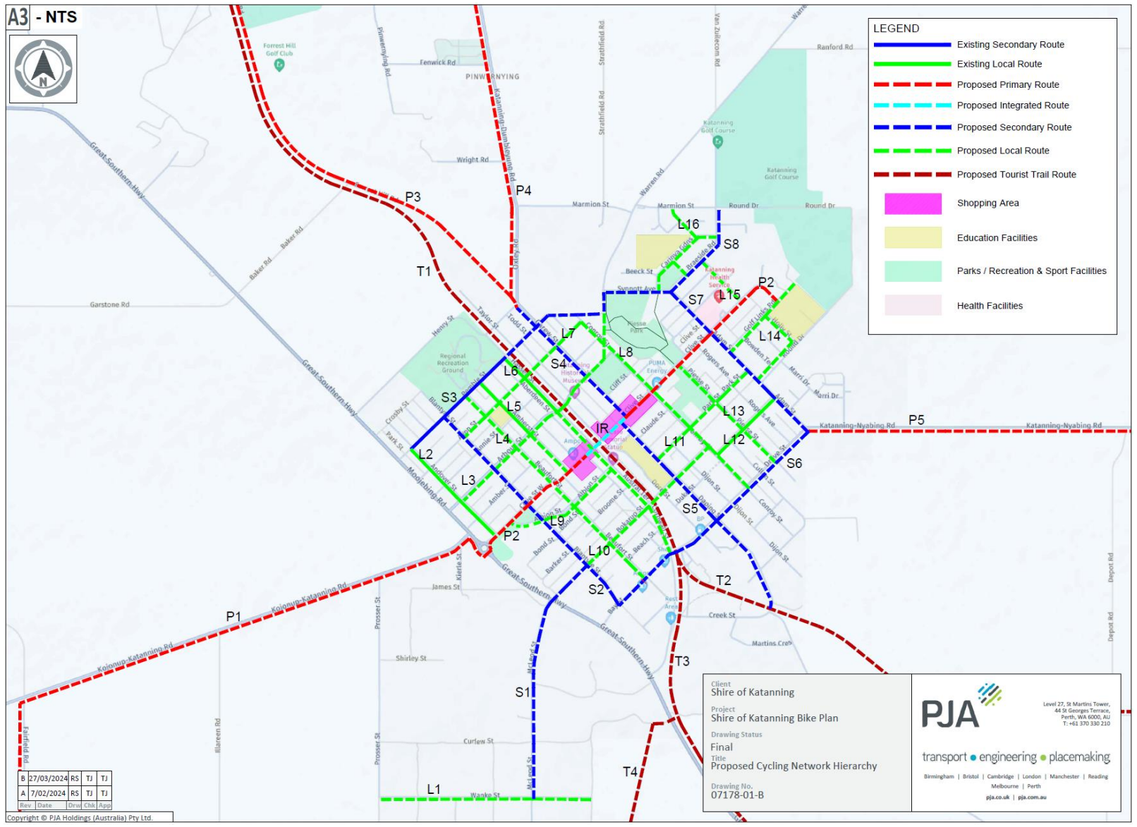
10 Proposed Network Hierarchy

The following riding and walking network hierarchy has been prepared. It is considered that, with the exception of the proposed town centre 30km/hr zone, an area wide 40km/hr speed limit should be implemented on all local roads within Katanning to provide a safer walking and riding environment on all local streets.

The proposed riding and walking networks focuses on improving the form and function of the entire network and seeks to operate as a cohesive network of primary, secondary and local routes. As such, the proposed network identifies key strategic links across and to/from Katanning and directly responds to the community consultation feedback.

The street and road network has been analysed, and a proposed form identified. Stages are also listed for each road. The proposed network is shown in Figure 10.1 and at Appendix A.

Figure 10-1: Proposed Riding and Walking Network Hierarchy



10.1 Primary Routes

Table 10-1: Proposed Network Hierarchy – Function and Form

Overall Consideration:		Grant Opportunity
C1	Implement an area wide 40km/hr speed limit on all local roads within Katanning to provide a safer walking and riding environment on all local streets.	Work with MRWA to support the speed reductions and supply the signage modifications.

Primary Routes					
Route	Road	Function	Current	Proposed Form	Grant Opportunities
P1	Kojonoup-Katanning Road & Fairfiled Road	Primary route into and out of Katanning. This will provide a medium distance connection to future Kojonup-Katanning Tourist Trail (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and the speed limit ranges from 70km/hr and 110km/hr with single carriageway road (one lane each way)	High quality off-road shared path to the southern side of Katanning Rd, eastern side of Fairfield Rd connecting the fringe of Katanning with the future Katanning Tourist Trail (Great Southern 2050 Cycling Strategy).	WABN Grants, negotiation with Main Roads WA, given this is a state controlled road.
P2	Clive Street W (south of town centre)	Primary route into and out of the Town Centre. This will provide a short to medium distance connection to the Town Centre, health and education land uses.	Footpath infrastructure to both sides of road and. 50km/hr speed limit (south of Town Centre). Wide single carriageway road (one lane each way) with on street parking near Town Centre.	High quality off-road shared path to the eastern side: OR Protected on road cycle lanes in each direction (consider near Town Centre).	WABN Grants

	Clive Street (north of town centre)	Primary route into and out of the Town Centre. This will provide a short to medium distance connection to the Town Centre, health and education land uses.	Footpath infrastructure to both sides of road and. 50km/hr speed limit (north of Town Centre). Wide single carriageway road (one lane each way) with on street parking near Town Centre.	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (consider near Town Centre).	WABN Grants
P3	Forrest Hill Road	Primary route into and out of Katanning. This will provide a medium distance connection along to Woodanilling – Katanning Road Cycling Route (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and is 60km/hr speed limit with single carriageway road (one lane each way)	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (particularly within the 80km/hr section). This route has the potential to connect through to the major employer WAMMCO in future.	WABN Grants
P4	Katanning-Dumbleyung Rd/Oxley Road	Primary route into and out of Katanning. This will provide a medium distance connection along to Woodanilling – Katanning Road Cycling Route (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and is 60km/hr speed limit with wide single carriageway road (one lane each way)	High quality off-road shared path on either side: OR protected on road cycle lanes in each direction (particularly within the 80km/hr section). This route has the potential to connect to the Katanning Pioneer Cemetery.	WABN Grants, negotiation with Main Roads WA, given this is a state controlled road.
P5	Katanning-Nyabing Road	Primary route into and out of Katanning. This will provide a short to medium distance connection along the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and the speed limit ranges between 60km/hr, 90km/hr and 110km/hr with single carriageway road (one lane each way)	High quality off-road shared path to the southern side to improve connections to employers such as Burando Hill, McIntosh & Son within the 60km/hr area and further afield to Katanning Airport in addition to connecting the fringe of Katanning with the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy):	WABN Grants, negotiation with Main Roads WA, given this is a state controlled road.

10.2 Integrated Route

Integrated Route					
Route	Road	Function	Current	Proposed Form	Grant Opportunities
IR	Clive Street (Dore Street to Carew Street)	Primary route into and out of the Town Centre providing the slow speed infrastructure and environment for cyclists to reach this destination and explore the centre of Katanning.	40km/hr speed zone with single carriageway (one lane each direction), footpaths on both sides and road at footpath level with flush kerbs for the convenience of crossing pedestrians. Indented street car parking at footpath level and planted median strip separating each direction of travel.	Extend the existing planted median strip form further south or line mark a median strip, close to the intersection with Dore Street, to reduce road width and include on road cycle symbols / 'share the road' signage and markings along the entire section. Reduce this central section of Clive Street to a 30km/hr speed zone.	MRRG or WABN Grants

10.3 Secondary Routes

Secondary Routes					
Route	Road	Function	Current	Proposed Form	Grant Opportunities
S1	McCleod Street	Secondary route to connect the semi-rural residential land uses to the south of Kataning to the main Katanning town site.	McCleod Street has no specific riding or footpath infrastructure, is a 70km/hr speed zone with wide single carriageway road (on lane each direction) and no sealed shoulders. A difficult informal crossing across Great Southern Highway with no formalised crossing infrastructure for pedestrians or cyclists to connect to Bokarup Street Bokarup Street has no specific riding or footpath infrastructure, is a 50km/hr narrow single carriageway road (one lane each direction) with no sealed shoulders.	Minimum 2.5m wide off-road shared path on either side: OR protected on road cycle lanes in each direction.	WABN Grants MRRG
	Bokarup Street			Minimum 2.5m wide off-road shared path on either side:	WABN Grants
S2	Blantyre Street	Secondary route to improve east-west connections across the southern half of Katanning	Blantyre Street has no specific riding or footpath infrastructure (single footpath adjacent to Lions Park), is a 50km/hr single carriageway road	Minimum 2.5m wide off-road shared path on either side to improve east/west connections across the southern side of Katanning to/from the Regional Recreation Ground and Leisure & Function Centre and Oval.	WABN Grants
				connect the semi-rural residential land uses to the south of Kataning to the main Katanning town site. This route forms part of the periphery network of Secondary routes surrounding Katanning.	(one lane each direction) with no sealed shoulders east of Albion St and wide carriageway west of Clive Street	At its south-eastern end, provide a minimum 2.5m wide off-road shared path link from Blantyre Street to Bay Street	WABN Grants
S3	Pemble Street			Existing secondary route providing north/south access across the western side of Katanning and access to the Regional Rec Ground and Leisure & Function Centre and Oval. This route forms part of the periphery network of Secondary routes surrounding Katanning.	An existing 2.0-2.5m wide off road shared path on the northern side with insufficient crossings at terminating points and insufficient connections to other paths and insufficient treatments across driveways and side-roads.	Improve the shared path connection across the Leisure & Function Centre by extending the shared path construction across the main vehicle access at footpath grade forming priority for cyclists and pedestrians. Localised realignment of the shared path in this location may be necessary. Provide zebra crossing markings at road level across the heavy vehicle access to the Leisure & Function Centre to prioritise pedestrians and cyclists over vehicles. Improve the connection to the Hassell Street shared path at the eastern end by providing a wombat crossing. At the western end improve the connection to the Andover Street shared path by providing a wombat crossing across Pemble Street Regarding side-roads along Pemble Street, provide wombat crossing across these low traffic streets of Andover Street, Cobham Street and Blantyre Street Localised realignment of the shared path in these locations may be necessary. Provide a new cyclist/pedestrian only crossing across the rail line to link the	WABN Grants

				shared path to Clarence Street and improve access to Piesse Park.	
	Clarence Street		Clarence Street has no specific riding infrastructure but does have a single footpath and is a narrow 50km/hr single carriageway road.	Minimum 2.5m wide off-road shared path to improve north/south connections and access to Piesse Park. Note utilise the alignment of the existing 'traffic free' footpath between Clarence Street and Warren Road. This route forms part of the periphery network of Secondary routes surrounding Katanning.	WABN Grants
S4	Carew Street (Oxley Rd to Clive Street)	Secondary route providing east/west access across the central area of Katanning, between Oxley Rd (Primary routes) and Clive Street at the Town Centre.	Carew Street has no specific riding infrastructure but does have footpaths to both sides and is a wide 60km/hr single carriageway road.	Minimum 2.5m wide off-road shared path on the northern side to improve east/west connections and access to Prosser Park and the War Memorial.	WABN Grants
S5	Daping Street	Secondary route providing east/west access across the central area of Katanning, between Drove Street and Clive Street at the Town Centre. This route would also connect in with proposed T2 Tourist Trail Route providing direct active transport access to the Town Centre.	Daping Street, east of Bokarup Street, has no specific riding or footpath infrastructure however, does have footpaths on both sides west of Bokarup Street and adjacent to Katanning Primary School. Daping Street is primarily a 50km/hr wide single carriageway road (40km/hr school zone).	Minimum 2.5m wide off-road shared path on the southern side to improve east/west connections and access to Katanning Primary School and the Town Centre. Consider the integration of a 'Safe Active Street' on Daping Street outside Katanning Primary School between Baker St and Bokarup Street	WABN Grants Safe Active Streets Program
S6	Drove Street (Adam Street to Cornwall Street)	Existing secondary route providing north/south access across the eastern side of Katanning and access to large employers of Burando Hill, McIntosh & Son. This route forms part of the periphery network of Secondary routes surrounding Katanning.	At its northern end Drove Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding or footpath infrastructure.	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.	WABN Grants
	Bay Street(Cornwall St to Blantyre St)		Bay Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding or footpath infrastructure.	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.	WABN Grants
S7	Adam Street	Secondary route providing east/west access across the northern area of Katanning, between Braeside Rd and Katanning-Nyabing Rd. This route would also connect in with proposed Primary Route P5. This route forms part of the periphery network of Secondary routes surrounding Katanning.	Adam Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and footpaths on both sides (intermittent on the southern side)	Minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Katanning Senior High School and Katanning Hospital.	WABN Grants

S8	Synnott Ave	Secondary route providing north/south access across the western side of Katanning and access to Braeside Primary School and Piesse Park This route forms part of the periphery network of Secondary routes surrounding Katanning.	Synnott Ave is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and a single footpath on the southern side.	Upgrade the existing footpath on the southern side to a minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Braeside Primary School and Piesse Park.	WABN Grants
	Braeside Rd		Braeside Road is a wide 50km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and an intermittent single footpath along its length.	Minimum 2.5m wide off-road shared path to improve north/south connections and access to/from Braeside Primary School and Piesse Park.	WABN Grants

10.4 Local Routes

Local Routes					
Route	Road	Function	Current	Proposed Form	Grant Opportunities
L1	Wanke Street	Local route to provide access to the semi-rural residential area between Prosser Rd and Gulley Street and link in with proposed secondary route S1.	Wanke Street has no specific riding or footpath infrastructure and is a narrow 70km/hr single carriageway road with no sealed shoulders.	Reduce the speed limit to 60km/hr. Provide a minimum 2.5m wide off-road shared path to improve east/west connections across this area. OR Provide protected on road cycle lanes in each direction.	WABN Grants Or MRRG
L2	Andover Street	Existing local route providing east/west access across the south-western side of Katanning and access to	An existing 2.0-2.5m wide off road shared path on the southern side with insufficient crossings at	At its southern end improve the connection across Clive Street and to the All Ages Playground by providing a wombat crossing across Clive Street Note the alignment of the existing shared path may need to be modified at its interface with Clive Street	WABN Grants
		residential houses and destinations such as Katanning All Ages Playground and Lions Park	terminating points and connection points to other paths and insufficient treatments across driveways and side-roads.	By extension, also provide a wombat crossing across the internal car park access road at the All Ages Playground to complete the shard path link. Regarding side-roads along Andover Street, provide wombat crossing across these low traffic streets of Amber Street, Arbour Street, Annie Street and Avon Street Localised realignment of the shared path in these locations may be necessary.	
L3	Arbour Street	Local route to provide improved north/south access across the north-western side of Katanning and access to residential houses and destinations such as Prosser Park and Piece Park. This local route will also link with the key existing and proposed east/west cycle infrastructure to give access across Katanning.	A wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and a single footpath on its southern side.	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places utilise the footpath to create a 2.5m wide off road shared path.	WABN Grants
	Cove Street		A wide 50km/hr single carriageway road with kerbed edges and no specific riding infrastructure and a single footpath on its southern side.	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places upgrade the existing footpath to create a 2.5m wide off road shared path. Upgrade the existing footpath adjacent to Andrews Place, to continue the off road shared path toward Warren Rd.	WABN Grants
	Warren Road		A wide 60km/hr single carriageway road with kerbed edges and no specific riding infrastructure and a single footpath on its eastern side.	Upgrade the existing footpath on the eastern side to provide a minimum 2.5m wide off road shared path to connect with Piesse Park and secondary route S8.	WABN Grants
L4	Beaufort Street	Local route to provide access to St Patrick's Primary School the surrounding	At its northern end near Street Patrick's Primary School, a wide 50km/hr single	At its northern end surrounding Street Patrick's Primary School, narrow the road and upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety	

		residential area and employment at its southern end. This route links with proposed secondary routes S3 and S6.	carriageway road with kerbed edges and no specific riding or footpath infrastructure. Centrally, Beaufort Street remains wide with a single footpath on its northern side only. Surrounding the Toyota dealership there is significant on street parking. At its southern end Beaufort Street is narrow with no kerbed edges or sealed shoulders and no riding or footpath infrastructure.	and amenity for all users and residents who live along it. Centrally, narrow the road and reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it. Provide an additional footpath on the southern side. At its southern end, narrow the road and reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices and provide a 2.0m footpath on both sides of the road.	
L5	Amherst Street	An existing local route providing access to St Patrick's Primary School and the surrounding residential area. This route links with proposed primary route P2 and secondary route S3.	An existing 2.0-2.5m wide off road shared path on the southern side between Pemble Street and Arbour Street Insufficient crossings at terminating points and insufficient connections to other paths (Pemble Street) and insufficient treatments across driveways and side-roads.	Resurface or repair the surface of the existing shared path where required. At its northern end improve the connection across to the existing Pemble Street shared path by providing a wombat crossing across Pemble Street Note the alignment of the existing shared path may need to be modified at its interface with Pemble Street Extend the off road shared path along Amherst Street between Arbour Street and Clive Street either through upgrading the existing footpath on the southern side or through a combination of road narrowing and retaining the existing footpath and providing a minimum 2.5m wide off road bicycle only bi-directional path. At its southern end improve the connection to proposed primary route P2 by providing a wombat crossing across Clive Street Note the alignment of the proposed off road shared path should be carefully considered at its interface with Clive Street	MRRG or WABN Grants
				Regarding side-roads along Amherst Street, provide wombat crossing across these low traffic streets of Arbour Street, Annie Street and Avon Street Localised realignment of the existing off road shared path in these locations may be necessary.	
L6	Hassell Street	An existing local route providing access between the Regional Rec Ground and the Town Centre and services along Austral Terrace and the surrounding residential area. This route links with proposed primary route P2 and periphery secondary routes of S3 and S6.	A 50km/hr single carriageway road with kerbed edges and an existing 2.0-2.5m wide off road shared path on the northern side between Pemble Street and Arbour Street	Resurface or repair the surface of the existing shared path where required. Improve the existing connection across the rail line opposite Avon St by providing a sealed surface continuation of the shared path on both side of the rail crossing point.	MRRG or WABN Grants
	Austral Terrace		A 50km/hr single carriageway road with kerbed edges, no specific cycle infrastructure and footpaths on both sides between Arbour Street and Clive Street and a single footpath on the southern side between Clive Street and Bokarup Street	Between Arbour Street and Clive Street, upgrade the existing footpath on the northern side to a minimum 2.5m wide off road shared path with potentially road narrowing required on Austral Terrace near to Clive Street to facilitate the off road shared path. Between Clive Street and Bokarup Street narrow the road and provide a minimum 2.5m wide off road shared path on the northern side: OR Reconfigure on-street parking, narrow the road and provide parking protected on-road cycle lanes in each direction.	MRRG or WABN Grants
	Cornwall Street		A narrow 70km/hr single carriageway road with no kerbs or sealed shoulders and no specific cycle infrastructure and a single footpath on the southern side of the road between	Between Bokarup Street and Drove Street provide a minimum 2.5m wide off road shared path on the northern side:	WABN Grants

			Bokarup Street and Drove Street		
L7	Avon Street	These streets form the local access routes within the town. They provide access between residential houses and destinations such as St Patrick's Primary School and link with the proposed secondary routes.	A narrow 50km/hr single carriageway road with kerbs and no specific cycle and footpath infrastructure.	Provide 2.0m wide footpaths on both sides of the street between Hassell Street and Blantyre Street: AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	WABN Grants
	Coate Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle and footpath infrastructure.		Safe Active Streets Program
L8	Conroy Street	Local route to provide improved east/west access to Piesse Park, Prosser Park, Thomson Park and the surrounding residential area. This route links with proposed secondary routes S3 and S6.	A wide 60km/hr single carriageway road with kerbed edges and no specific riding infrastructure and a single footpath on its southern side and intermittently on both sides along its length.	Provide a minimum 2.5m wide off road shared path on the northern side. Localised road narrowing may be required east of Park Street to facilitate the off road shared path on the northern side.	WABN Grants and MRRG
L9	Albion Street	Local route to provide improved access between Lions Park and the Town Centre and the surrounding residential area.	An unusual wide 50km/hr dual carriageway street design with no specific cycle infrastructure and an intermittent single footpath on the northern side.	Redesign of the street required to improve pedestrian facilities on both sides of the road e.g road narrowing and/or upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices and road narrowing to provide 2.0m wide footpaths on both sides of the road	MRRG, WABN or Safe Active Streets Program

				improve safety and amenity for all users and residents who live along it.	
L10	Bokarup Street	These streets form the local access routes within the north eastern quadrant of Katanning. They provide access between residential houses and destinations such as Thomson Park and links to the surrounding schools.	A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and an intermittent single footpath on the northern side.	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	WABN or Safe Active Streets Program
L11	Park Street		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on the northern side.		WABN or Safe Active Streets Program
L12	Harris Street		A wide 50km/hr single carriageway road with kerbs and an existing 2.0 to 2.5m wide off road shared path on the northern side.	At the northern end improve the connection to the proposed Adam Street secondary route shared path by providing a wombat crossing across Adam Street. Note – the alignment of the existing Harris Street shared path at the interface with Adam Street may need to be modified. Regarding side-roads along Harris Street, provide wombat crossing across these low traffic streets of Piesse Street and Rogers Ave. Localised realignment of the shared path in these locations may be necessary.	WABN or Safe Active Streets Program
L13	Piesse Street		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single intermittent footpath on the northern side.	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR	WABN or Safe Active Streets Program

				Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	
L14	Round Drive	These streets form the local access routes within the northern-most area of Katanning town. They provide access between residential houses and destinations such Katanning Senior High School, Braeside Primary School and Katanning Hospital.	A narrow 50km/hr single carriageway road with kerbs and no specific cycle or footpath infrastructure.	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	WABN or Safe Active Streets Program
	Holly Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle or footpath infrastructure.		WABN or Safe Active Streets Program
	Golf Links Rd		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its eastern side.		WABN or Safe Active Streets Program
L15	Elizabeth Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.		WABN or Safe Active Streets Program
L16	Carinya Gardens		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its eastern side with some existing		WABN or Safe Active Streets Program
				local area traffic management devices.	
	Tait Terrace			A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.	WABN or Safe Active Streets Program
	Collingwood Street			A narrow 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.	WABN or Safe Active Streets Program

10.5 Tourist Trails Routes

Tourist trails may be used by bush walkers, trail runners, horse riders and motorbike riders. These trails should allow two people to ride side by side and have extensive wayfinding due to their often-remote location. Tourist trails can include disused railway corridors, utility corridors and firebreaks.

Tourist Trail Routes					
Route	Location	Function	Current	Proposed Form	Grant Opportunities
T1	Rail Reserve (through Katanning)	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away	No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve through Katanning Town Centre connecting the town to Woodanilling to the north-west This route has the potential to connect through to the major employer WAMMCO in future.	DLGSC (Trail Planning Grants)

T2	Rail Reserve (east of Katanning)	from motorised traffic. They often support recreational and tourism trips between towns and regions	No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south-east of Katanning Town Centre connecting the town to other regional towns such as Nyabing and Pingrup to the east	DLGSC (Trail Planning Grants)
T3	Rail Reserve (south of Katanning)		No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south of Katanning Town Centre connecting the town to other regional towns such as Broomehill to the south and Tambellup and Gnowangerup.	DLGSC (Trail Planning Grants)
T4	Strickland Street and road reserve to the south.		No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south-west of Katanning Town Centre connecting the town to Kojonup to the south-west	DLGSC (Trail Planning Grants)

Tourist trails may be used by bush walkers, trail runners, horse riders and motorbike riders. These trails should allow two people to ride side by side and have extensive wayfinding due to their often-remote location. Tourist trails can include disused railway corridors, utility corridors and firebreaks.

Figure 10-2: Trail Along a Utility Corridor

Source: Department of Transport – Geraldton 2050 Regional Cycling Strategy

Figure 10-3: Trail Along a Fire Break

11 Infrastructure Improvements

When developing a 10-year riding and walking network it is first important to understand the existing network, its missing links, unsafe infrastructure and any conflict areas. The existing riding and walking network includes 3.1km of asphalt shared paths and an extensive network of concrete footpaths and gravel pathways. A number of footpaths paths in the Town Centre are lifted or cracked and a number of areas along the shared path are cracked and/or showing signs of weathering. Short term improvements would include repairing these and also providing better connections in the network by constructing kerb ramps.

In the longer term, innovative infrastructure solutions can be applied to the network to create an even better cycling environment.

11.1 Short-Term Improvements - Network Improvements

The existing riding network in Katanning has a number of inadequacies that if addressed, would enhance the existing riding experience in the Katanning town site.

11.1.1 Shared Path Crossing Point Improvements

At termination points of the existing shared path network (Andover Street, Pemble Street, Amherst Street, Hassell Street and Harris Street) and at the intersection side-roads along their length, the provision of improved crossing amenity for walkers and riders may be achieved through the appropriate and well-designed inclusion of 'Wombat' crossings, 'Cyclist Priority Crossings' or 'At-Grade Rail Crossings' where appropriate.

For example, in relation to the existing Pemble Street shared path (S3), a number of improvements are proposed as follows:

- Improve the connection to the Hassell St shared path at the eastern end of Pemble St by providing a wombat crossing across Hassell Street.
- At the western end improve the connection to the Andover St shared path by providing a wombat crossing across Pemble Street
- Regarding side-roads along Pemble St, provide wombat crossing across these low traffic streets of Andover St, Cobham St and Blantyre Street Localised realignment of the shared path in these locations may be necessary.
- Provide a new cyclist and pedestrian only crossing across the rail line to link the existing shared path to Clarence St and improve active transport users access to Piesse Park.

The proposed crossing point improvements at side roads and terminating points along the length of the remaining existing shared paths on Andover Street (L2), Amherst Street (L5), Hassell St (L6) and Harris St (L12) are shown on the 'Proposed Riding and Walking Network Hierarchy' at Section 9 of this report.

11.1.2 Shared Path Ramp Upgrades

Along the existing shared path network, providing kerb ramps at strategic locations would immediately enhance the existing riding experience, allowing for a smoother and safer ride, particularly for younger cyclists. This would mean that cyclists would not have to mount kerbs to get to a path and would not have to ride through loose rocks, sand and gravel which can be a slip hazard.

11.1.3 Complete the Missing Links

There are a few portions of the existing riding network which are missing and/or could be extended to enhance the current form and function of existing routes. Completing these missing links would make journeys by bike more convenient, and therefore more appealing to patrons and more likely to happen.

For example, the existing shared paths on Amherst Street and Hassel Street, both of which run between Pemble Street and Arbour Street could be extended to Clive Street to enhance the linkages and accessibility to St Patrick's Primary School and the Town Centre respectively, improving the permeability of ricing and walking from the key north/south route through Katanning.

11.1.4 Access Path to All Ages Playground

As a short-term strategy to improve the existing riding environment and safety for users of the existing Andover Street shared path, when accessing the popular 'All Ages Playground' to the south of Katanning, it is proposed to improve the connection across Clive Street by providing a wombat crossing across Clive Street Note the alignment of the existing shared path may need to be modified at its interface with Clive Street

By extension, it is proposed to also provide a wombat crossing across the internal car park access road at the All Ages Playground to complete the shard path link.

This strategy would also have a 'gate-way' treatment effect for vehicles arriving into the town of Kataning from Great Southern Highway and help to reduce and retain vehicle speeds on Clive Street at the sign posted 50km/hr speed limit.

These proposals are shown on the 'Proposed Riding and Walking Network Hierarchy' at Section 9 of this report.

11.2 Short-Term Improvements – End of Trip Facilities

End of Trip facilities will support cyclists and the broader community with active travel. The key locations where new end of trip facilities such as water stations, bike parking, seating and bike repair stations will support the entire community are at the main destinations points such as the town centre shopping areas, parks and recreation areas, schools, Katanning hospital and at key locations where the secondary, primary and tourist trail routes intersect to enable maximum use.

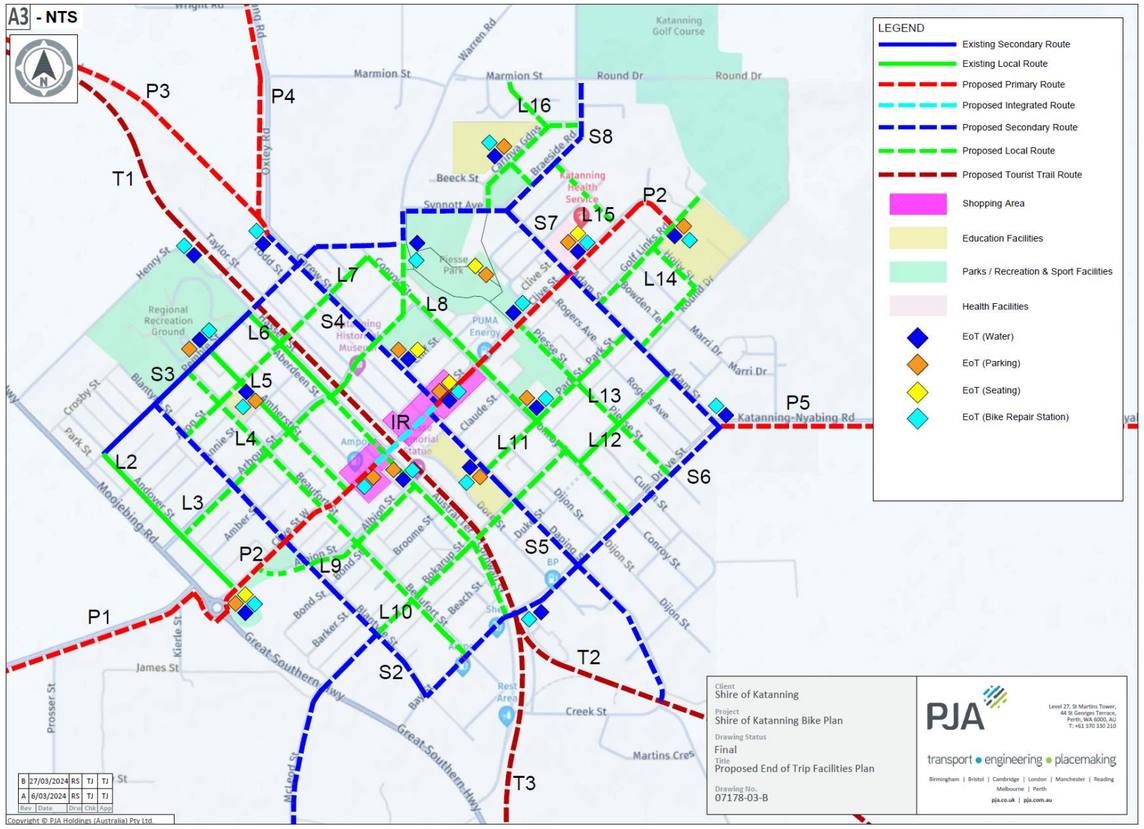
Key areas and end of trip facilities are recommended as follows:

- All Ages Playground = Water Station, Bike Parking, Seating and Bike Repair Station.
- Shire of Katanning offices = Water Station, Bike Parking and Bike Repair Station.
- Kantanning Leisure and Function Centre = Water Station, Bike Parking and Bike Repair Station.
- St Patrick's Primary School = Water Station, Bike Parking and Bike Repair Station.
- Katanning Primary School = Water Station, Bike Parking and Bike Repair Station.
- Braeside Primary School = Water Station, Bike Parking and Bike Repair Station.
- Katanning Senior High School = Water Station, Bike Parking and Bike Repair Station.
- Woolworths = Bike Parking and Repair Station.

- Town Centre (Clive St) = Water Station, Bike Parking, Seating and Bike Repair Station.
- Prosser Park (Memorial) = Water Station, Bike Parking and Seating.
- Piesse Park = Water Station, Bike Parking, Seating and Bike Repair Station.
- Intersection of Route S6 and T2 = Water Station and Bike Repair Station.
- Intersection of Route S7 and P5 = Water Station and Bike Repair Station.
- Intersection of Route P3 and P4 = Water Station and Bike Repair Station.
- Route T1 near Regional Recreation Ground = Water Station and Bike Repair Station.

A summary of the location of the End of Trip facilities is illustrated in Figure 11.1, and at Appendix B. Funding opportunities for End of Trip facilities exist through the Department of Transport's Regional Bike Network Grants Program.

Figure 11-1: Proposed Location of End of Trip Facilities



11.2.1 Bike Parking

Bike parking should be provided throughout the Town, primarily at key locations such as the Piesse Park, Regional Recreation Ground, Katanning Leisure and Function Centre, Katanning Aquatic Centre, All Ages Playground, Primary and Secondary Schools and the Austral Terrace (including Shire of Katanning offices) and Clive Street commercial strip. Given the expected high turnover in these locations, bicycle parking options could include:

- U-Rails
- Hoop Parking
- Cora Racks
- Toaster Racks
- Spiral U-Rail Parking.

Parking should be located to avoid direct sunlight, and shelter should be provided where possible, but in particular at the schools, where all day parking is expected.

11.2.2 Bike Repair Stations

Bike repair stations are becoming increasingly popular along routes of high cyclist activity and in parks and reserves. These generally include a foot operated bike pump and a series of tools for minor servicing and repairs.

Figure 11-2: Bike Repair Stations

11.2.3 Drink Fountains

Drink fountains should be set back 2m from a shared path to avoid creating a temporary obstruction in use. Two different heights should also be offered to accommodate the wider community. These are suggested in the All Ages Playground, Katanning Leisure and Function Centre, Town Centre and Piesse Park as shown in Figure 11.1.

Figure 11-3: Example Drink Fountains

11.2.4 Seating

Public seating can support pedestrians in travelling longer journeys, offer respite and form a place to meet. A number of items should be taken into consideration when determining the appropriate public seating. This includes:

• **Location:** – placement of the seating, including distance from other obstacles including paths. Seating should be set back 1m from the front of the seat to a shared path to avoid any potential conflicts. The location of the seating will also inform the material to be used. For example, metal seating would not be appropriate under the sun.

• **Users:** – the type and number of users, which will impact the form of seating including whether back rests are required and size.

• **Maintenance and Durability:** – public seating will be an item for Council to maintain. Therefore, maintenance costs should be considered when determining the appropriate seating.

11.3 Medium to Long-Term Improvements

Whilst on-road cycling could be considered in Katanning, given the low traffic volumes, the lack of sealed shoulders, drainage arrangements and gravel on roads may make it unsafe for cyclists.

11.3.1 Safe Active Streets

Beaufort Street, between Pemble Street and Arbour Street has been identified as a good opportunity for a Safe Active Street, given it provides access to key attractors for vulnerable road users, including St Patrick's Primary School and St Patrick's Church. In addition, Daping Street between Baker Street and Bokarup Street presents as a good opportunity for a Safe Active Street as in fronts Katanning Primary School and similarly Carinya Gardens adjacent to Braeside Primary School is also a good opportunity.

As set out in the Department of Transport's website, some measures which can be considered at a Safe Active Street include the below, noting that each route should be individually analysed and designed:

- • Single-lane slow points, where approaching vehicles should give way to any car or bike already at or
- passing through the slow point.
- • Raised platforms at intersections.
- • Narrowing street widths by introducing on-street parking and plantings.
- • Changing stop/give-way signs to give priority to movements along the safe active street.
- • Using traffic islands and medians to restrict car movements at intersections, while allowing movements
- in all directions for people on bikes and on foot.
- • Introducing new pedestrian or bike crossings.
- • Introducing bicycle symbol road markings in the centre of each unmarked lane, to encourage cyclists to
- take the lane.
- • Lateral shifts in the carriageway to reduce sightlines (i.e. swapping formalised on-street parking and
- new tree planting nibs from one side of the street to the other: and
- • Additional tree planting and landscaping make them more attractive places to walk or ride.

Figure 11-4: Safe Active Streets Examples

11.3.2 Healthy Streets Principles

While the provision of infrastructure is important to increase the use of active transport, it is important to recognise that additional complimentary and supporting measures are also required that enable to routes to be more comfortably used by people of all ages and abilities. This is the approach of Healthy Streets which is 'A human-centred framework for embedding public health in transport, public realm and planning'.

Healthy Streets is a framework of 10 Indicators which describe what humans need from their streets. When we improve these 10 Indicators, we deliver better places for people to live in and thereby improve health and wellbeing.

There are lots of different ways we can change how our streets are designed, managed and used day-to-day to improve the Healthy Streets indicators. We choose the best options for improving each street by first looking at how the street performs against each Indicator.

There is also a more technical assessment that can be undertaken by designers and engineers which focuses on the traffic and the road layout, which is called the Healthy Streets Design Check. Once priorities have been identified, asset owners can decide how they want to improve the indicators. What is chosen to do will depend on the context of the street, what will be the best use of the available resources and what will be acceptable to people.

Particularly the Healthy Street Indicators remind us that when implementing the recommendations within this Study, consideration for shade and shelter, places for people to stop and rest, things to see and do, safe speeds and enabling safer crossings are vitally important to ensure a route can be used by anybody regardless of age and ability. A description of each indicator is provided below.

Figure 11-5: Healthy Street Indicator Descriptions

Healthy Street Indicators	Description of Indicator
Everyone feels welcome	Streets must be welcoming places for everyone to walk, spend time and engage with other people.
Easy to cross	Our streets need to be easy to cross for everyone.
Shade and shelter	Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather.
Places to stop and rest	Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge.
Not too noisy	Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them.
People choose to walk and cycle	We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips.
People feel safe	Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention.

Healthy Street Indicators	Description of Indicator
Things to see and do	Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.
People feel relaxed	The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don't have enough space, if we are unsure where to go or we can't easily get to where we want to.
Clean air	Air quality has an impact on the health of every person, but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems.

11.3.3 Protected on-road cycling

There is a negative perception on the safety of cyclists, which can be detrimental to the uptake of cycling. Often physical barriers can enhance both the cyclist's safety (both perceived and actual) and can increase awareness to drivers. Therefore, it is important that, at a minimum, on-road cycle routes should have some form of protection. This can be achieved in several different ways – see Figure 11-5. While it is acknowledged that Austroads Guide to Road Design Part 6A states that a bicycle lane can be 1.2m wide (with an absolute minimum of 1.0m for very short sections) – the Shire should consider using 1.5m as standard reducing to 1.2m as a minimum. It should also be noted that a single white line delineating the bike lane does not provide riders with any protection and should be avoided. Additional painted line, such as that shown in Figure 11-5 would provide separation. Armadillo separators also provide a form of lighter segregation but not a physical barrier.

Bike lanes should also not be provided between on-street parking and the road, as this puts cyclists at risk of dooring.

On-road cycling should also consider the need of drivers to provide 1m separation where the posted vehicle speed is 60km/h or less, or 1.5m where it is over 60km/h, as part of the One Metre Rule legislation.

Figure 11-6: Protected On Road Cycling Examples

Buffered Cycle Lane – additional painted line

(Kind Edward Street, Osborne Park)

Low Cost

Armadillo Separators

Low to Medium Cost

One Way separated cycle lane

Protected in sections via kerb and planting

(Scarborough Beach Road, Mount Hawthorn)

Medium to High Cost

While planting trees increases the cost, the traffic is calmed, there is an increase in amenity and they provide shade/shelter

11.3.4 Shared Paths

The Department of Transport's shared and separated path guidelines *'Planning and Designing for Bike Riding in Western Australia'* are best practice for the design and installation of new pedestrian and cycle infrastructure and for modification to existing infrastructure in WA. Shared paths may be located adjacent to a road or through a park or reserve for example. They are used by both cyclists and pedestrians with line marking and/or signage designating their legal status as a shared path and helping to encourage safe use by both user groups. Pedestrians have the right of way on shared paths. There is the potential for conflict between user types when volumes of pedestrians and cyclists are high or when the path width is narrow.

This type of facility can generally be implemented wherever there is sufficient width to accommodate a 3.0m wide path. Wider paths may be required depending on the volume of cyclists and pedestrians. However, given the low volume of pedestrians and cyclists, it is considered that a 2.5m wide path is sufficient for shared paths within Katanning. Subsequently, all paths in the Town should be progressively upgraded to this standard.

In Western Australia, high quality shared paths (Principal Shared Paths) which form Primary Routes generally are constructed of a red asphalt for delineation. Low speed shared path (Secondary Routes in the context of Katanning) can be

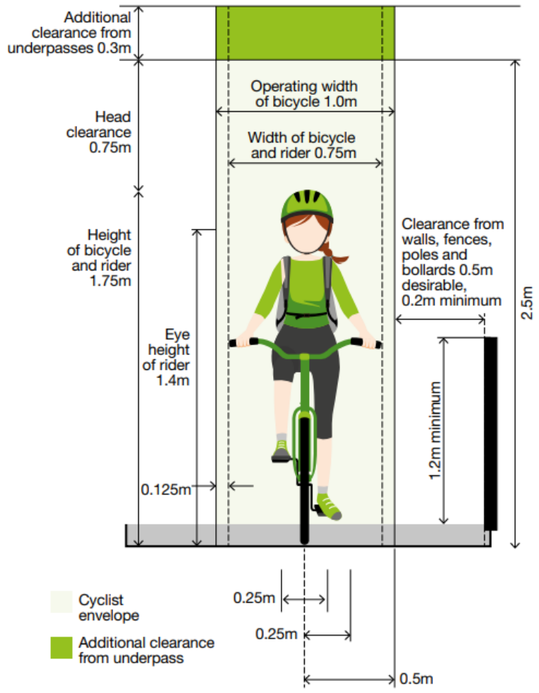
constructed in concrete or asphalt. Consideration should be given to centreline marking to provide guidance and passive wayfinding. Examples of shared paths are illustrated in Figure 11.7.

However, it should also be noted that on 27 April 2016, WA's laws were changed to allow cyclists of all ages to use footpaths, unless otherwise signed. The amendment to the Road Traffic Code 2000 brought WA's bicycle laws into line with the rest of Australia, making it legal for parents to cycle alongside their children on footpaths, improving safety. In addition to the below standards, there should also be a vertical clearance of 2.5m, and ramps should be a maximum of 7% with a minimum 1.2m wide landing positioned not more than

9m apart3. Shared Paths should also maintain a 0.5m minimum clearance from the edge of the path to obstacles such as fences, signs, light poles, traffic and rigid road barriers and trees etc.

Other path connections for consideration include raised crossings, which highlights the cyclist priority and slows vehicles, creating a safer environment.

Figure 11-7: Shared Path General Design Standards



obstructions.

Shared paths	
Minimum width	**Desirable width**
2.5m (local and secondary routes)	3.0m (local and secondary routes)
3.0m (primary route)	4.0m (primary route)
Separated paths	
Minimum width	**Desirable width**
4.0m*, where:	4.5m*+, where:
2.2m is provided for bike riders; and	2.5m+ is provided for bike riders; and
1.8m is provided for pedestrians	2.0m+ is provided for pedestrians

* Width does not include separation element (refer to Section 2.6)

Table 3.1 *Minimum and desirable path widths for shared and separated paths (Information sourced from Austroads Guide to Road Design: Part 6A and AS1428).*

Two-way separated bicycle paths (in road reserve)	
Kerbed, unmarked two-way cycle path	
Shared paths (in or not in the road reserve)	
Separation of cyclists and pedestrians	
Parking protected cycle lane	

11.3.5 Wayfinding and Signage

Wayfinding can encourage and support cycling. Wayfinding signage can include cycle symbols, signposts and network signage showing distance to key locations.

Signage can also be an effective method for identifying cyclists to other road users, particularly if cycling on road. The Department of Transport's Your Move program (discussed in section 9.3.6) also encourages active transport. Signage often used as part of the program provides a direction and walking distance in time.

Figure 11-8: Signage

MRWA Directional Signage

Shared Path Signage

Principal Shared Path with Signage

11.3.6 Your Move Program

The Department of Transport's Your Move (previously TravelSmart) program provides tools and resources to promote active transport in households, schools and workplaces. Evaluations of the program between 2000 and 2004 have found that it has increased cycling participation and increased cycling trips 58%, ranging from 25% in Subiaco to 140% in Marangaroo. Examples of wayfinding which has been implemented as part of the Your Move Program is shown in Figure 9.8.

Figure 11-9: Your Move Cycle Safety and Directional Signage

11.3.7 Lighting

Lighting should be provided along key strategic routes, particularly routes which are expected to have high volume and high speeds. This would be applicable to the Primary Routes, including Clive Street. All other routes should have human scale lighting that considers the existing natural environment. Examples of this can include lights which are strategically placed taking into consideration existing tree canopy and heights. Streets should be well lit to enhance safety and encourage active travel.

Main Roads WA's supplement to Austroads Guide to Road Design: 6a notes that lighting is to be in accordance with Main Roads Lighting Design Guideline for Roadway and Public Space, with lighting from shared paths not spilling or creating glare onto residences, in accordance with AS4282.

12 Implementation Priority

The following table outlines the implementation schedule in relation to the opportunities identified throughout this Bike Plan. Whilst it would be ideal to implement the entire network at the same time, the available funding needs to be considered across the timeframe of this Bike Plan and the available funding years.

Additionally, construction time and traffic impacts would also impact the community. As such, the following priorities are identified, taking into consideration usage, attractions and community consultation comments. The Priority Timeframes are defined as follows:

- Short Term (in 2 years)
- Medium Term (within 5 years)
- Long Term (Within 10 years)

12.1 Primary Routes

Table 12-1: Implementation Priority

Overall Consideration:		Priority
C1	Implement an area wide 40km/hr speed limit on all local roads within Katanning to provide a safer walking and riding environment on all local streets.	Short Term

Primary Routes			
Route	Road	Infrastructure Opportunity	Priority
P1	Kojonoup-Katanning Road & Fairfiled Road	High quality off-road shared path to the southern side of Katanning Rd, eastern side of Fairfield Rd connecting the fringe of Katanning with the future Katanning Tourist Trail (Great Southern 2050 Cycling Strategy).	Long Term
P2	Clive Street West (south of town centre)	High quality off-road shared path to the eastern side: OR Protected on road cycle lanes in each direction (consider near Town Centre).	Medium Term
	Clive Street (north of town centre)	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (consider near Town Centre).	Medium Term
P3	Forrest Hill Road	High quality off-road shared path to the western side: OR	Long Term
		Protected on road cycle lanes in each direction (particularly within the 80km/hr section).	
P4	Katanning-Dumbleyung Road/Oxley Road	High quality off-road shared path on either side: OR protected on road cycle lanes in each direction (particularly within the 80km/hr section).	Long Term
P5	Katanning-Nyabing Road	High quality off-road shared path on the southern side to improve connections to employers such as Burando Hill, McIntosh & Son within the 60km/hr area and further afield to Katanning Airport in addition to connecting the fringe of Katanning with the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy):	Long Term

12.2 Integrated Route

Integrated Route			
Route	Road	Infrastructure Opportunity	Priority
IR	Clive Street (Dore Street to Carew Street)	Extend the existing planted median strip form further south or line mark a median strip, close to the intersection with Dore St, to reduce road width and include on road cycle symbols / 'share the road' signage and markings along the entire section. Reduce this central section of Clive Street to a 30km/hr speed zone.	Short Term

12.3 Secondary Routes

Secondary Routes			
Route	Road	Infrastructure Opportunity	Priority
S1	McCleod Street	Minimum 2.5m wide off-road shared path on either side: OR protected on road cycle lanes in each direction.	Medium Term
	Bokarup Street	Minimum 2.5m wide off-road shared path on either side:	Medium Term
S2	Blantyre Street	Minimum 2.5m wide off-road shared path on either side to improve east/west connections across the southern side of Katanning to/from the Regional Rec Ground and Leisure & Function Centre and Oval.	Medium Term

		At its south-eastern end, provide a minimum 2.5m wide off-road shared path link from Blantyre Street to Bay Street	
S3	Pemble Street	Improve the shared path connection across the Leisure & Function Centre by extending the shared path construction across the main vehicle access at footpath grade forming priority for cyclists and pedestrians. Localised realignment of the shared path in this location may be necessary. Provide zebra crossing markings at road level across the heavy vehicle access to the Leisure & Function Centre to prioritise pedestrians and cyclists over vehicles. Improve the connection to the Hassell Street shared path at the eastern end by providing a wombat crossing. At the western end improve the connection to the Andover Street shared path by providing a wombat crossing across Pemble Street Regarding side-roads along Pemble Street, provide wombat crossing across these low traffic streets of Andover Street, Cobham Street and Blantyre Street Localised realignment of the shared path in these locations may be necessary. Provide a new cyclist/pedestrian only crossing across the rail line to link the shared path to Clarence Street and improve access to Piesse Park.	Short Term
	Clarence Street	Minimum 2.5m wide off-road shared path to improve north/south connections and access to Piesse Park. Note utilise the alignment of the existing 'traffic free' footpath between Clarence Street and Warren Rd. This route forms part of the periphery network of Secondary routes surrounding Katanning.	Medium Term
S4	Carew Street (Oxley Rd to Clive Street)	Minimum 2.5m wide off-road shared path on the northern side to improve east/west connections and access to Prosser Park and the War Memorial.	Medium Term
S5	Daping Street	Minimum 2.5m wide off-road shared path on the southern side to improve east/west connections and access to Katanning Primary School and the Town Centre. Consider the integration of a 'Safe Active Street' on Daping Street outside Katanning Primary School between Baker St and Bokarup Street	Medium Term
S6	Drove Street (Adam Street to Cornwall Street)	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.	Medium Term
	Bay Street (Cornwall Street to Blantyre Street)	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.	Medium Term
S7	Adam Street	Minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Katanning Senior High School and Katanning Hospital.	Medium Term
S8	Synnott Avenue	Upgrade the existing footpath on the southern side to a minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Braeside Primary School and Piesse Park.	Medium Term
	Braeside Road	Minimum 2.5m wide off-road shared path to improve north/south connections and access to/from Braeside Primary School and Piesse Park.	Medium Term

12.4 Local Routes

Local Routes			
Route	Road	Infrastructure Opportunity	Priority
L1	Wanke Street	Reduce the speed limit to 60km/hr. Provide a minimum 2.5m wide off-road shared path to improve east/west connections across this area. OR Provide protected on road cycle lanes in each direction.	Medium Term
L2	Andover Street	At its southern end improve the connection across Clive Street and to the All Ages Playground by providing a wombat crossing across Clive Street Note the alignment of the existing shared path may need to be modified at its interface with Clive Street By extension, also provide a wombat crossing across the internal car park access road at the All Ages Playground to complete the shard path link. Regarding side-roads along Andover Street, provide wombat crossing across these low traffic streets of Amber Street, Arbour St, Annie Street and Avon Street Localised realignment of the shared path in these locations may be necessary.	Short Term
L3	Arbour Street	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places utilise the footpath to create a 2.5m wide off road shared path.	Medium Term

	Cove Street	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places upgrade the existing footpath to create a 2.5m wide off road shared path. Upgrade the existing footpath adjacent to Andrews Place, to continue the off road shared path toward Warren Rd.	Medium Term
	Warren Road	Upgrade the existing footpath on the eastern side to provide a minimum 2.5m wide off road shared path to connect with Piesse Park and secondary route S8.	Medium Term
L4	Beaufort Street	At its northern end surrounding St Patrick's Primary School, narrow the road and upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. Centrally, narrow the road and reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it. Provide an additional footpath on the southern side. At its southern end, narrow the road and reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices and provide a 2.0m footpath on both sides of the road.	Short Term
L5	Amherst Street	At its northern end improve the connection across to the existing Pemble St shared path by providing a wombat crossing across Pemble Street Note the alignment of the existing shared path may need to be modified at its interface with Pemble Street Extend the off road shared path along Amherst Street between Arbour Street and Clive Street either through upgrading the existing footpath on the southern side or through a combination of road narrowing and retaining the existing footpath and providing a minimum 2.5m wide off road bicycle only bi-directional path. At its southern end improve the connection to proposed primary route P2 by providing a wombat crossing across Clive Street Note the alignment of the proposed off road shared path should be carefully considered at its interface with Clive Street Regarding side-roads along Amherst St, provide wombat crossing across these low traffic streets of Arbour St, Annie St and Avon Street Localised realignment of the existing off road shared path in these locations may be necessary.	Short Term
L6	Hassell Street	Resurface or repair the surface of the existing shared path where required.	Short Term
	Austral Terrace	Between Arbour Street and Clive Street, upgrade the existing footpath on the northern side to a minimum 2.5m wide off road shared path with potentially road narrowing required on Austral Terrace near to Clive Street to facilitate the off road shared path. Between Clive Street and Bokarup Street narrow the road and provide a minimum 2.5m wide off road shared path on the northern side: OR Reconfigure on-street parking, narrow the road and provide parking protected on-road cycle lanes in each direction.	Medium Term
	Cornwall Street	Between Bokarup Street and Drove Street provide a minimum 2.5m wide off road shared path on the northern side:	Medium Term
L7	Avon Street	Provide 2.0m wide footpaths on both sides of the street between Hassell Street and Blantyre Street: AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	Medium Term
	Coate Street		Medium Term
L8	Conroy Street	Provide a minimum 2.5m wide off road shared path on the northern side. Localised road narrowing may be required east of Park Street to facilitate the off road shared path on the northern side.	Medium Term
L9	Albion Street	Redesign of the street required to improve pedestrian facilities on both sides of the road e.g road narrowing and/or upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices and road narrowing to provide 2.0m wide footpaths on both sides of the road improve safety and amenity for all users and residents who live along it.	Short Term
L10	Bokarup Street	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND	Short Term

L11	Park Street	Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	Short Term
L12	Harris Street	At the northern end improve the connection to the proposed Adam Street secondary route shared path by providing a wombat crossing across Adam Street. Note – the alignment of the existing Harris Street shared path at the interface with Adam Street may need to be modified. Regarding side-roads along Harris Street, provide wombat crossing across these low traffic streets of Piesse St and Rogers Avenue. Localised realignment of the shared path in these locations may be necessary. Provide a new cyclist/pedestrian only crossing across the rail line to link the shared path to Clarence Street and improve access to Piesse Park.	Short Term
L13	Piesse Street	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.	Short Term
L14	Round Drive		Short Term
	Holly Street		Short Term
	Golf Links Road		Short Term
L15	Elizabeth Street		Short Term
L16	Carinya Gardens		Short Term
	Tait Terrace		Short Term
	Collingwood Street		Short Term

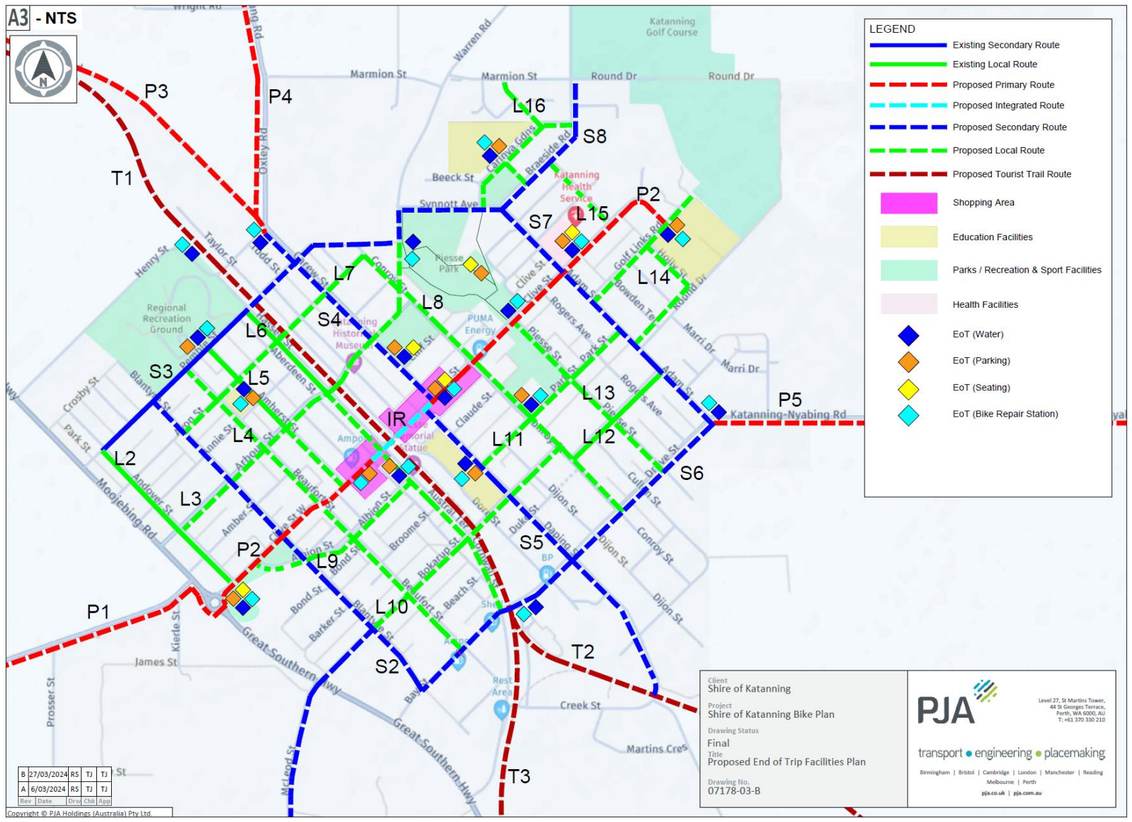
12.5 Tourist Trails Routes

Tourist Trail Routes			
Route	Location	Infrastructure Opportunity	Priority
T1	Rail Reserve (through Katanning)	High quality off-road shared path along the rail reserve through Katanning Town Centre connecting the town to Woodanilling to the north-west	Long Term
T2	Rail Reserve (east of Katanning)	High quality off-road shared path along the rail reserve to the south-east of Katanning Town Centre connecting the town to other regional towns such as Nyabing and Pingrup to the east	Long Term
T3	Rail Reserve (south of Katanning)	High quality off-road shared path along the rail reserve to the south of Katanning Town Centre connecting the town to other regional towns such as Broomehill to the south and Tambellup and Gnowangerup.	Long Term
T4	Strickland Street and road reserve to the south.	High quality off-road shared path along the rail reserve to the south-west of Katanning Town Centre connecting the town to Kojonup to the south-west	Long Term

13 Conclusions

Based on the analysis of the local network and community consultation findings, the implementation of the initiatives outlined in this riding and walking plan will support active transport options and accessibility throughout the community for all members.

The cycling network upgrades, including the required location of end of trip facilities are highlighted in **Figure 13.1 and Table 13-1** and also included at Appendix B.



The recommendations provided within this plan are presented in Table 13.1 and categorised by recommendation type, while retaining the original reference number:

13.1 Primary Routes

Table 13-1: Proposed Network Hierarchy – Function and Form

Overall Consideration:				
C1	Implement an area wide 40km/hr speed limit on all local roads within Katanning to provide a safer walking and riding environment on all local streets.			
Primary Routes				
Route	**Road**	**Function**	**Current**	**Proposed Form**
P1	Kojonoup-Katanning Road & Fairfiled Road	Primary route into and out of Katanning. This will provide a medium distance connection to future Kojonup-Katanning Tourist Trail (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and the speed limit ranges from 70km/hr and 110km/hr with single carriageway road (one lane each way)	High quality off-road shared path to the southern side of Katanning Rd, eastern side of Fairfield Rd connecting the fringe of Katanning with the future Katanning Tourist Trail (Great Southern 2050 Cycling Strategy).
P2	Clive Street W (south of town centre)	Primary route into and out of the Town Centre. This will provide a short to medium distance connection to the Town Centre, health and education land uses.	Footpath infrastructure to both sides of road and. 50km/hr speed limit (south of Town Centre). Wide single carriageway road (one lane each way) with on street parking near Town Centre.	High quality off-road shared path to the eastern side: OR Protected on road cycle lanes in each direction (consider near Town Centre).
	Clive Street (north of town centre)	Primary route into and out of the Town Centre. This will provide a short to medium distance connection to the Town Centre, health and education land uses.	Footpath infrastructure to both sides of road and. 50km/hr speed limit (north of Town Centre). Wide single carriageway road (one lane each way) with on street parking near Town Centre.	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (consider near Town Centre).
P3	Forrest Hill Road	Primary route into and out of Katanning. This will provide a medium distance connection along to Woodanilling – Katanning Road Cycling Route (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and is 60km/hr speed limit with single carriageway road (one lane each way)	High quality off-road shared path to the western side: OR Protected on road cycle lanes in each direction (particularly within the 80km/hr section).

				This route has the potential to connect through to the major employer WAMMCO in future.
P4	Katanning-Dumbleyung Rd/Oxley Road	Primary route into and out of Katanning. This will provide a medium distance connection along to Woodanilling – Katanning Road Cycling Route (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and is 60km/hr speed limit with wide single carriageway road (one lane each way)	High quality off-road shared path on either side: OR protected on road cycle lanes in each direction (particularly within the 80km/hr section). This route has the potential to connect to the Katanning Pioneer Cemetery.
P5	Katanning-Nyabing Road	Primary route into and out of Katanning. This will provide a short to medium distance connection along the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy) and improve safety for road cyclists as they move toward and around the busier roads around the town.	No specific riding or footpath infrastructure. The road has no sealed shoulders and the speed limit ranges between 60km/hr, 90km/hr and 110km/hr with single carriageway road (one lane each way)	High quality off-road shared path on the southern side to improve connections to employers such as Burando Hill, McIntosh & Son within the 60km/hr area and further afield to Katanning Airport in addition to connecting the fringe of Katanning with the Road Cycling Route to the east of Katanning (Great Southern 2050 Cycling Strategy):

13.2 Integrated Route

Integrated Route				
Route	Road	Function	Current	Proposed Form
IR	Clive Street (Dore Street to Carew Street)	Primary route into and out of the Town Centre providing the slow speed infrastructure and environment for cyclists to reach this destination and explore the centre of Katanning.	40km/hr speed zone with single carriageway (one lane each direction), footpaths on both sides and road at footpath level with flush kerbs for the convenience of crossing pedestrians. Indented street car parking at footpath level and planted median strip separating each direction of travel.	Extend the existing planted median strip form further south or line mark a median strip, close to the intersection with Dore Street, to reduce road width and include on road cycle symbols / 'share the road' signage and markings along the entire section. Reduce this central section of Clive Street to a 30km/hr speed zone.

13.3 Secondary Routes

Secondary Routes				
Route	Road	Function	Current	Proposed Form
S1	McCleod Street	Secondary route to connect the semi-rural residential land uses to the south of Kataning to the main Katanning town site.	McCleod Street has no specific riding or footpath infrastructure, is a 70km/hr speed zone with wide single carriageway road (on lane each direction) and no sealed shoulders. A difficult informal crossing across Great Southern Highway with no formalised crossing infrastructure for pedestrians or cyclists to connect to Bokarup Street Bokarup Street has no specific riding or footpath infrastructure, is a 50km/hr narrow single carriageway road (one lane each direction) with no sealed shoulders.	Minimum 2.5m wide off-road shared path on either side: OR protected on road cycle lanes in each direction.
	Bokarup Street			Minimum 2.5m wide off-road shared path on either side:
S2	Blantyre Street	Secondary route to improve east-west connections across the southern half of Katanning connect the semi-rural residential land uses to the south of Kataning to the main Katanning town site. This route forms part of the periphery network of Secondary routes surrounding Katanning.	Blantyre Street has no specific riding or footpath infrastructure (single footpath adjacent to Lions Park), is a 50km/hr single carriageway road (one lane each direction) with no sealed shoulders east of Albion Street and wide carriageway west of Clive Street	Minimum 2.5m wide off-road shared path on either side to improve east/west connections across the southern side of Katanning to/from the Regional Rec Ground and Leisure & Function Centre and Oval. At its south-eastern end, provide a minimum 2.5m wide off-road shared path link from Blantyre Street to Bay Street
S3	Pemble Street	Existing secondary route providing	An existing 2.0-2.5m wide off road shared path on the northern side with insufficient crossings at terminating points and insufficient	Improve the shared path connection across the Leisure & Function Centre by extending the shared path

		north/south access across the western side of Katanning and access to the Regional Rec Ground and Leisure & Function Centre and Oval. This route forms part of the periphery network of Secondary routes surrounding Katanning.	connections to other paths and insufficient treatments across driveways and side-roads.	construction across the main vehicle access at footpath grade forming priority for cyclists and pedestrians. Localised realignment of the shared path in this location may be necessary. Provide zebra crossing markings at road level across the heavy vehicle access to the Leisure & Function Centre to prioritise pedestrians and cyclists over vehicles. Improve the connection to the Hassell Street shared path at the eastern end by providing a wombat crossing. At the western end improve the connection to the Andover Street shared path by providing a wombat crossing across Pemble Street Regarding side-roads along Pemble Street, provide wombat crossing across these low traffic streets of Andover Street, Cobham Street and Blantyre Street Localised realignment of the shared path in these locations may be necessary. Provide a new cyclist/pedestrian only crossing across the rail line to link the shared path to Clarence Street and improve access to Piesse Park.
	Clarence Street		Clarence Street has no specific riding infrastructure but does have a single footpath and is a narrow 50km/hr single carriageway road.	Minimum 2.5m wide off-road shared path to improve north/south connections and access to Piesse Park. Note utilise the alignment of the existing 'traffic free' footpath between Clarence Street and Warren Rd. This route forms part of the periphery network of Secondary routes surrounding Katanning.
S4	Carew Street (Oxley Road to Clive Street)	Secondary route providing east/west access across the central area of Katanning, between Oxley Rd (Primary	Carew Street has no specific riding infrastructure but does have footpaths to both sides and is a wide 60km/hr single carriageway road.	Minimum 2.5m wide off-road shared path on the northern side to improve east/west connections and access to Prosser Park and the War Memorial.
		routes) and Clive St at the Town Centre.		
S5	Daping Street	Secondary route providing east/west access across the central area of Katanning, between Drove St and Clive St at the Town Centre. This route would also connect in with proposed T2 Tourist Trail Route providing direct active transport access to the Town Centre.	Daping Street, east of Bokarup Street, has no specific riding or footpath infrastructure however, does have footpaths on both sides west of Bokarup Street and adjacent to Katanning Primary School. Daping Street is primarily a 50km/hr wide single carriageway road (40km/hr school zone).	Minimum 2.5m wide off-road shared path on the southern side to improve east/west connections and access to Katanning Primary School and the Town Centre. Consider the integration of a 'Safe Active Street' on Daping Street outside Katanning Primary School between Baker Street and Bokarup Street
S6	Drove Street (Adam Street to Cornwall Street)	Existing secondary route providing north/south access across the eastern side of Katanning and access to large employers of Burando Hill, McIntosh & Son. This route forms part of the periphery network of Secondary routes surrounding Katanning.	At its northern end Drove Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding or footpath infrastructure.	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.
	Bay Street (Cornwall Street to Blantyre Street)		Bay Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding or footpath infrastructure.	Minimum 2.5m wide off-road shared path on the southern side to improve north/south connections and access to large employers of Burando Hill, McIntosh & Son.
S7	Adam Street	Secondary route providing east/west access across the northern area of	Adam Street is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and footpaths on both sides (intermittent on the southern side)	Minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Katanning Senior High School and Katanning Hospital.

		Katanning, between Braeside Rd and Katanning-Nyabing Rd. This route would also connect in with proposed Primary Route P5. This route forms part of the periphery network of Secondary routes surrounding Katanning.		
S8	Synnott Avenue	Secondary route providing north/south access across the western side of Katanning and access to Braeside Primary School and Piesse Park This route forms part of the periphery network of Secondary routes surrounding Katanning.	Synnott Ave is a wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and a single footpath on the southern side.	Upgrade the existing footpath on the southern side to a minimum 2.5m wide off-road shared path to improve east/west connections and access to/from Braeside Primary School and Piesse Park.
	Braeside Road		Braeside Road is a wide 50km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and an intermittent single footpath along its length.	Minimum 2.5m wide off-road shared path to improve north/south connections and access to/from Braeside Primary School and Piesse Park.

13.4 Local Routes

Local Routes				
Route	Road	Function	Current	Proposed Form
L1	Wanke Street	Local route to provide access to the semi-rural residential area between Prosser Road and Gulley Street and link in with proposed secondary route S1.	Wanke St has no specific riding or footpath infrastructure and is a narrow 70km/hr single carriageway road with no sealed shoulders.	Reduce the speed limit to 60km/hr. Provide a minimum 2.5m wide off-road shared path to improve east/west connections across this area. OR Provide protected on road cycle lanes in each direction.
L2	Andover Street	Existing local route providing east/west access across the south-western side of Katanning and access to residential houses and destinations such as Katanning All Ages Playground and Lions Park	An existing 2.0-2.5m wide off road shared path on the southern side with insufficient crossings at terminating points and connection points to other paths and insufficient treatments across driveways and side-roads.	At its southern end improve the connection across Clive St and to the All Ages Playground by providing a wombat crossing across Clive Street Note the alignment of the existing shared path may need to be modified at its interface with Clive Street By extension, also provide a wombat crossing across the internal car park access road at the All Ages Playground to complete the shard path link. Regarding side-roads along Andover Street, provide wombat crossing across these low traffic streets of Amber Street, Arbour Street, Annie Street and Avon Street Localised realignment of the shared path in these locations may be necessary.
L3	Arbour Street	Local route to provide improved north/south access across the north-western side of Katanning and access to residential houses and destinations such as Prosser Park and Piece Park. This local route will also link with the key existing and proposed east/west cycle	A wide 60km/hr single carriageway road (one lane each direction) with kerbed edges and no specific riding infrastructure and a single footpath on its southern side.	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places utilise the footpath to create a 2.5m wide off road shared path.
	Cove Street		A wide 50km/hr single carriageway road with kerbed edges and no specific riding	Provide a minimum 2.5m wide off road bicycle only bi-directional path. Retain the existing footpath for pedestrians only and in places upgrade the existing footpath to create a 2.5m wide off road shared path.

		infrastructure to give access across Katanning.	infrastructure and a single footpath on its southern side.	Upgrade the existing footpath adjacent to Andrews Place, to continue the off road shared path toward Warren Rd.
	Warren Road		A wide 60km/hr single carriageway road with kerbed edges and no specific riding infrastructure and a single footpath on its eastern side.	Upgrade the existing footpath on the eastern side to provide a minimum 2.5m wide off road shared path to connect with Piesse Park and secondary route S8.
L4	Beaufort Street	Local route to provide access to St Patrick's Primary School the surrounding residential area and employment at its southern end. This route links with proposed secondary routes S3 and S6.	At its northern end near St Patrick's Primary School, a wide 50km/hr single carriageway road with kerbed edges and no specific riding or footpath infrastructure. Centrally, Beaufort Street remains wide with a single footpath on its northern side only. Surrounding the Toyota dealership there is significant on street parking. At its southern end Beaufort Street is narrow with no kerbed edges or sealed shoulders and no riding or footpath infrastructure.	At its northern end surrounding St Patrick's Primary School, narrow the road and upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. Centrally, narrow the road and reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it. Provide an additional footpath on the southern side. At its southern end, narrow the road and reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices and provide a 2.0m footpath on both sides of the road.
L5	Amherst Street	An existing local route providing access to St Patrick's Primary School and the surrounding residential area. This route links with proposed primary route P2 and secondary route S3.	An existing 2.0-2.5m wide off road shared path on its southern side between Pemble Street and Arbour Street Insufficient crossings at terminating points and insufficient connections to other paths (Pemble Street) and insufficient treatments across driveways and side-roads.	At its northern end improve the connection across to the existing Pemble St shared path by providing a wombat crossing across Pemble Street Note the alignment of the existing shared path may need to be modified at its interface with Pemble Street Extend the off road shared path along Amherst Street between Arbour Street and Clive Street either through upgrading the existing footpath on the southern side or through a combination of road narrowing and retaining the existing footpath and providing a minimum 2.5m wide off road bicycle only bi-directional path. At its southern end improve the connection to proposed primary route P2 by providing a wombat crossing across Clive Street Note the alignment of the proposed off road shared path should be carefully considered at its interface with Clive Street Regarding side-roads along Amherst Street, provide wombat crossing across these low traffic streets of Arbour Street, Annie Street and Avon Street Localised realignment of the existing off road shared path in these locations may be necessary.
L6	Hassell Street	An existing local route providing access between the Regional Rec Ground and the Town Centre and services along Austral Terrace and the surrounding residential area. This route links with proposed primary route P2 and periphery secondary routes of S3 and S6.	A 50km/hr single carriageway road with kerbed edges and an existing 2.0-2.5m wide off road shared path on the northern side between Pemble St and Arbour Street	Resurface or repair the surface of the existing shared path where required.
	Austral Terrace		A 50km/hr single carriageway road with kerbed edges, no specific cycle infrastructure and footpaths on both sides between Arbour Street and Clive Street and a single footpath on the southern side between Clive Street and Bokarup Street	Between Arbour Street and Clive Street, upgrade the existing footpath on the northern side to a minimum 2.5m wide off road shared path with potentially road narrowing required on Austral Terrace near to Clive Street to facilitate the off road shared path. Between Clive Street and Bokarup Street narrow the road and provide a minimum 2.5m wide off road shared path on the northern side: OR Reconfigure on-street parking, narrow the road and provide parking protected on-road cycle lanes in each direction.

	Cornwall Street		A narrow 70km/hr single carriageway road with no kerbs or sealed shoulders and no specific cycle infrastructure and a single footpath on the southern side of the road between Bokarup Street and Drove Street.	Between Bokarup Street and Drove Street provide a minimum 2.5m wide off road shared path on the northern side:
L7	Avon Street	These streets form the local access routes within the town. They provide access between residential houses and destinations such as St Patrick's Primary School and link with the proposed secondary routes.	A narrow 50km/hr single carriageway road with kerbs and no specific cycle and footpath infrastructure.	Provide 2.0m wide footpaths on both sides of the street between Hassell Street and Blantyre Street: AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising Local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.
	Coate Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle and footpath infrastructure.	
L8	Conroy Street	Local route to provide improved east/west access to Piesse Park, Prosser Park, Thomson Park and the surrounding residential area. This route links with proposed secondary routes S3 and S6.	A wide 60km/hr single carriageway road with kerbed edges and no specific riding infrastructure and a single footpath on its southern side and intermittently on both sides along its length.	Provide a minimum 2.5m wide off road shared path on the northern side. Localised road narrowing may be required east of Park Street to facilitate the off road shared path on the northern side.
L9	Albion Street	Local route to provide improved access between Lions Park and the Town Centre and	An unusual wide 50km/hr dual carriageway street design with no specific cycle	Redesign of the street required to improve pedestrian facilities on both sides of the road e.g road narrowing and/or upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR

		the surrounding residential area.	infrastructure and an intermittent single footpath on the northern side.	Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices and road narrowing to provide 2.0m wide footpaths on both sides of the road improve safety and amenity for all users and residents who live along it.
L10	Bokarup Street	These streets form the local access routes within the north eastern quadrant of Katanning. They provide access between residential houses and destinations such as Thomson Park and links to the surrounding schools.	A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and an intermittent single footpath on the northern side.	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.
L11	Park Street		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on the northern side.	
L12	Harris Street	These streets form the local access routes within the north eastern quadrant of Katanning. They provide access between residential houses and destinations such Thomson Park and links to the surrounding schools.	A wide 50km/hr single carriageway road with kerbs and an existing 2.0 to 2.5m wide off road shared path on the northern side.	At the northern end improve the connection to the proposed Adam St secondary route shared path by providing a wombat crossing across Adam Street. Note – the alignment of the existing Harris St shared path at the interface with Adam Street may need to be modified. Regarding side-roads along Harris Street, provide wombat crossing across these low traffic streets of Piesse Street and Rogers Avenue. Localised realignment of the shared path in these locations may be necessary.
L13	Piesse Street		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single intermittent footpath on the northern side.	

L14	Round Drive	These streets form the local access routes within the northern-most area of Katanning town. They provide access between residential houses and destinations such Katanning Senior High School, Braeside Primary School and Katanning Hospital.	A narrow 50km/hr single carriageway road with kerbs and no specific cycle or footpath infrastructure.	Provide 2.0m wide footpaths on both sides of each street either through road narrowing or building within the existing verges. AND Upgrade to a 'Safe Active Street' design and reduced speed zone to improve safety and amenity for all users and residents who live along it. OR Reduce the speed zone to 40km/hr utilising local Area Traffic Management devices to improve safety and amenity for all users and residents who live along it.
	Holly Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle or footpath infrastructure.	
	Golf Links Road		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its eastern side.	
L15	Elizabeth St		A narrow 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.	
L16	Carinya Gardens		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its eastern side with some existing local area traffic management devices.	
	Tait Terrace		A wide 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.	
	Collingwood Street		A narrow 50km/hr single carriageway road with kerbs and no specific cycle infrastructure and a single footpath on its southern side.	

13.5 Tourist Trails Routes

Tourist Trail Routes				
Route	Location	Function	Current	Proposed Form
T1	Rail Reserve (through Katanning)	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions	No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve through Katanning Town Centre connecting the town to Woodanilling to the north-west This route has the potential to connect through to the major employer WAMMCO in future.
T2	Rail Reserve (east of Katanning)		No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south-east of Katanning Town Centre connecting the town to other regional towns such as Nyabing and Pingrup to the east
T3	Rail Reserve (south of Katanning)		No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south of Katanning Town Centre connecting the town to other regional towns such as Broomehill to the south and Tambellup and Gnowangerup.
T4	Strickland Street and road reserve to the south.		No current riding or footpath infrastructure. Rail reserve only.	High quality off-road shared path along the rail reserve to the south-west of Katanning Town Centre connecting the town to Kojonup to the south-west.

Appendix A Proposed Cycling Network Hierarchy

A3 - NTS

LEGEND

- Existing Secondary Route
- Existing Local Route
- Proposed Primary Route
- Proposed Integrated Route
- Proposed Secondary Route
- Proposed Local Route
- Proposed Tourist Trail Route
- Shopping Area
- Education Facilities
- Parks / Recreation & Sport Facilities
- Health Facilities

P1 P2 P3 P4 P5 T1 T2 T3 T4 S1 S2 S3 S4 S5 S6 L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L14 L15 L16 IR

Rev	Date	Drw	Chk	App
B	27/03/2024	RS	TJ	TJ
A	7/02/2024	RS	TJ	TJ

Client
Shire of Katanning

Project
Shire of Katanning Bike Plan

Drawing Status
Final

Title
Proposed Cycling Network Hierarchy

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07178-01-B

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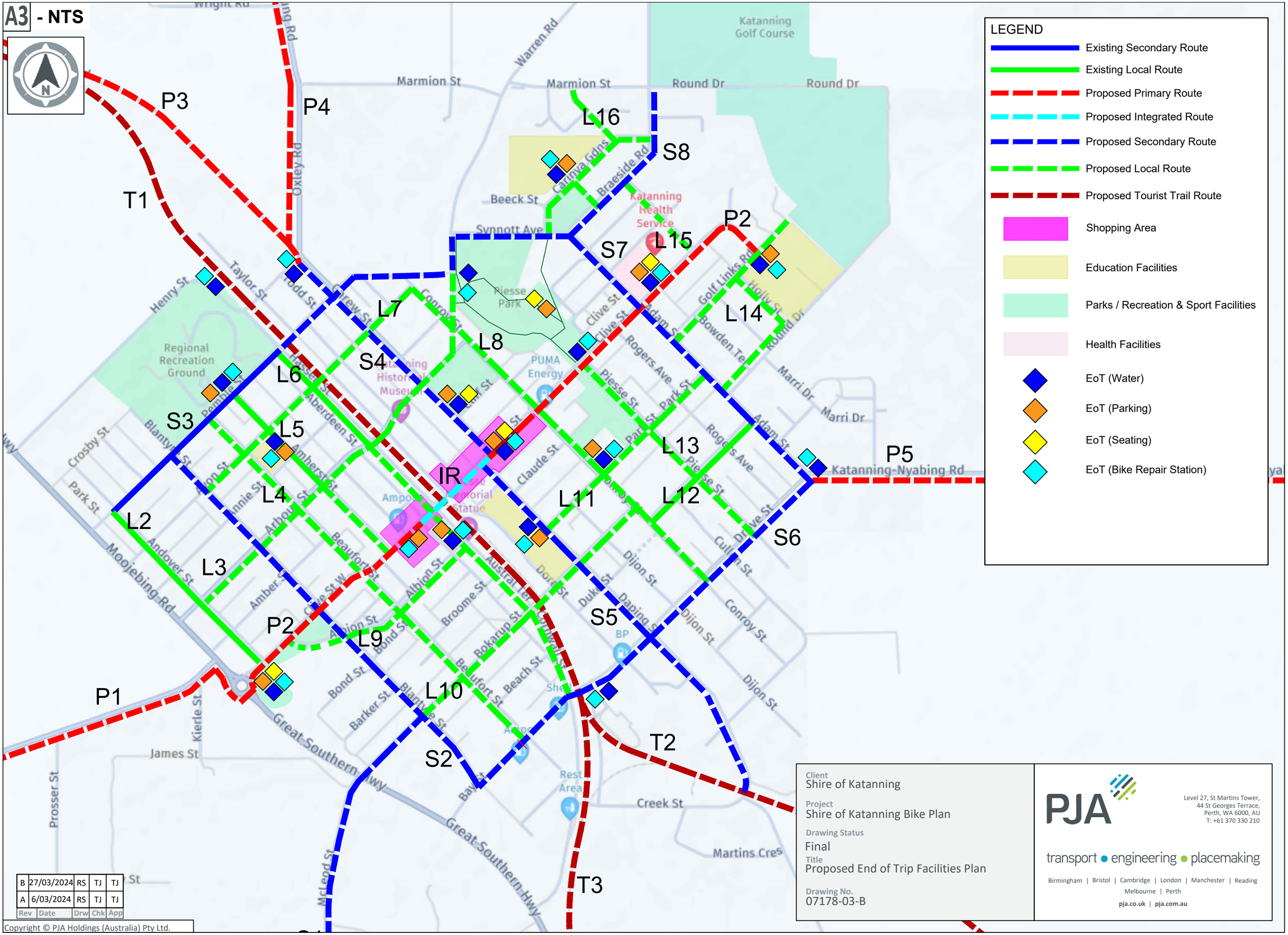
Appendix B Proposed Cycling Network Features – End of Trip Facilities

A3 - NTS



LEGEND

- Existing Secondary Route
- Existing Local Route
- Proposed Primary Route
- Proposed Integrated Route
- Proposed Secondary Route
- Proposed Local Route
- Proposed Tourist Trail Route
- Shopping Area
- Education Facilities
- Parks / Recreation & Sport Facilities
- Health Facilities
- EoT (Water)
- EoT (Parking)
- EoT (Seating)
- EoT (Bike Repair Station)

Rev	Date	Drw	Chk	App
B	27/03/2024	RS	TJ	TJ
A	6/03/2024	RS	TJ	TJ

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Client
Shire of Katanning

Project
Shire of Katanning Bike Plan

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Government of **Western Australia**
Department of **Transport**

Empowering a thriving community

GREAT SOUTHERN

2050 CYCLING STRATEGY

City of Albany · Shire of Broomehill-Tambellup · Shire of Cranbrook · Shire of Dumbleyung · Shire of Gnowangerup · Shire of Jerramungup · Shire of Katanning · Shire of Kent · Kojonup · Shire of Plantagenet · Shire of Woodanilling

Acknowledgement of Country

The authors of the *Great Southern 2050 Cycling Strategy* acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, water and community. We pay respect to Elders past and present.

Specific acknowledgements have been made throughout the document to name the country and the Traditional Custodians.

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

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

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

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

About this report

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

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

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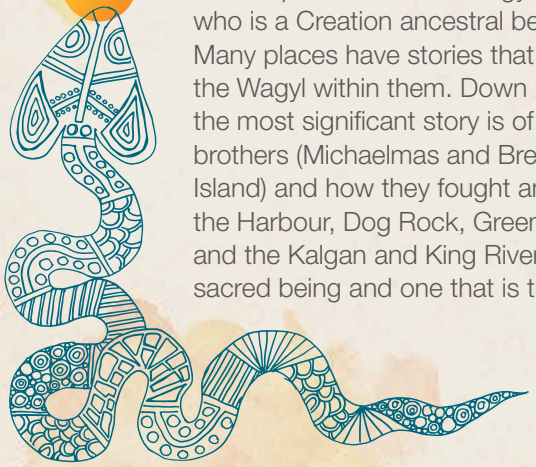
Website: www.transport.wa.gov.au

Cover photo credit: City of Albany | Cover artwork credit: Shandell Cummings

Images of the Great Southern

The Great Southern region is steeped in ancient Aboriginal stories and customs, which still resonate today. This strategy features a number of images created by Great Southern Noongar based First Nations artist Shandell Cummings, that reflect upon themes which flow through the strategy and have particular meaning to the Great Southern.

1



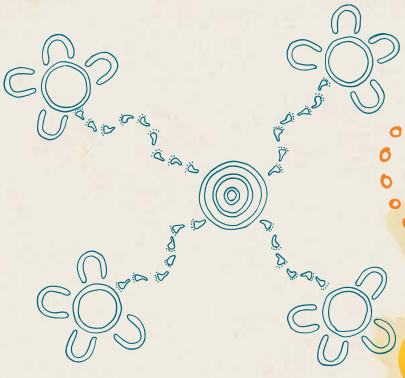
An interpretation of our Wagyl (Warg-ool) who is a Creation ancestral being. Many places have stories that have the Wagyl within them. Down in Albany the most significant story is of the two brothers (Michaelmas and Breaksea Island) and how they fought and created the Harbour, Dog Rock, Green Island and the Kalgan and King River. This is a sacred being and one that is treasured.

2

Symbolises camp grounds and the travel paths between them.

3

People sitting – sitting places.

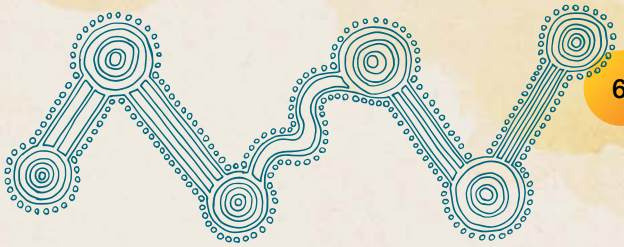


4

The four tribal groups that surround the Stirlings.

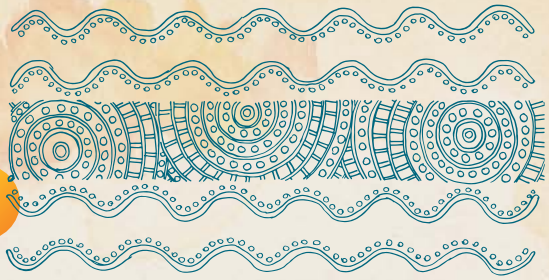
5

Representative of the Stirling Ranges and all the other mountain ranges within our region. Hills for us are called Kaat (same word we use for our head) and these are sacred for our people. We believe they are watching us and making sure we do the right thing on country. The Stirlings in particular, is a bit of a boundary for the tribal groups that surround it.



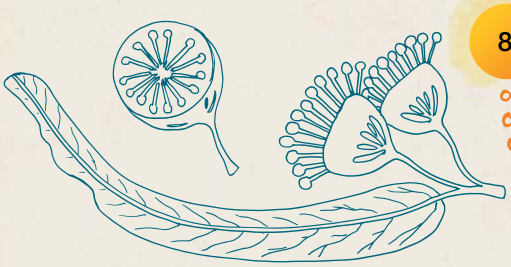
6

Symbolises all the places that people travel and how they travel to and from them. Most places for Aboriginal people connect in one way or another.



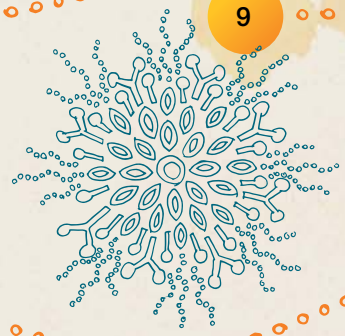
7

The wavy lines talk about our great ocean and the paths we travel along. The inner image is based on round circles (like a bike tyre) that also travel our paths in the region.



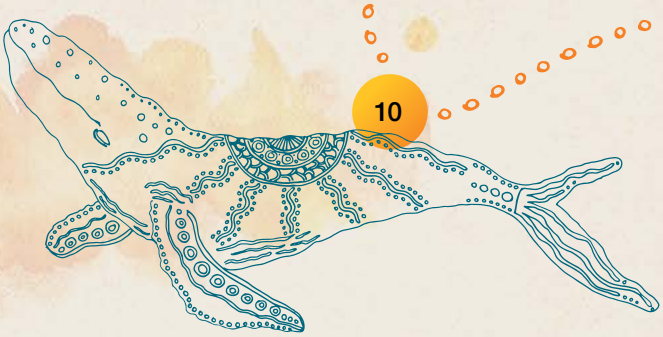
8

Representative of all our eucalypts that you see when you travel throughout the region. These species have a lot of uses for Aboriginal people and act as a boundary for some family groups. It also demonstrates the ancient sea beds on Country.



9

Reflects the coral in the ocean, but also the inner workings of a flower.



10

The whale is a species well known for their travel paths within our region from Albany all the way to Esperance. Our language Menang (Merningar) calls them Mirnong.

11

The beautiful red tailed cockatoo which is synonymous to our region along with the white tailed black cockatoo.

Artist statement

"We value these opportunities to share our knowledge and provide communities with stories of our past, along with our present and we look forward to a shared future. These images depict many things that are significant to my people. Our art reiterates the belief for Aboriginal people, that all things are inextricably linked."

Shandell Cummings – First Nations artist

Executive Summary

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

The Western Australian Bicycle Network (WABN) plan recognises the importance of bike riding to Western Australia. It enables partnerships between local and state governments to improve cycle infrastructure throughout the State. The State Government has developed a Long-Term Cycle Network (LTCN) in collaboration with local governments that recognises the important integration of connections to major and local attractions, tourist destinations and trails. This network is recognised in the 12 regional cycle strategies that have been, or are being, developed.

The key to increasing walking and riding in the Great Southern is providing infrastructure which is safe, convenient and appealing when compared to other modes of transport. To achieve this, the cycling network needs to be of high-quality, safe, continuous, and fully integrated with adjoining land uses.

If we are serious about reducing car dependency and helping people prioritise active transport choices for short trips, such as those to schools, shops and workplaces, these priorities need to be reflected in the way our communities are planned and developed.

This long-term, aspirational strategy has been developed by the Department of Transport (DoT) in collaboration with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet, and Woodanilling. It is accompanied by a short-term action plan that reflects the priorities shared by local and State Government. The plan will help to inform future investment through the current Regional Bike Network (RBN) Grants Program, local government capital works programs, as well as other funding sources.

To develop this strategy, extensive consultation has been undertaken with key stakeholders including local government, the local community, cycling groups and peak bodies, and State Government agencies. Community consultation has helped to inform the overarching aims and objectives of the strategy, as well as clarify expectations about where key routes are most needed, the requirements of different user groups, and what types of programs and initiatives would help to encourage more people of all ages, backgrounds, and abilities to ride a bike.

In progressing the cycling infrastructure projects identified in this strategy, it is important to note that the long-term vision is highly aspirational and will require further work to determine the feasibility and form of various routes. Ongoing consideration must also be given to potential environmental impacts, ensuring that the unique characteristics of the area are respected and maintained, and to respecting the Traditional Owners. Some locations may be limited by legislation and policy which could result in alignments changing as further feasibility and planning is undertaken.

This strategy provides a blueprint for improving and extending the region's cycle networks through the development of new shared paths, upgrades to existing path networks, and completing key links between town centres and previously disconnected residential areas. Its overarching aim is to connect residents and visitors to the places that they live, work, learn, and play. The proposed network reflects the diverse needs, priorities, and resourcing capabilities of the region's local governments.

A primary consideration in this strategy is ensuring that the cycle network is safe for all users, particularly children and vulnerable adults. This will be achieved through the development of safe school routes and safe crossing points in all Great Southern towns, thereby encouraging and enabling more people to reap the health and wellbeing benefits of bike riding and active transport.

Many of the recommendations in this strategy focus on programs and initiatives to support behaviour change, activation and participation, and improved planning. These programs aim to address the barriers and motivators to bike riding, targeting the specific needs of the region's diverse populations. It also supports the development of soft facilities such as bike parking, rest stops, wayfinding, and improved mapping.

The strategy also acknowledges that bike riding infrastructure has many different users, including bike riders, walkers, e-mobility users, skateboarders and gopher users.

There is an exciting opportunity to develop new transport trails that link regional towns and key attractions. Harnessing railway corridors and road systems, the proposed regional cycle tourism network aims to attract more visitors to the region, encouraging them to stay longer and explore the region's unique biodiversity, culture, and heritage.

This strategy brings all this together and outlines how the Great Southern can realise its full cycling potential, leading to a healthier, happier, and more engaged community.

This strategy sets out a blueprint for connecting, enhancing, and extending the Great Southern's cycling network. It also outlines opportunities to improve safety for riders using road systems, build the confidence and skills of all riders, improve long-term planning for cycling, and create unique cycle-tourism experiences.

Why we want more people walking and riding

More vibrant, friendly and safe communities

Increasing active transport improves community cohesion and can enhance local security.[1]

More than 1 in 4

Regional Western Australians bike ride in a typical week – the highest proportion of any Australian state and territory.[2]

A more sustainable health system

Consistent walking or riding can help reduce cardiovascular disease, type 2 diabetes and the mortality rate.[3]

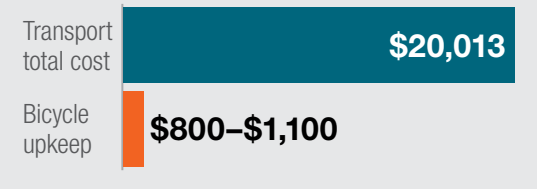
More than 4 in 10

Western Australian adults don't get enough physical activity.

Improving access to walking and riding infrastructure in regional areas is a key focus to better sustain outer metro health systems.[4, 5]

A stronger economy

Cost per year (Australian average)[6]



Bike tourism is a growing niche, encouraging more repeat travel to regional WA areas.[7]

At a glance

The bike riding industry in 2020

$6.3bn
Contributed to the Australian economy.

34,295
Full-time jobs supported.[8]

Healthier and happier people

Bike riding can improve mental, physical and social health and wellbeing, as well as reduce sickness absence to work.[9]

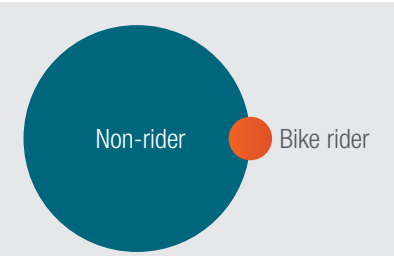
A fairer and more equitable society

Many people living in outer urban, rural and remote regions have very limited transport options.[10]

The improvement of walking and bike riding conditions can reduce motorised travel and enables people of all ages and abilities to use healthier, more cost-effective active travel modes.[11]

Greener and cleaner places

CO2 emissions from daily travel



Bike riders had 84% lower CO2 emissions than non-riders.[12]

People who shifted from car to bike were found to decrease life cycle CO2 emissions by 3.2kg CO2/day.[13]

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1. Introduction

The eleven Great Southern local governments and their communities have expressed a common vision of creating liveable, welcoming communities that embrace their unique living landscapes and culture, and support economic prosperity and vitality.

1.1 Guiding principles

The *Great Southern 2050 Cycling Strategy* aims to deliver a safe, integrated and comfortable cycle network to help achieve this vision. By connecting people from where they live and stay to where they learn, work and play, comprehensive cycle networks can support social inclusion, lead to more active communities, and help to showcase natural landscapes and local attractions to residents and visitors alike.

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

- **Safe:** The 2050 cycling network should be built to a standard which reflects an all ages and abilities design philosophy. People of all ages and abilities should be able to cycle safely and confidently to the places they need and want to go. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often;
- **Connected:** Like a road network, all bike riding routes should connect to something along the way and at each end (whether that is a destination or another bike riding route);

- **Widespread:** In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When bike riding networks reach a certain level of density it enables more people to conveniently and enjoyably make many more of their trips by bike;
- **Legible:** The bike riding network needs to be both intuitive and direct. To achieve this, it makes sense to locate major bike riding routes parallel to natural land forms, such as rivers and coastlines, or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility;
- **Aspirational:** Given the long-term nature of this strategy, several ambitious ideas have been put forward to help enable residents to adopt bike riding as a viable and priority transport mode, as well as encourage visitors to stay longer and explore areas across the Great Southern comfortably by bicycle. This includes linking town sites and national parks via rail corridors and road systems, and implementing climate and terrain specific mid and end-of-trip facilities; and
- **Achievable:** For the most part, the proposals put forward in this strategy adopt tried-and-tested planning principles. The case studies chosen provide regional, interstate and international examples of similar projects undertaken in recent years.

Bike riding disciplines that are dependent on purpose-built facilities (such as BMX parks, downhill and cross-country mountain bike (MTB) trails, pump tracks and jump lines, and velodromes for track cycling) typically perform non-transport related functions and as such are not considered part of the core remit of this strategy. Strategies to support these cycling facilities are outlined in the *Great Southern Regional Trails Master Plan 2020–2029*; and the *Great Southern Regional Sport and Recreation Facilities Plan 2018*.

The existing and planned locations of these facilities have been considered as part of planning the overall network outlined in the *Great Southern 2050 Cycling Strategy* with a focus on providing transport connections to recreational facilities and trail heads.

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

1.2 The Great Southern in context

The Great Southern region encompasses eleven local government areas and covers an expanse of 39,909 square kilometres on the south coast of Western Australia, bordering 250km of the Southern Ocean and extending 200km inland.

The region is host to an estimated residential population of 61,890 – centred mainly on the south coastal area. The City of Albany is the largest urban centre, with a population of approximately 38,000 people.

It is the region's administrative, commercial, retail, and health and medical services centre.

Other larger population centres are located in the Shire of Denmark which has an estimated population of 6,422, of which 2,944 live in the town of Denmark; the Shire of Plantagenet which has an estimated population of 5,354, of which 2,855 live in the town of Mount Barker; and the Shire of Katanning which has a population of 4,512.

Other, smaller towns and villages are scattered throughout the region (see Figure 1 below).

Figure 1: Local Government Areas (LGAs) of the Great Southern

The region's median age is 45 years. Over thirty per cent of the resident population are aged over 60 years, with the 70–79 years cohort recording the largest change in the region between 2016 and 2021 (26.2% increase over five years). This reflects the region's aging population.

The Great Southern has been home to a significant population of Noongar people for tens of thousands of years, with the Great Southern borders now encompassing the ancestorial lands of the Menang, Kaneang and Goreng Noongar peoples, and parts of the Wudjari and Wilman land. The Great Southern falls within the Wagyl Kaip and Southern Noongar portion of the Southern Native Title settlements.

Land types range from mallee scrub in the north-east to karri forests in the south-west of the region. Two ancient ranges of hills, the Stirling Range and the Porongurup Range, rise in the central Great Southern flanking the Kalgan River valley. The Stirling Range includes Bluff Knoll, at 1095m the highest peak in the southern half of Western Australia. The region also includes part of the 1.5million hectare Biosphere Reserve of the Fitzgerald River National Park and is recognised as a place of environmental significance by the United Nations Education, Scientific and Cultural Organisation (UNESCO).

Major industries in the region include agriculture, forestry, viticulture, aquaculture, manufacturing, and tourism. The Port of Albany provides infrastructure for the whole region, being the entry and exit point for produce from the agriculture, pastoral, and forestry sectors. It also supports a growing cruise industry. The Great Southern has one of the more dynamic small business sectors in the state.

1.3 The need for a long-term regional cycling strategy

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

Previous cycle planning across the region has occurred at individual local government level and typically within a very localised context. To support the development of a strong culture of bike riding across the region, a systematic approach to developing a cycling network for the region is required.

Further reasons for preparing this strategy include:

- To address key opportunities which may have previously been overlooked, particularly in relation to future land use and transport developments;
- To help guide investment between local government and State Government;
- To facilitate the planning and development of long-distance bike riding routes that serve a regionally significant need but may be outside the typical funding capability of local government;
- To ensure that the standard of future bike riding facilities meets best practice; and
- To adopt a consistent approach with other 2050 cycling strategies being developed across regional WA.

Going forward, it is important that this strategy is reviewed on a regular basis to ensure it keeps up with the changing face of the Great Southern region and reflects future changes to bike riding as a mode of transport. A framework outlining how this strategy will be maintained is provided in Section 6.

1.3.1 Expected changes in population

The population of the Great Southern remained relatively static between 2011 and 2021, with a compound annual growth rate of 1.1 per cent.[14]

The *Western Australia Tomorrow* population forecasts predict that between 2016 and 2031, the regional population will grow to approximately 66,415 people, reflecting a low growth rate of 0.64 per cent, which is lower than the annual average population growth rate for the entire State over the same period (1.5%).[15]

The majority of population growth is anticipated to occur in the City of Albany, which is predicted to grow by approximately 5,000 people between 2021 and 2031 (or 1.12%). The lower growth rate for the entire region reflects an anticipated decline in population numbers for some towns and villages.

Urban development, including residential development, parks and recreation, schools, and local shopping centres, is expected to be concentrated in the City of Albany, with additional growth in new settlements in the Shires of Denmark and Plantagenet. The City of Albany and the Shire of Denmark have recently updated their Local Planning Strategy to guide future development, including residential and industrial areas, rural villages, farmland and natural areas.

Across the Great Southern region, each local government's Local Planning Strategy reflects the community's vision for the future, as expressed in their respective Strategic Community Plans. This *Great Southern 2050 Cycling Strategy* reflects and supports the vision contained in each community's strategic plan.

1.3.2 Expected changes in land use

As outlined in the *Albany Local Planning Strategy 2019*, the City's overarching strategic direction is to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth.

It aims to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development; and facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments.

Land designated as 'Urban Growth' will accommodate predicted population growth beyond the 10–15 years lifetime of the City of Albany's Local Planning Strategy. These actions and recommendations of the Albany Planning Strategy are reflected in the City of Albany's draft Local Planning Scheme No. 2, expected to be finalised by the end of 2023.

Limited residential or industrial growth is envisaged in the other townsites across the remaining Great Southern local governments, with local service centres for surrounding agricultural land planned to remain for the foreseeable future.

1.3.3 Expected changes due to climate change

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

1.3.4 Expected changes to transport

Road Network

The Great Southern region is highly car-dependent and public transport services are limited.
The regional road networks are mostly certified to accommodate RAV 7 (36.4m long, 107.5 tonne maximum) vehicles (excluding the South Coast Highway travelling to the west, which is RAV 4 only), but there is an ever-increasing trend towards larger vehicles to increase freight cost efficiency.

The region's major roads intersect in Albany, carrying freight, as well as local and tourist traffic. The Albany Ring Road is the most significant major transport project in the region.

The Ring Road will function as a heavy haulage route around Albany and aims to provide more efficient heavy vehicle access to the Port of Albany and improve traffic safety within the city centre by reducing road use conflicts.

The anticipated completion of the Albany Ring Road in 2024 will bring with it changed traffic conditions at a number of intersections, as well as impacts on broader connectivity, which will need to be reviewed to identify safety and accessibility improvements required for pedestrians and cyclists.

Throughout the region, several major roads have been flagged by local government for upgrades, including road sealing and sealing of shoulders. Main Roads has also undertaken a series of progressive upgrades to the Albany Highway including widening and installing safety barriers.

The Shire of Kojonup has endorsed a proposed Freight Route that bypasses the town centre, significantly improving safety and amenity by separating heavy vehicles from local and tourist traffic. It will also facilitate the Shire's development plans for Kojonup, ensuring the continued growth of the town as a tourist destination. Upgrades to roads in the region are seen as a vital opportunity to support safe riding outcomes for riders as well as the efficient movement of freight.

Albany Port

The *Port of Albany Master Plan 2020* sets out a vision for the development of the port of a 30-year planning timeframe. It takes into consideration expected trade scenarios and the required infrastructure solutions to meet this forecast trade. It also considers development opportunities to accommodate a growth in cruise tourism; and develop the port waterfront precinct to improve pedestrian and cyclist connectivity within the precinct.

Albany Rail Network

The Albany rail network provides access to the Port of Albany for grain and woodchip operators, and connects with Tier 1, 2 and 3 systems in the State.

The network connecting to Albany is currently benefitting from a regional investment programme in track and signalling infrastructure that will help relieve some existing limitations on rail network capacity (train length, grain load out facilities and numbers of trains able to operate).

Changing technology

The growth in electric vehicle (EV) technology is significantly changing the nature of transport. It is anticipated that by 2050, almost all land-based vehicles will be powered by electricity rather than fossil fuels.[16] The increasing prevalence of e-vehicles on all roads will improve air quality, particularly in urban centres, but will also pose new challenges for pedestrians and cyclists.

EV technology is also contributing to the growth in eRideables such as e-skateboards, e-scooters and hoverboards. eRideables, with certain restrictions, are permitted on footpaths, bicycle paths, shared paths, and local roads without centre lines and a speed limit of 50km/h or less.

Electric bike use is also growing. A recent National Cycling Participation Survey revealed that Western Australia has the highest rate of ebike ownership across Australia.[17] In 2016, the Department of Transport led a change in WA enabling all bikes (including ebikes) to be ridden on footpaths, vastly expanding the available network for bike riders.

Planning standards for footpaths, shared-use paths, and cycle-only paths will need to keep pace with changes to technology, ensuring the safety of pedestrians and other path users.

1.3.5 Changing Climate

Climate change is putting immense pressure on the natural environment and is causing adverse effects such as greenhouse gas release, warming global temperature, rising sea level, coastal erosion and inundation. These all will impact on asset management for local governments. Motor vehicle transportation contributes to a large portion of human-generated greenhouse gas emissions.

On the other hand, bike riding is a low impact, pollution-free and energy-efficient transport option with a range of environmental benefits including reduced air and noise pollution, greenhouse gas emissions and land use efficiency43.

To mitigate against the effects of climate change, and to ensure future cycle infrastructure is sustainable and durable, the Strategy aims to identify opportunities to develop infrastructure that is appropriately designed and constructed.

1.4 Background research and analysis

1.4.1 Document review

In preparing this strategy, a comprehensive review of regional planning documents and strategies was completed. Combined with extensive stakeholder engagement, these documents were critical to understanding previous and current approaches to planning and designing for bike riding and where planning and feasibility for certain routes has already been undertaken. A list of these documents is contained in Appendix B.

1.4.2 Mapping of current and future trip generators

Before commencing the development of the network, all existing and known future trip attractors were mapped. Trip attractors are defined as any place that someone could reasonably be expected to need or want to ride to and include places like schools, shopping centres, industrial areas, tourist destinations, health campuses and sporting precincts. The trip attractors are shown together with the proposed 2050 cycling network in the figures contained in Section 4.

1.4.3 Analysis of crash data

The most recent five-year crash statistics (2017–2021) were obtained from Main Roads' Crash Analysis Reporting System (CARS). Both pedestrian and cyclist crash data was obtained, noting that areas which are dangerous for pedestrians are often also dangerous for cyclists. An analysis of this data is provided in Appendix B.

1.4.4 Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was used to better understand which parts of the region's road and path networks are most heavily used by cyclists. Strava is a website and mobile app which is 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.

1.4.5 Community consultation

Consultation with the local community was central to the development of the *Great Southern 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 bike riding infrastructure, as well as the needs of different user groups;
- Reveal the major issues and missing links associated with the existing cycle network;
- Provide the community with the opportunity to share their ideas; and
- Seek local buy in and ongoing community support for the strategy.

The consultation was carried out in two distinct phases. Phase 1 was undertaken shortly after the project commenced and involved briefings and workshops with local government officers, Councillors, and targeted community members. Phase 2 consisted of a formal community comment period, including an online community survey. A detailed analysis of the community consultation is contained in Appendix C.

1.4.6 Stakeholder consultation

This strategy has been developed by DoT in partnership with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet, and Woodanilling. An internal working group consisting of representatives from across the shire's directorates was established to provide input and guide the development of the document. Further input was provided via the Great Southern Regional Trails Master Plan Noongar Advisory Group (NAG) which has representation from Elders representing Aboriginal corporations and communities across the entire region.

A number of other government and non-government stakeholders were consulted, including:

- Great Southern Development Commission (GSDC)
- Department of Local Government, Sport and Cultural Industries (DLGSC)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Planning, Lands and Heritage (DPLH)
- Department of Health
- Department of Education
- WA Police
- Public Transport Authority
- Main Roads
- WALGA
- Tourism WA
- Australia's South West
- WestCycle, Munda Biddi Trail Foundation and local cycle groups.

1.4.7 Review of existing cycling network

Alongside community and stakeholder consultation, a technical review of the existing cycling network was undertaken to identify strengths, weaknesses and opportunities.

The quality of bike riding infrastructure across the region varies. Albany benefits from existing high-quality bike riding infrastructure within the CBD and along the foreshore from Middleton Beach to Emu Point. The City has also developed a comprehensive network of wide footpaths and dedicated bicycle paths in recent years which help facilitate local bike riding trips through suburban areas. However, several opportunities remain to enhance the existing network and better cater for bike riding trips.

Many of the smaller towns across the region benefit from existing networks of suitable infrastructure, including footpaths which facilitate local access to many destinations. However, there are significant opportunities to enhance and supplement the existing networks and better cater for bike riding trips, particularly to schools and recreation precincts.

Along with the development of new bicycle routes, these opportunities include:

- Improving connectivity by constructing missing links;
- Providing new or upgrading existing major road crossings to improve levels of safety and comfort;
- Widening older sections of shared paths to provide more comfortable walking and bike riding experiences;
- Providing separated infrastructure to improve cyclist safety on heavy vehicle routes; and
- Introducing wayfinding to assist with network legibility.

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

2. Encouraging Bike Riding

The health and wellbeing benefits of bike riding are well understood. Bike riding for recreation, leisure, sport and/or transport is positively related to overall physical activity which in turn has positive benefits for physical and mental health outcomes. And yet, bike riding participation rates remain low. Several factors support or inhibit the uptake of bike riding, including the nature and quality of built infrastructure as well as social norms and attitudes.

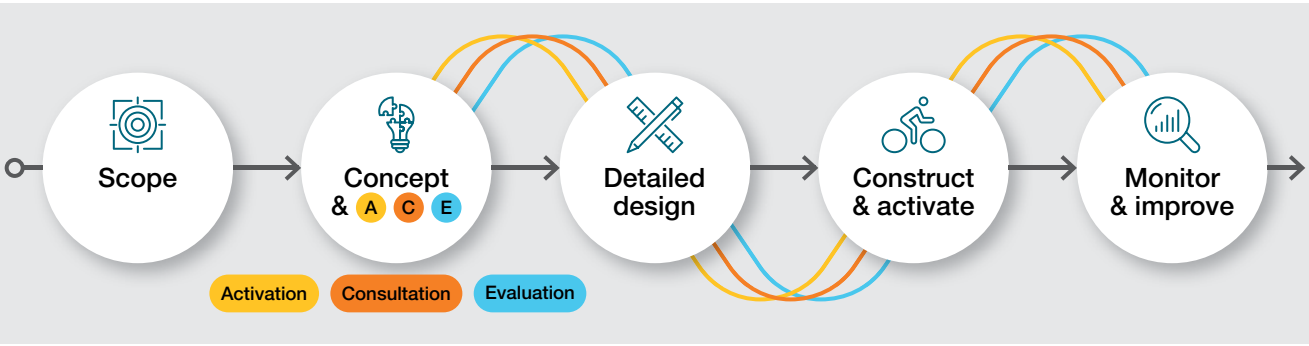
2.1 Activation, consultation and evaluation

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

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

Effective engagement incorporates three essential elements throughout all project phases – activation, consultation and evaluation (ACE). ACE is an infrastructure delivery model, so the approach will vary with the type of project. One approach, for WABN grant projects, is outlined in the following framework, in Figure 2.

Figure 2: Activation, Consultation and Evaluation Model



Activation

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

Consultation

Consultation is a crucial part of the delivery of inclusive bike riding infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats and is typically led by local government.

Evaluation

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

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

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

2.2 Cross agency synergies

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

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

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

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

2.3 Factors that influence cycling rates

2.3.1 Built environment

The built environment refers to the human-made surroundings where people live, work and recreate. It includes buildings and parks as well as supporting infrastructure such as transport networks.

Built environmental factors that influence the uptake of bike riding include:

- **Land use mix:** A mix of land use types in close proximity can encourage bike riding by reducing the time required to ride from one activity centre to another;
- **Green space:** Many cyclists are motivated by the opportunity to spend time in natural surroundings;
- **Cycling infrastructure:** Includes the type of path or route (e.g. on-road bike lane, off-road shared use path) as well as the presence of mid and end-of-trip facilities;
- **Safety:** Factors that can discourage bike riding include dangerous traffic conditions, on-street parking, and poor lighting at night;
- **Accessibility:** The ease with which bike routes can be accessed from homes, places of education, workplaces and other activity centres; and
- **Continuity:** Refers to how easy it is to plan a route that is continuously connected.

2.3.2 Other environmental factors

A range of other environmental factors can also influence the cyclability of a location:

- **Weather:** Extreme heat or cold; or prolonged periods of rain can inhibit bike riding;
- **Topography:** Hills and steep gradients can make bike riding difficult for many riders, although the increasing use of electric bikes has helped to overcome this challenge for some riders; and
- **Distances:** The time required to travel from one destination to another can influence the decision to ride for transport purposes.

2.3.3 Socio-cultural factors

Attitudes, beliefs, and social norms can all influence the decision to ride a bike. While some belief systems are shared across communities, others are influenced by socio-demographic background, age, gender, and ability.

The socio-cultural factors that can influence bike riding include:

- **Positive bike riding culture:** People who reside in cycle friendly environments demonstrate higher rates of bike use. Bike riding culture can be influenced by the positive experience of seeing a diverse range of people riding;

- **Peer and family support:** The views and attitudes of family, friends and other community members can impact on the decision to ride. For example, parents play a critical role in deciding whether children and young people ride to school;
- **Access to a bike:** The ease with which a person can access a bike that suits their needs. Cost and lack of bike shops can be barriers, particularly for people living in rural and remote areas or from lower socio-economic backgrounds;
- **Physical ability:** Differences in the physical activity of individuals in terms of their fitness and ability can influence riding behaviour;
- **Risk perception:** Fears about personal safety can be a significant barrier to the uptake of bike riding, particularly among women and the elderly. Risk perception can be influenced by traffic volumes, the type of cycling infrastructure (e.g. on-road vs off-road), the location of bike paths (e.g. heavily vegetated areas may be perceived as risky for commuting at night); and previous negative experiences;
- **Perceptions of convenience:** While bike riding is a cost-effective form of transport, it is often considered less convenient than driving because it takes longer and involves more planning (particularly when travelling with mixed age groups); and
- **Type of bike rider:** Different types of bike riders have different perceptions and choices with regards to riding. For example, recreational bike riders prefer more scenic locations, low rates of traffic and mid-and-end-of-trip facilities such as picnic areas and toilets; whereas commuting riders prefer direct routes with suitable end-of-trip facilities such as secure bike parking, showers and lockers.

2.4 Strategies to encourage cycling

Insufficient, unsafe, or unfriendly infrastructure is the most frequently cited reason for low rates of bike riding amongst people of all ages, abilities and backgrounds. For this reason, many of the initiatives outlined in this strategy focus on improving the cycling network.

At the same time, this strategy recognises that people don't simply switch from being non-bike riders to frequent bike riders as a result of new or upgraded cycling infrastructure. Research shows that social support and behaviour change programs play an essential role in encouraging bike riding. Studies also show that the more people ride, the more enjoyment they derive from riding, and the more likely they are to continue to ride for a range of purposes.

In developing this strategy, consideration has been given to the range of factors that can support bike riding by focusing on the specific needs of three different types of bike riders:

2.4.1 Recreational bike riders

This group makes up most current and potential bike riders in the Great Southern. They come from a wide variety of ages and levels of experience. They require scenic routes, generally off-road, with access to facilities such as playgrounds, taps and toilets. They ride a bike for fun, fitness and leisure, sometimes alone, but often as part of mixed groups of family and friends.

This group includes visitors to the region who are interested in cycle-tourism experiences that provide opportunities to interact with locals, experience outstanding natural vistas, and learn more about the region's unique biodiversity, history and culture.

2.4.2 Bike riders undertaking local errands

People who ride to undertake a range of local errands, including dropping children to school, come from a wide range of ages and levels of experience. They generally ride at lower speeds and travel shorter distances. This group requires safe and convenient access to shops, schools, and other local destinations. This includes specific provision for vulnerable riders such as inexperienced adults, elderly and children.

While this group is currently small in size there is significant opportunity to increase local community cycling by improving routes and networks.

Of particular focus is addressing missing links to improve the connectivity and legibility of bike routes, with emphasis placed on off-road shared paths, safe road crossings suitable for walkers and riders, and improved wayfinding.

This group would also benefit from a range of activation and participation programs that build skills, confidence and enjoyment from riding; as well as community-based campaigns that focus on promoting the health, wellbeing and sustainability benefits of riding.

2.4.3 Commuter and road cyclists

Commuter and road cyclists are small in number but highly visible on the roads. While the purpose of their trips is different, they share many features in common. They are primarily adults who are confident in traffic and require direct routes, predominantly on-road. For road cyclists, circuit routes are preferred.

Initiatives to support these groups include improved on-road safety through infrastructure upgrades such a separated bike lanes or sealing of road shoulders, and road safety education programs. Growing the numbers of commuter cyclists also requires dedicated end-of-trip facilities in workplaces and town centres.

3. Regional Route Hierarchy

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

3.1 Primary routes

Credit: Department of Transport

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

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

In terms of built form, primary routes predominantly consist of high-quality shared paths at least three metres in width. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment however this may vary depending on the localised climate and terrain.

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

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

3.2 Secondary routes

Credit: Department of Transport

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

In most cases, secondary routes are located adjacent to busy streets and take the form of protected on-road bike lanes or separated shared paths. It is important that the design of all new bike riding infrastructure (including secondary routes) incorporates an 'all ages and abilities' approach (see Section 1.1).

To ensure that on-road bike riding infrastructure is safe and attractive to such a wide range of users, separation in the form of kerbed medians is desirable to minimise the interaction between those riding bikes and those driving cars – particularly on busier roads. Where this is not possible, softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

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

3.3 Local routes

Credit: Shire of Kondinin

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

Examples of local route treatments include:

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

* Sharrows are a wayfinding tool that assist cyclists in road positioning and alert motorists to the presence of people on bikes.

3.4 Transport trails

Credit: K. Stevens

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

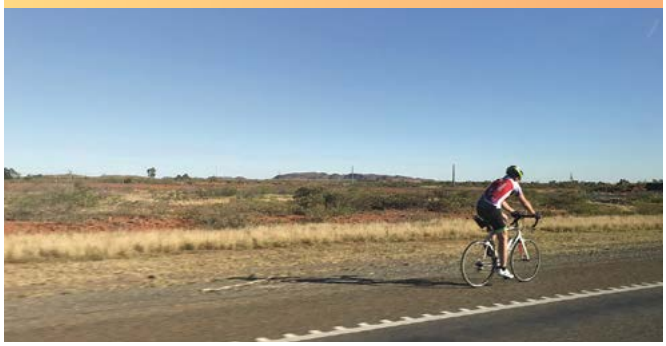
In some cases, transport trails cater for other types of users including bushwalkers, trail runners and horse-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

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

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

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

3.5 Road cycling routes



Credit: Department of Transport

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

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

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

* *Road Traffic Code 2000 Part 11 Division 3 r124A* A driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1m on roads with a posted speed limit of ≤60km/h and 1.5m on roads >60km/h.) While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking.

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.

4. Proposed Network

The Strategy covers the City of Albany and all townsites across the region. It includes regional connections between towns, including relatively short distances as well as consideration for longer distance connections for recreational and touring bike riders. The proposed network includes the current existing key paths and routes as well as the proposed paths and routes, many of which are aspirational in nature. The classification and alignments of routes may change following further feasibility assessment and consideration of local environmental, heritage, engineering constraints and impacts on other road users.

4.1 Overall network

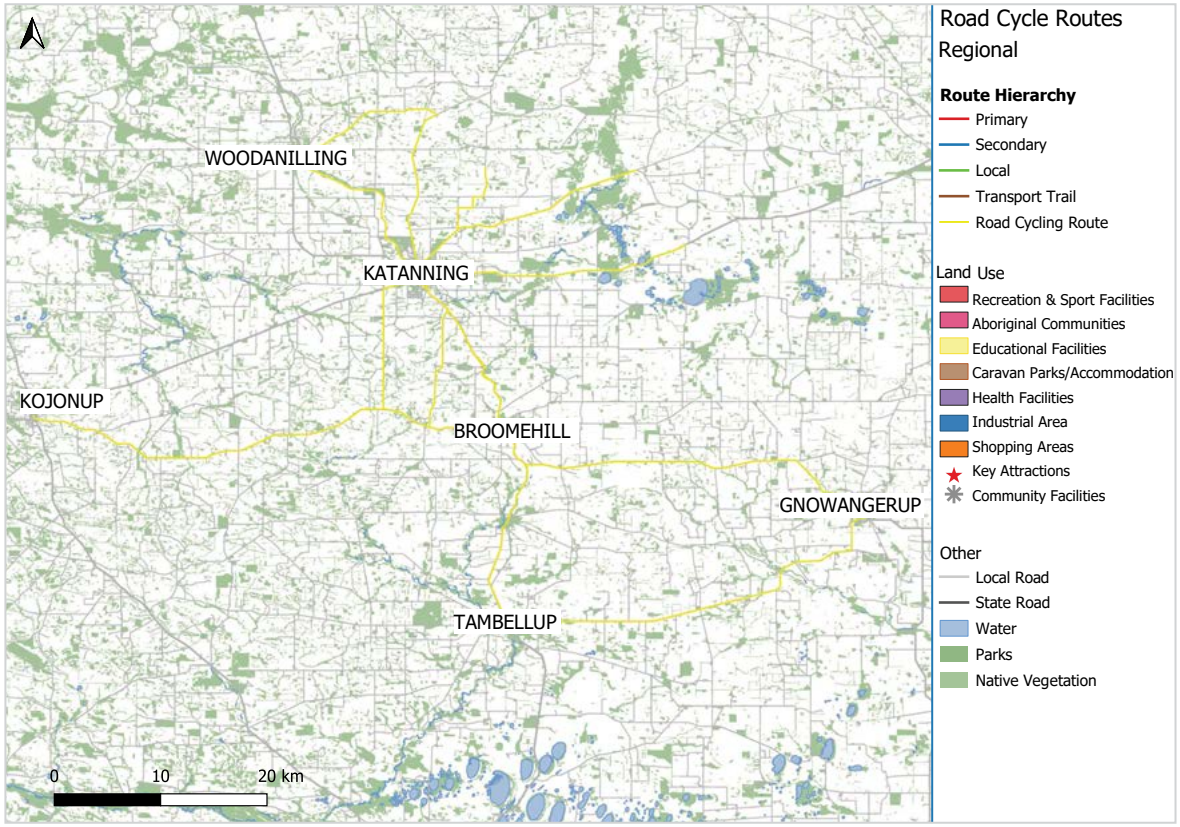
Maps 4.01 and 4.02 provide an overview of the proposed road cycling network and transport trails for the region, with maps 4.03 to 4.28 also including the primary, secondary and local routes. Key features include:

- A series of primary routes providing connectivity within the City of Albany, and the larger regional towns of Denmark, Mount Barker and Katanning;
- Secondary route spines within Albany, Denmark, Mount Barker, Katanning and Kojonup;
- A network of local routes linking residential areas to schools, shops, workplaces and recreational facilities in all regional towns;
- A network of transport trails connecting towns to national parks, nature reserves and other attractions using rail corridors and major roads. This includes new rail trail opportunities:
  - Albany to Woodanilling rail trail;
  - Kojonup-Katanning-Pingrup rail trail;
  - Tambellup-Gnowangerup rail trail; and
- A series of road cycling routes to better accommodate local and visiting road cyclists based in Albany, Denmark, Mount Barker, Katanning and Kojonup.

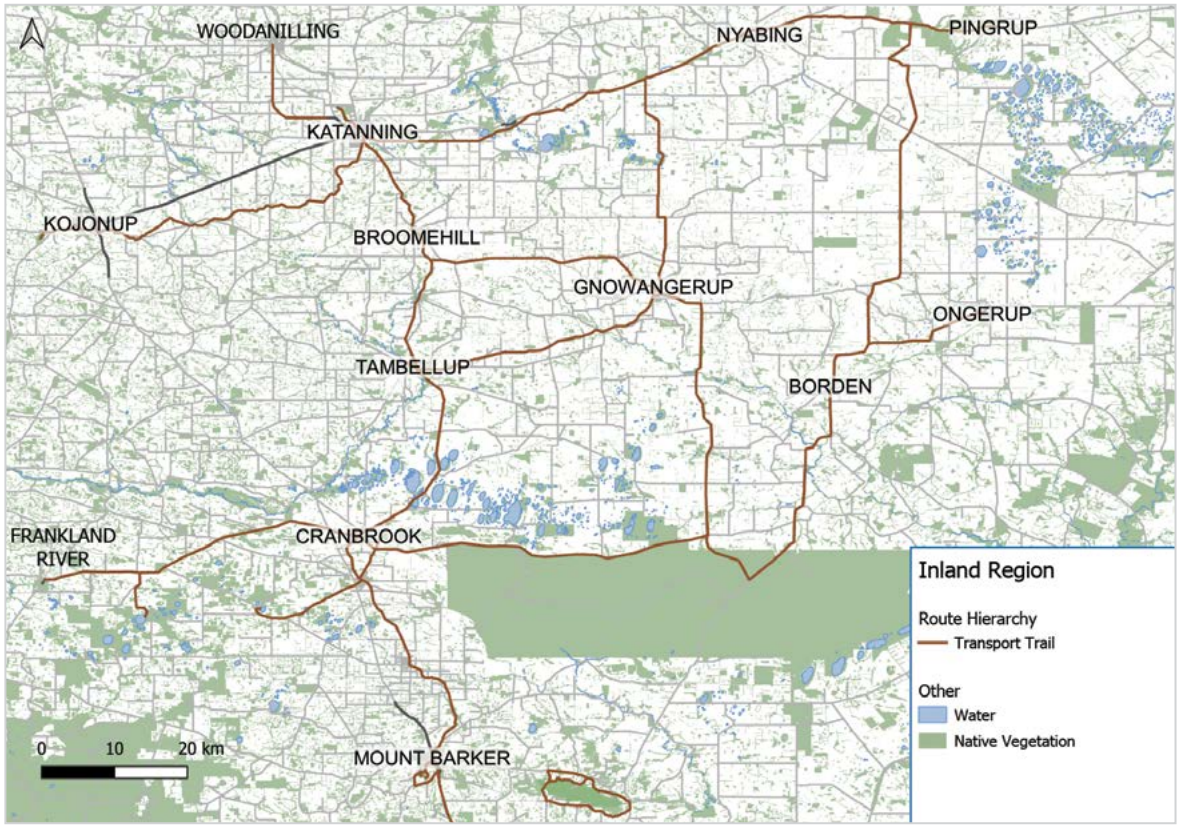
The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints.

A key consideration for transport trails and paths in the region is the existing lease held by Arc Infrastructure on the closed railway lines. Prior to the development of paths and trails in these corridors it will be necessary to negotiate access with the lease holder.

Map 4.01 Regional Road Cycle Routes



Map 4.02 Inland Region Transport Trails

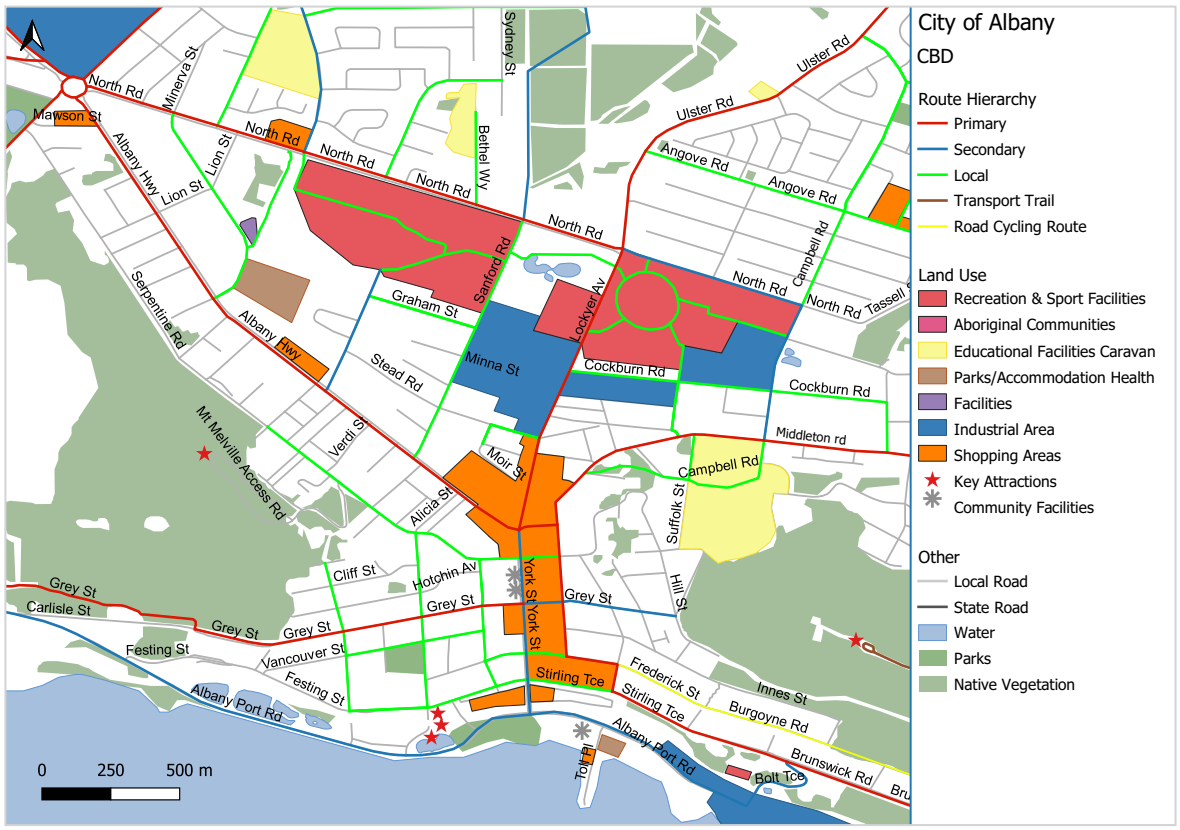


4.2 City of Albany

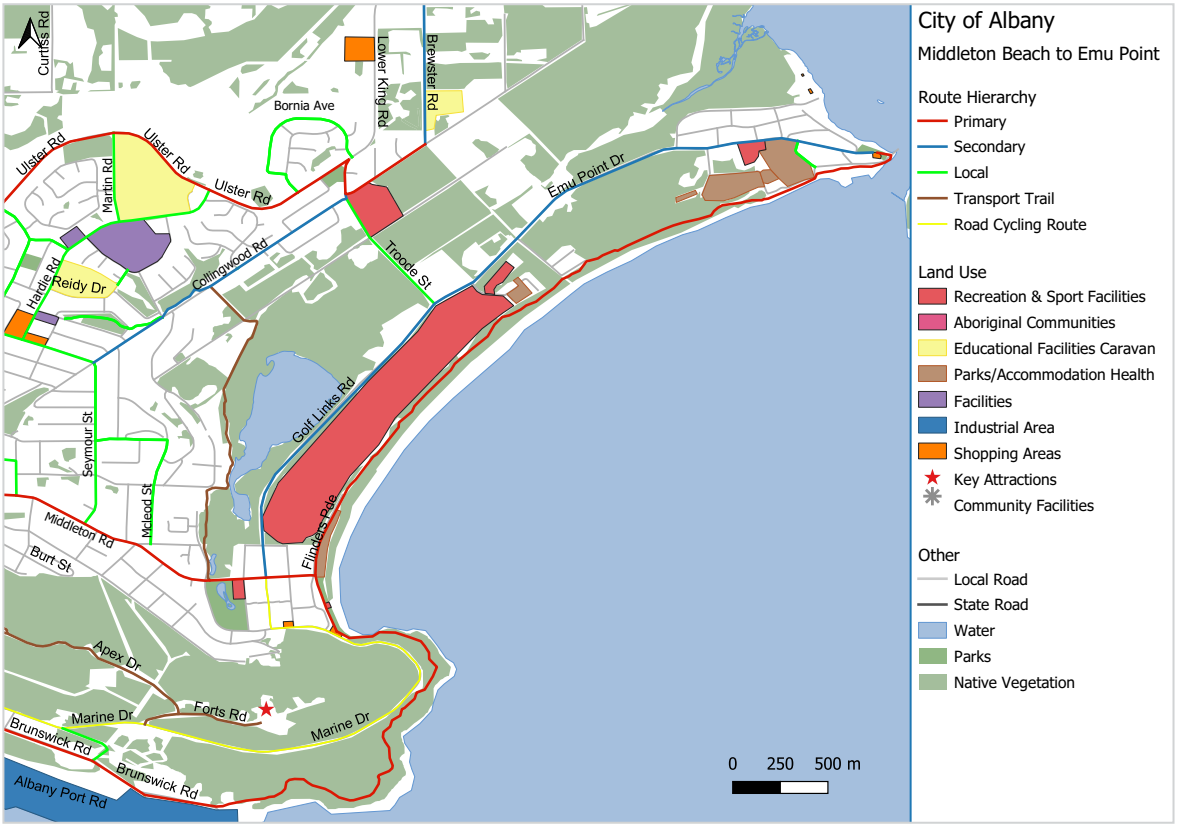
The proposed routes for the City of Albany are shown in maps 4.03 to 4.09 and include:

- Primary connections between the Central Business District and residential suburbs;
- Primary routes connecting coastal recreation precincts at Middleton Beach, Emu Point and Goode Beach;
- Primary route connecting Marine Drive to the Mounts;
- Secondary routes through residential areas to support a fine-grain network of safe local routes between places where people live, work, learn and play;
- Secondary route along Chester Pass Road, within the Mounts precinct, and along Nanarup Road;
- Addressing missing connections in primary, secondary and local routes;
- Safe local routes to schools, other education precincts and the Albany Health Campus;
- Developing transport trails that provide unique recreational and tourism cycling opportunities at Lake Sepping and Oyster Harbour Fish Traps;
- Identifying and supporting road cycling routes through signage and improved wayfinding; and
- Developing and implementing a range of programs and initiatives to encourage cycling for people of all ages, abilities and backgrounds.

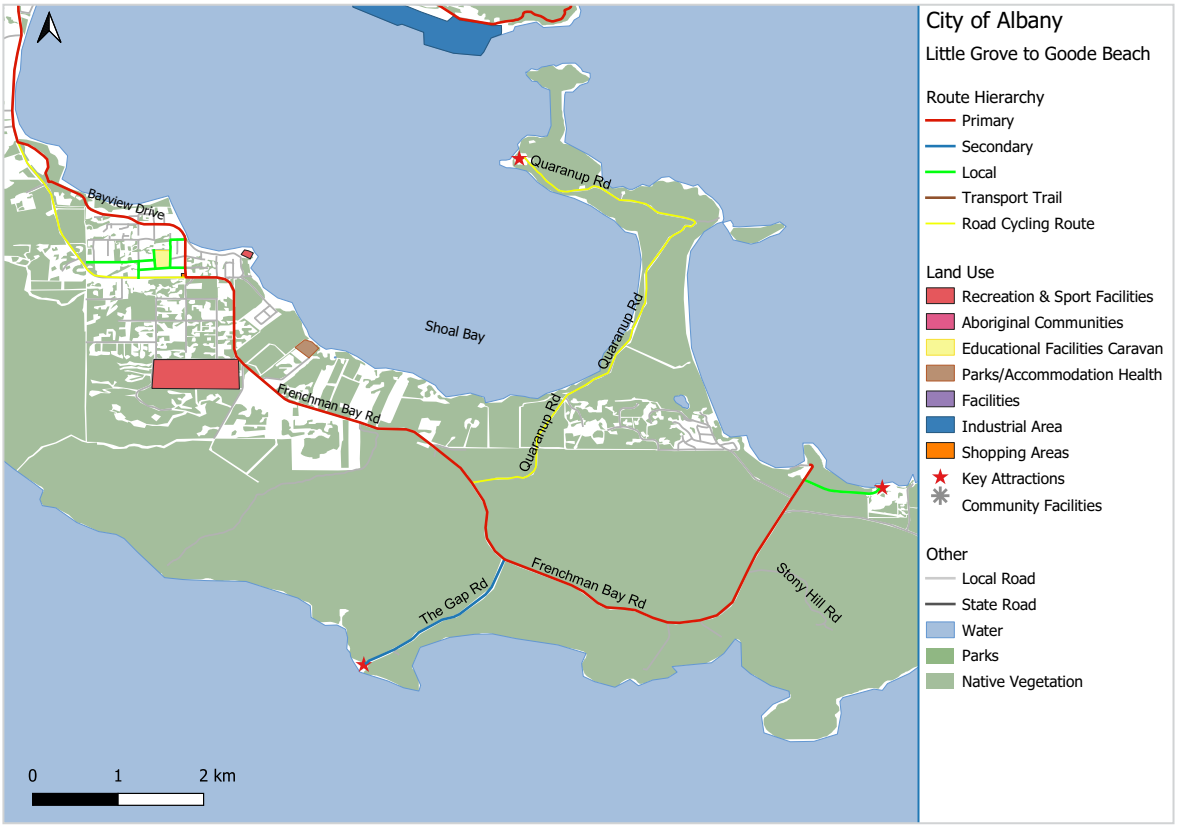
Map 4.03 City of Albany – CBD



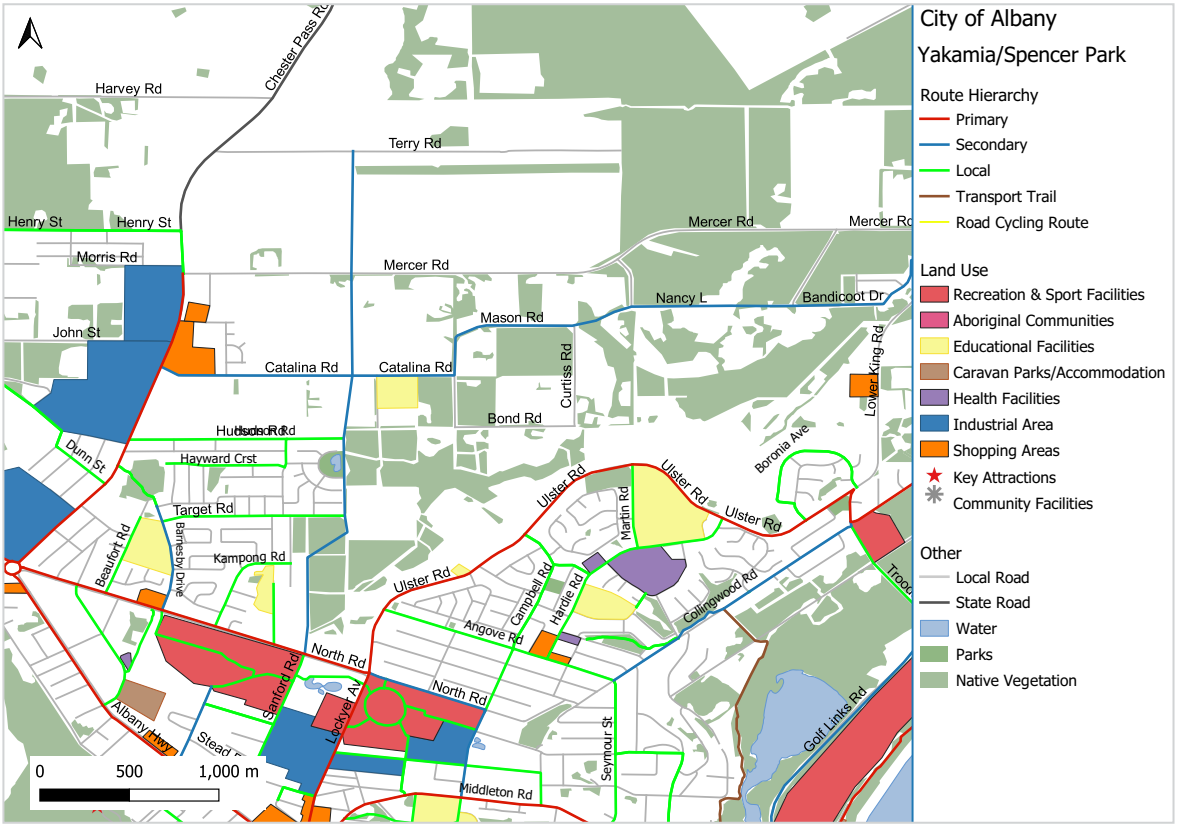
Map 4.04 City of Albany – Middleton Beach to Emu Point



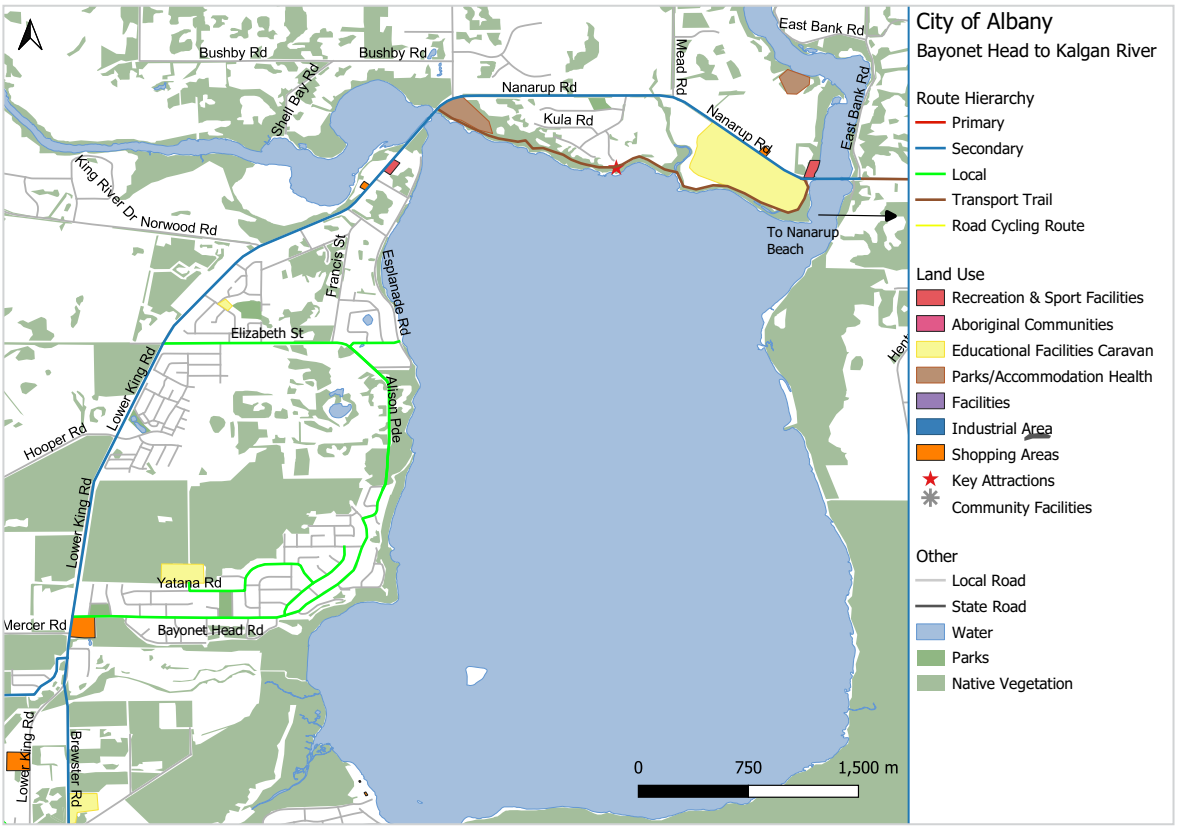
Map 4.05 City of Albany – Little Grove to Goode Beach



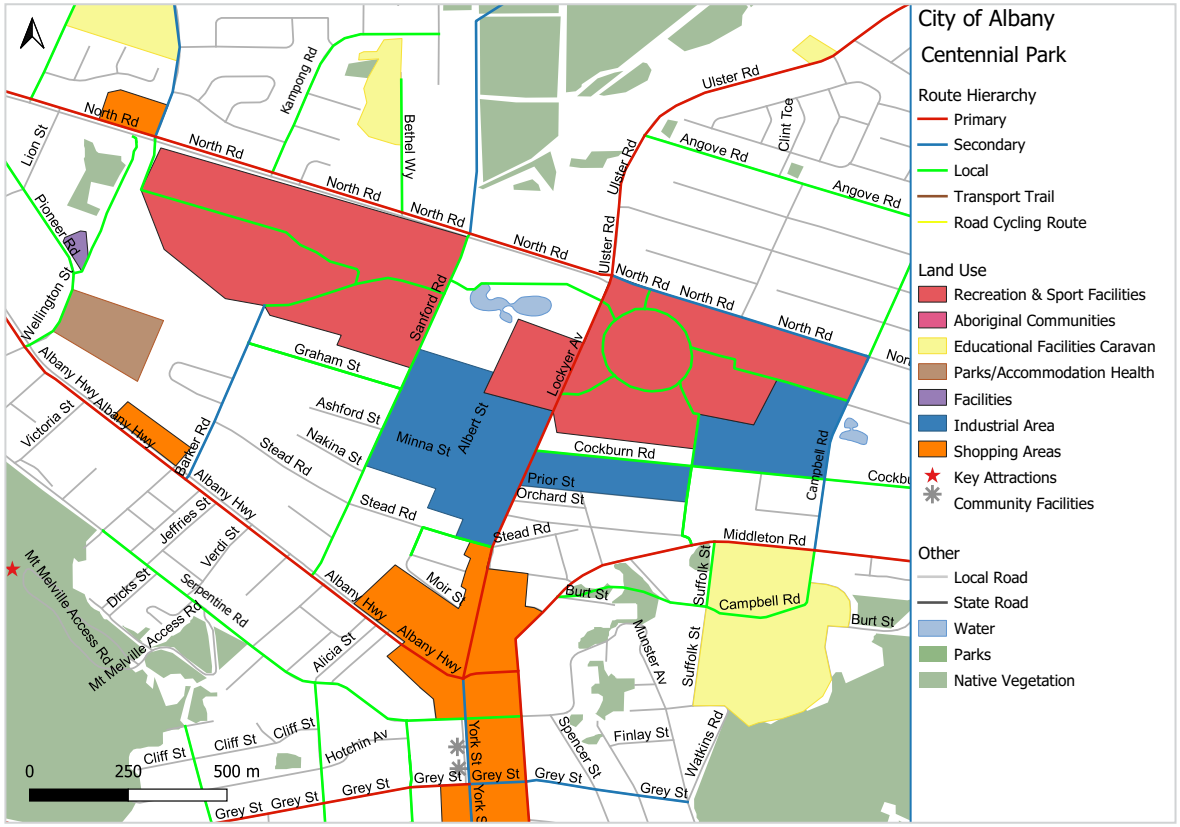
Map 4.06 City of Albany – Yakamia/Spencer Park



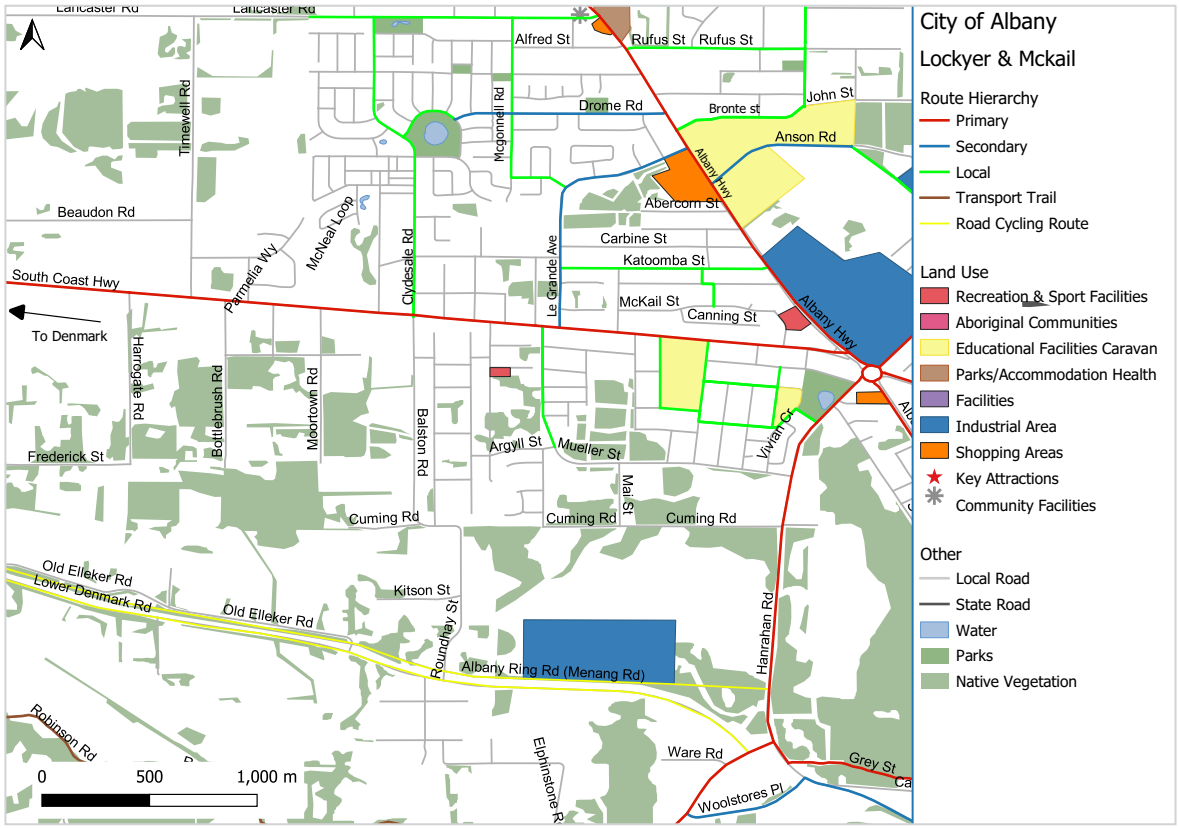
Map 4.07 City of Albany – Bayonet Head to Kalgan River



Map 4.08 City of Albany – Centennial Park



Map 4.09 City of Albany – Lockyer and McKail



4.3 Shire of Broomehill-Tambellup

The routes proposed for the Shire of Broomehill-Tambellup are shown in maps 4.10 to 4.11.

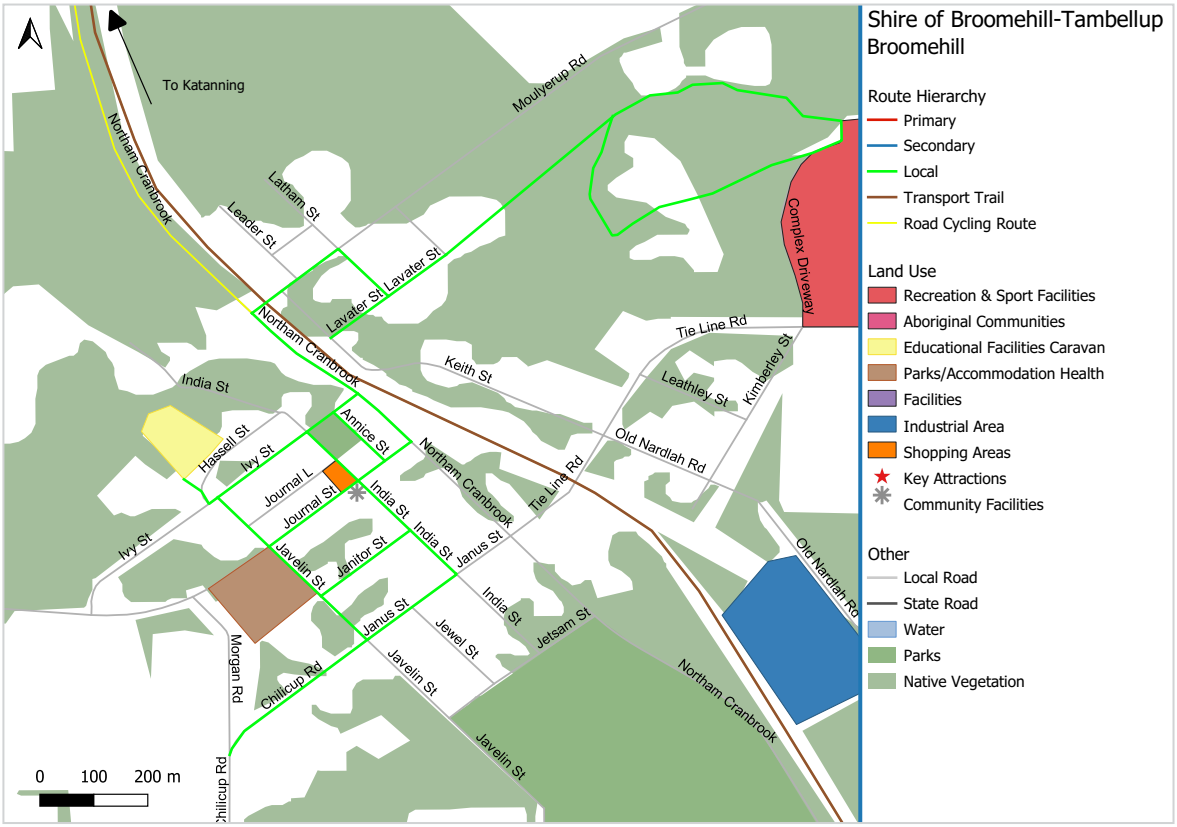
4.3.1 Broomehill

- A network of local routes connecting residents with the town centre and school;
- Developing a safe local route from the Primary School to the Recreational Centre;
- A long-distance transport trail connecting Broomehill to Katanning and Tambellup (part of the proposed Albany to Woodanilling Rail Trail); and
- A road cycling route connecting Broomehill to Katanning and Kojonup.

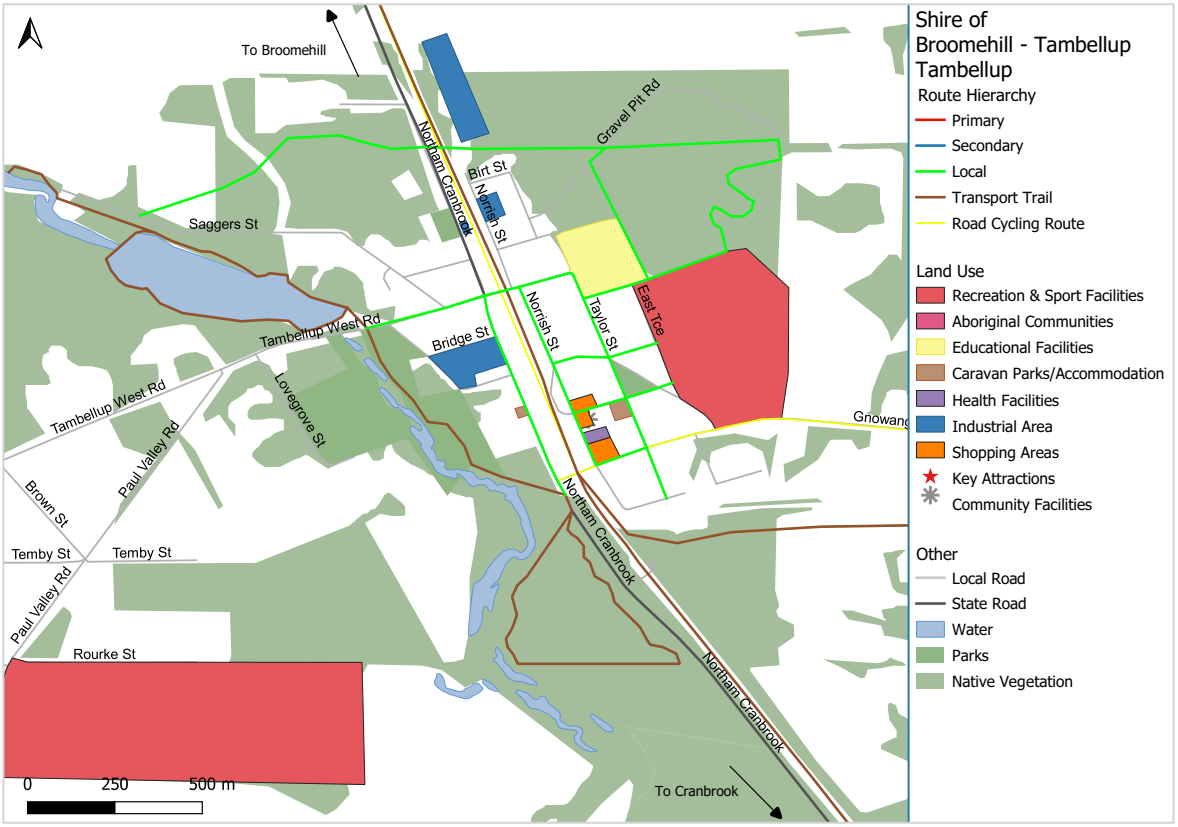
4.3.2 Tambellup

- Developing a safe local route from the Primary School and Sports Complex to the trails near the Gordon River;
- A short transport trail connecting existing recreational trails along the Gordon River;
- A long-distance transport trail connecting Broomehill to Katanning and Tambellup (part of the proposed Albany to Woodanilling Rail Trail);
- A long-distance transport trail connecting Tambellup to Gnowangerup via the closed rail corridor;
- A road cycling route connecting Tambellup to Gnowangerup; and
- A safe crossing point near Birt Street (to cross the Great Southern Highway and railway line).

Map 4.10 Shire of Broomehill-Tambellup – Broomehill



Map 4.11 Broomehill-Tambellup – Tambellup



4.4 Shire of Cranbrook

The routes proposed for the Shire of Cranbrook are shown in maps 4.12 to 4.14.

4.4.1 Cranbrook

- Developing a safe local route from the Primary School and Sports Ground to the town centre;
- A transport trail connecting Cranbrook town centre to Sukey Hill;
- A long-distance transport trail connecting Cranbrook to Broomehill and Kendenup (part of the proposed Albany to Woodanilling Rail Trail); and
- A transport trail connecting Cranbrook to the Stirling Range via Salt River Road.

4.4.2 Tenterden

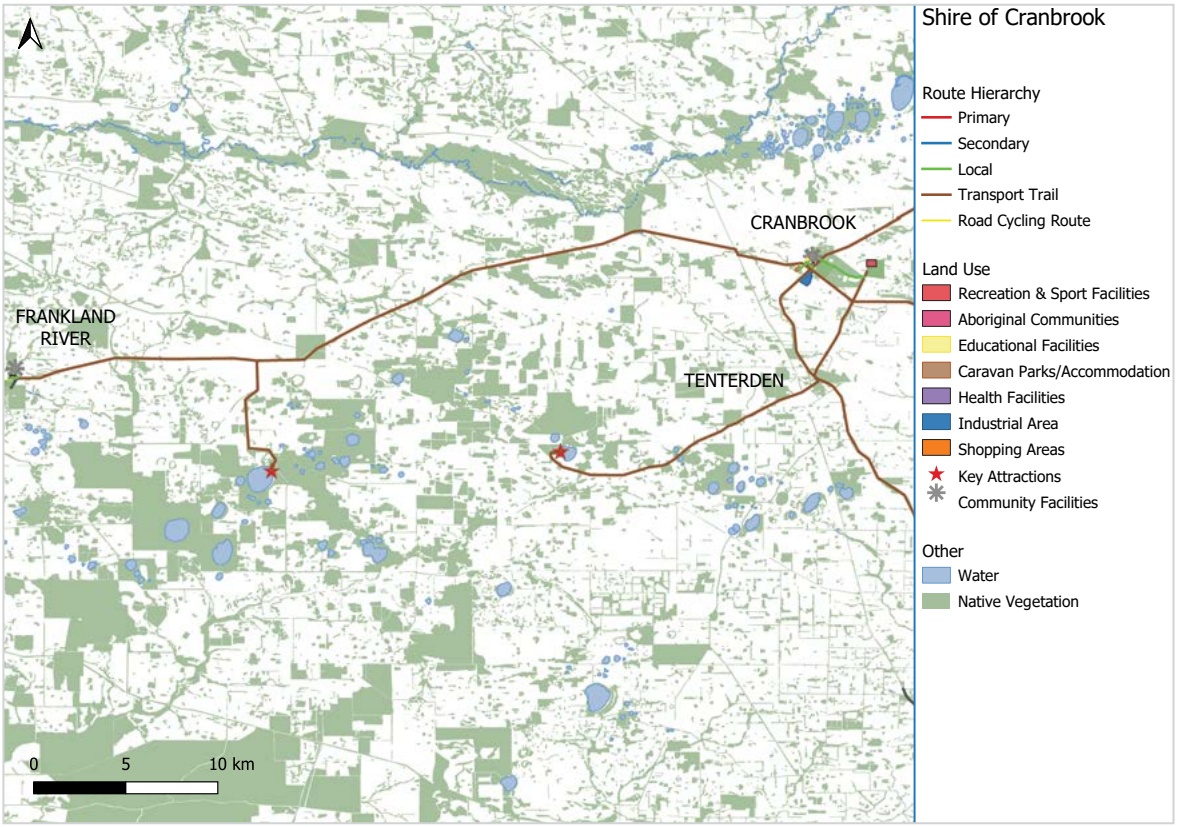
- A transport trail connecting Tenterden to Cranbrook via Ronaldshaw Road.

4.4.3 Frankland River

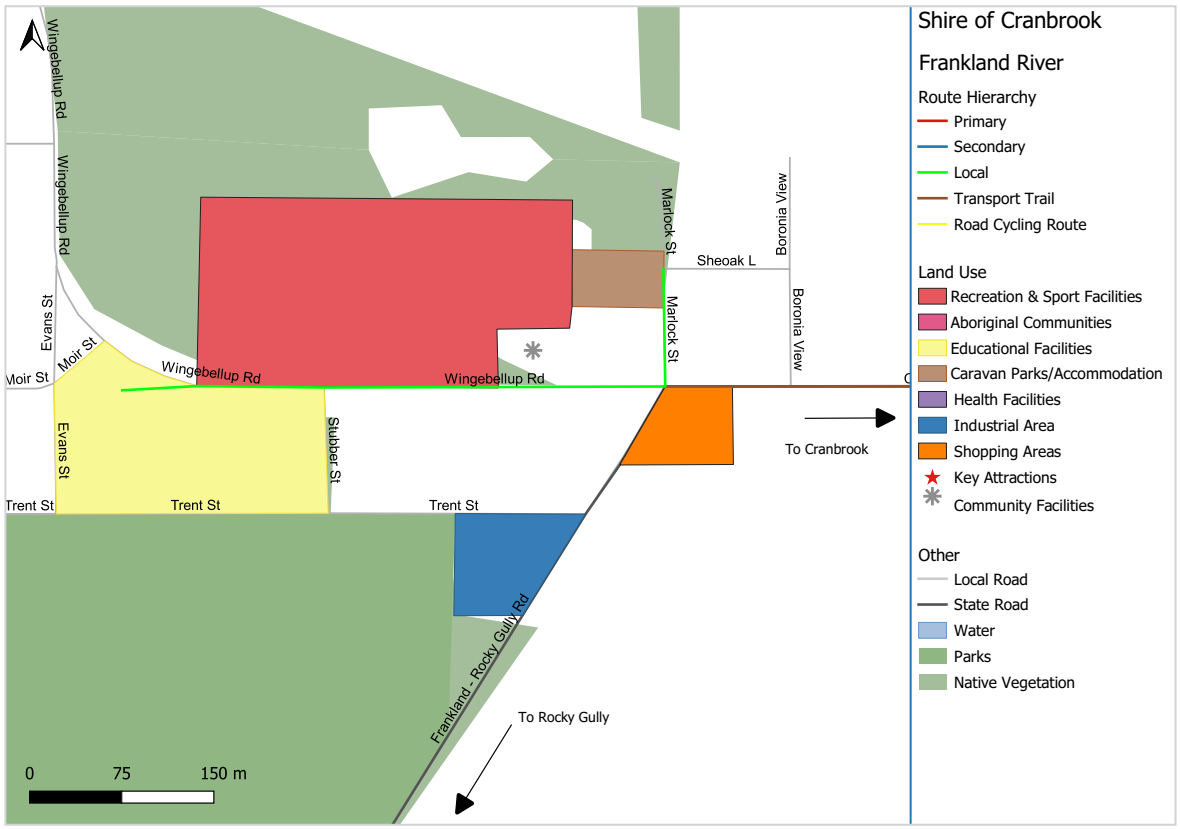
- Developing a safe local route from the Primary School and Marlock Street; and
- A safe crossing point on Wingebellup Road.

Map 4.12 Shire of Cranbrook – Townsite

Map 4.13 Shire of Cranbrook – Regional including Tenterden



Map 4.14 Shire of Cranbrook – Frankland River



4.5 Shire of Denmark

The routes proposed for the Shire of Denmark are shown in maps 4.15 to 4.17.

4.5.1 Denmark

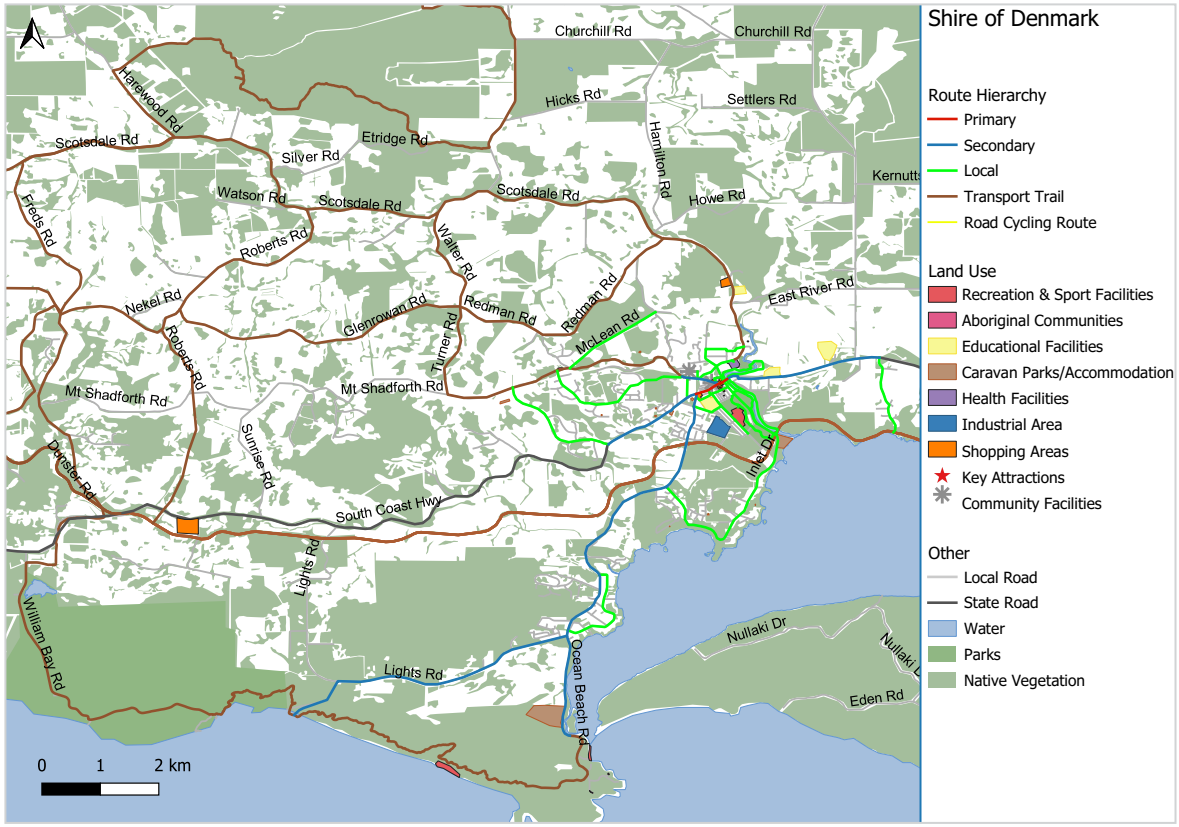
A primary route along the South Coast Highway from Hollings Road to Ocean Beach Road;

- A network of secondary routes complementing and connecting the local route networks, including:
  - Mount Shadforth Road to Peace Street;
  - South Coast Highway to Cussons Road;
  - Ocean Beach Road;
- South Coast Highway to Springdale Beach;
- A network of local routes connecting residents with town centre destinations, including primary schools, the pump track, and Recreation Centre;
- Local routes connecting residents living in Peace Street and Cussons Road to the town centre;
- A network of transport trails linking tourism attractions on Scotsdale Road and surrounding areas;
- A transport trail along Mount Shadforth connecting to the proposed MTB trails on Turner Road;
- A transport trail along Lights Road connecting to Lights Beach, creating a loop trail with the WOW trail; and
- A road cycle route on the South Coast Highway and Scotsdale Road.

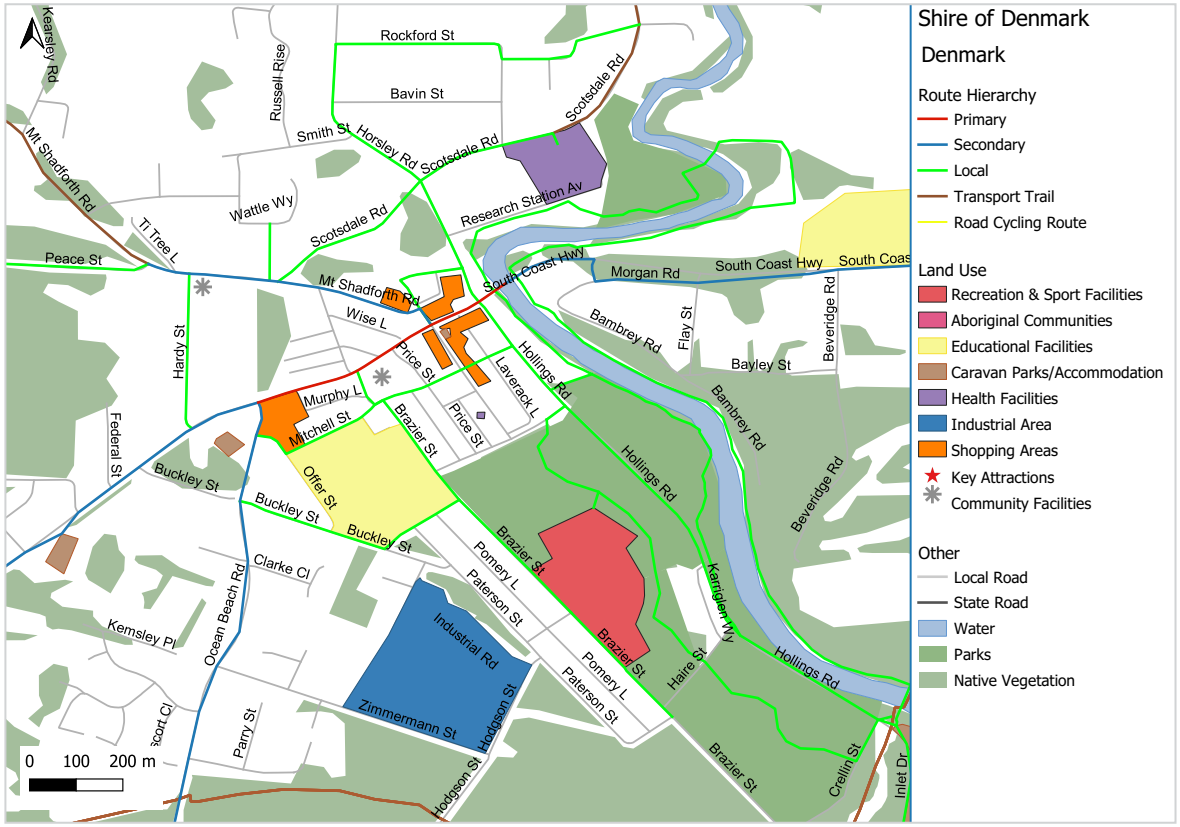
4.5.2 Peaceful Bay and Nornalup

- A transport trail along the Valley of the Giants Road;
- A transport trail from Station Road to Nornalup, completing the Denmark-Nornalup Heritage Rail Trail;
- A safe pedestrian and cyclist bridge over the Frankland River, connecting the village of Nornalup to the Valley of the Giants trail head; and
- A transport trail from the Denmark-Nornalup Heritage Rail Trail to Peaceful Bay.

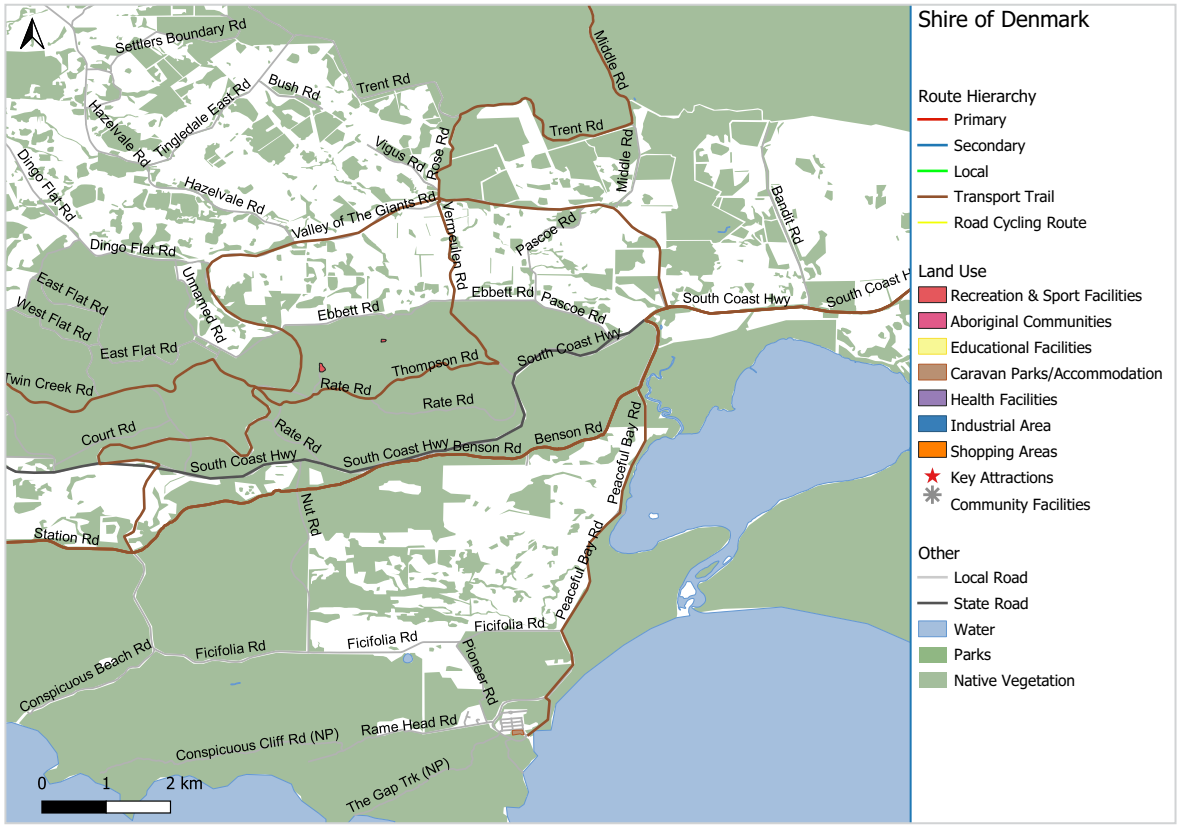
Map 4.15 Shire of Denmark – Regional



Map 4.16 Shire of Denmark – CBD



Map 4.17 Shire of Denmark – West



4.6 Shire of Gnowangerup

The routes proposed for the Shire of Gnowangerup are shown in maps 4.18 to 4.20.

4.6.1 Gnowangerup

- Local route connecting the Sports and Recreational Complex, Caravan Park and District High School to the Hospital;
- A safe crossing on Yougenup Road near Cecil Street;
- A transport trail connecting Gnowangerup to Tambellup using the closed rail corridor;
- A transport trail linking Gnowangerup to the proposed Kojonup-Katanning-Pingrup rail trail west of Nyabing;
- A transport trail linking Gnowangerup to the Stirling Range National Park via Formby South Road; and
- A road cycle route to Tambellup.

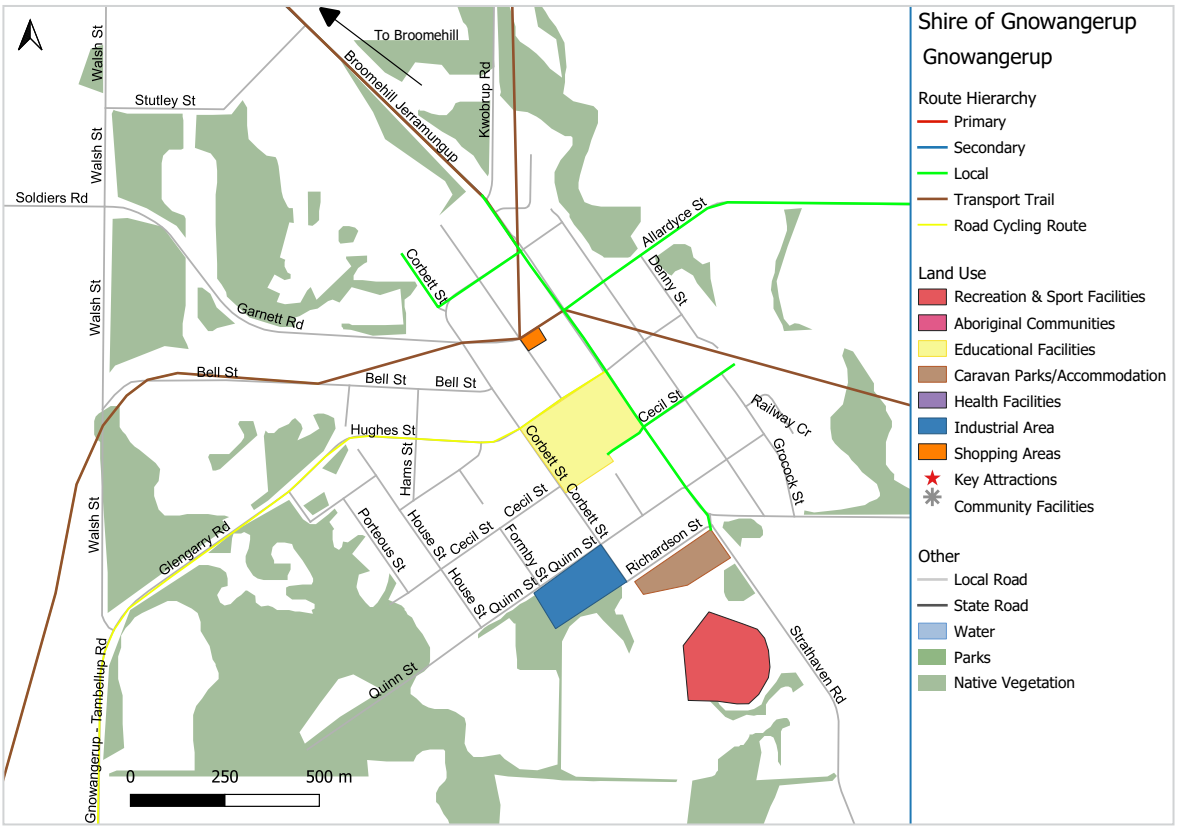
4.6.2 Borden

- A transport trail linking Borden to the Stirling Range National Park and the proposed Kojonup-Katanning-Pingrup rail trail west of Pingrup; and
- A local route on John Street in Borden connecting to the proposed transport trail on Chester Pass Road.

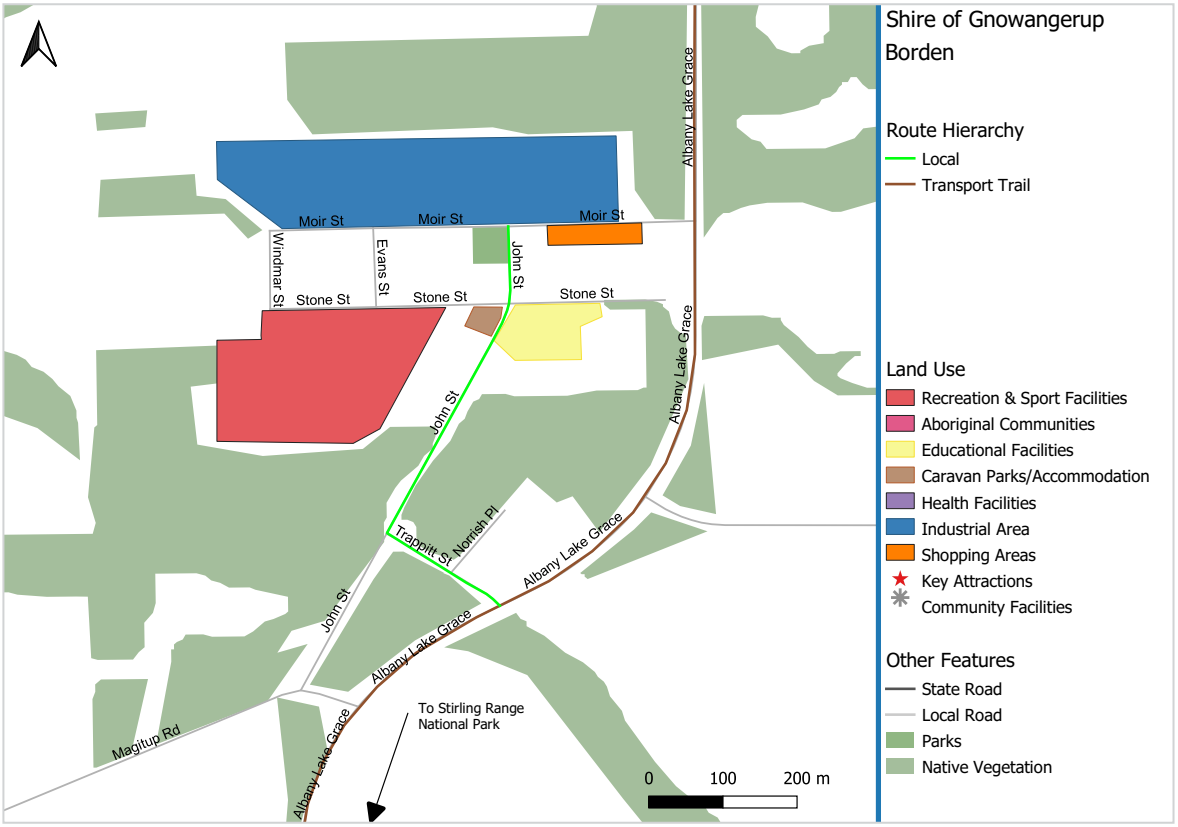
4.6.3 Ongerup

- A local route on Jaekel Street in Ongerup connecting the Yongergnow Mallee Fowl Centre to the caravan park and main street; and
- A transport trail linking Ongerup to Chester Pass Road.

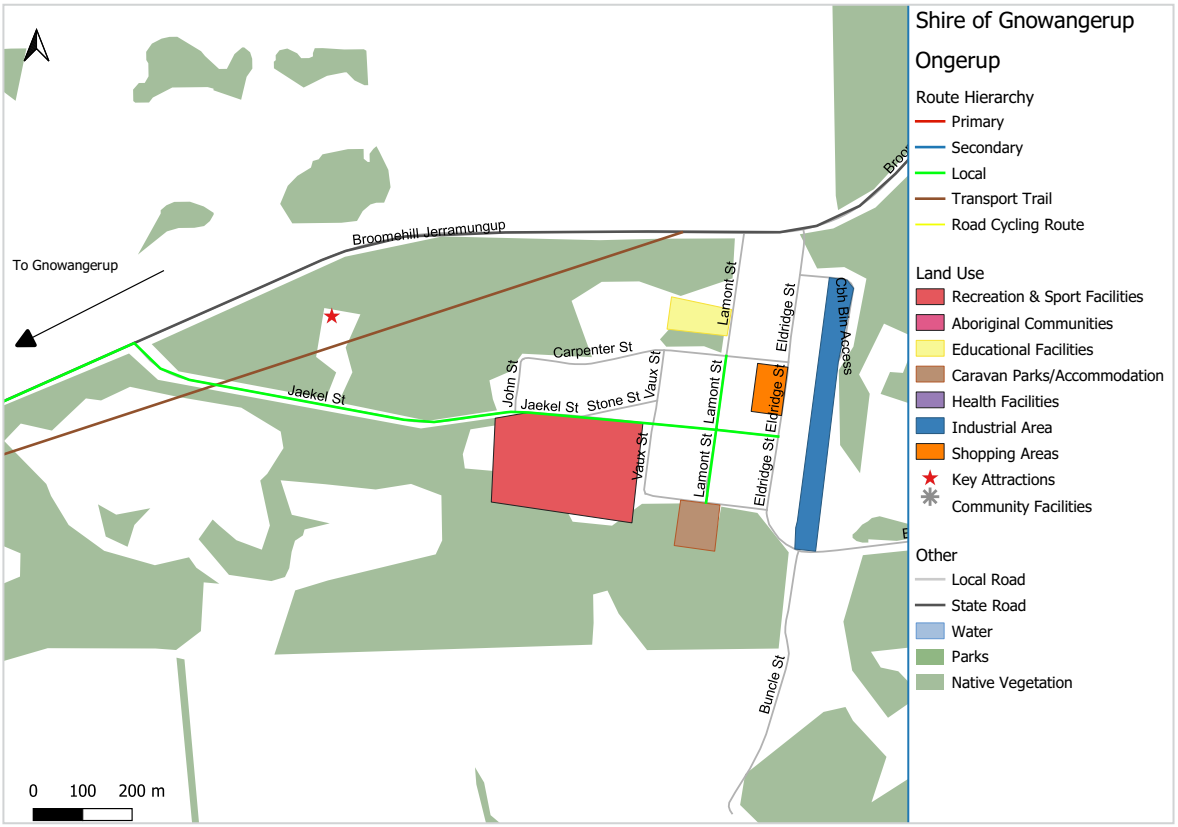
Map 4.18 Shire of Gnowangerup



Map 4.19 Shire of Gnowangerup – Borden



Map 4.20 Shire of Gnowangerup – Ongerup

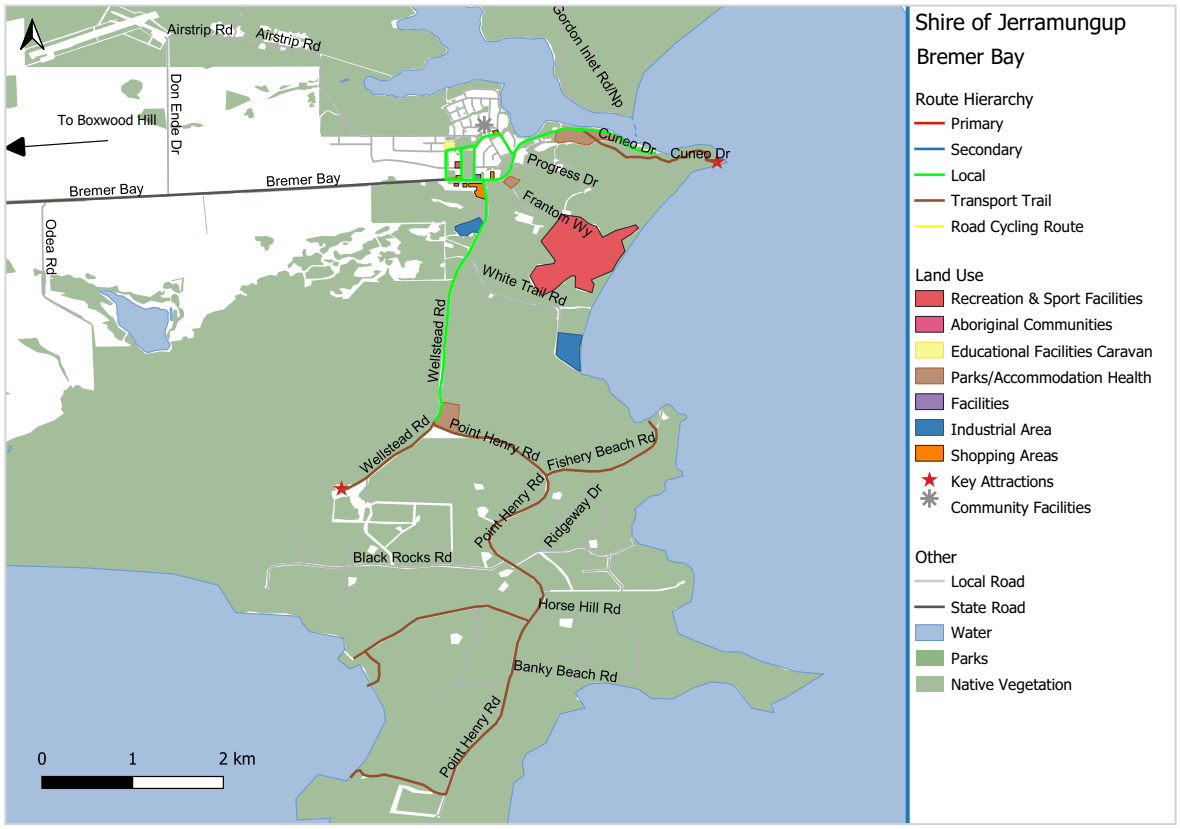


4.7 Shire of Jerramungup

The routes proposed for the Shire of Jerramungup are shown in Map 4.21.

- Local routes connecting the proposed new town centre, including skatepark to the Primary School, Community Resource Centre, and shops;
- A transport trail from Cuneo Drive to the Rock Cairn lookouts;
- A transport trail that extends from the existing Native Snail Trail to the Wellstead Museum; and
- A network of transport trails linking the Bremer Bay beaches.

Map 4.21 Shire of Jerramungup – Bremer Bay

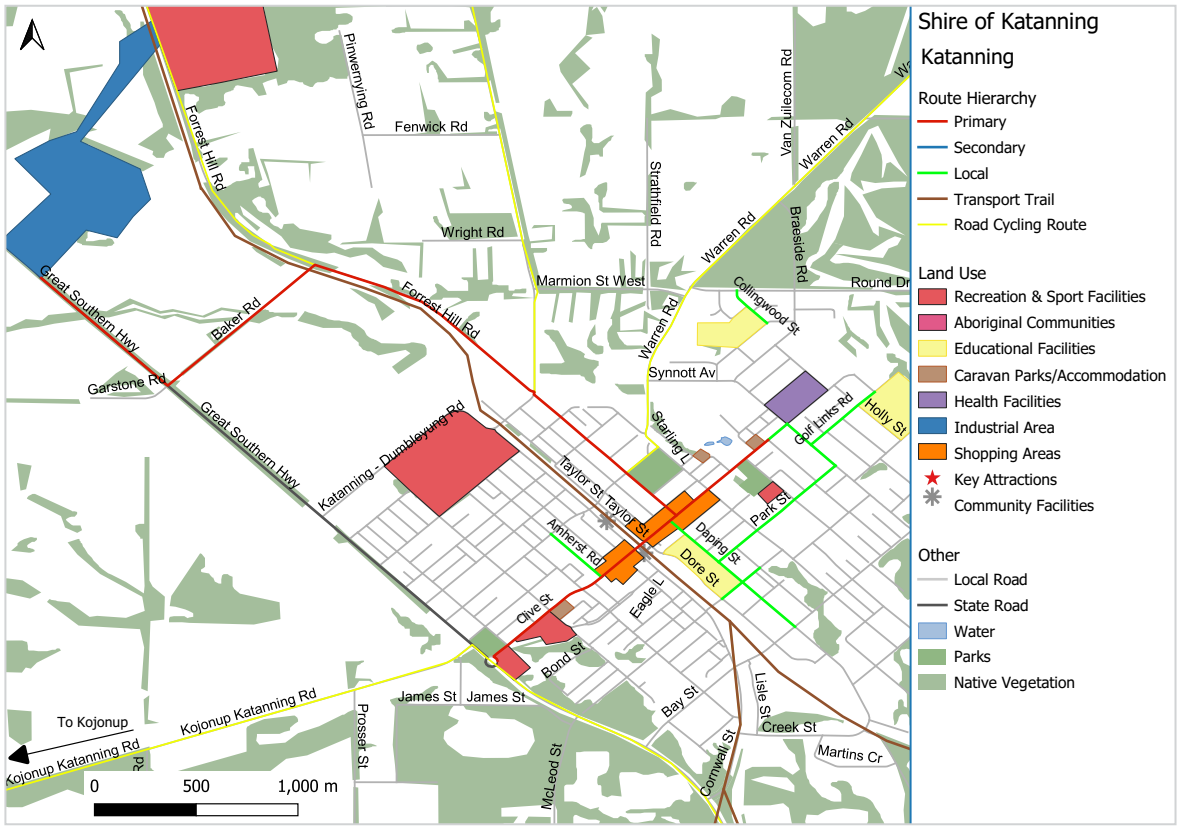


4.8 Shire of Katanning

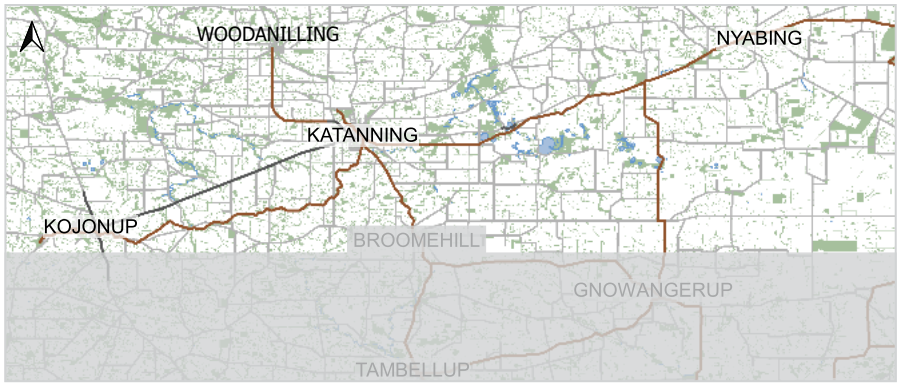
The routes proposed for the Shire of Katanning are shown in maps 4.02a and 4.22.

- A primary route along Clive Street connecting the All Ages Playground to Piesse Park;
- A secondary route connecting Clive Street to WAMCO via Forrest Hill Road;
- A transport trail to Kojonup and Nyabing via the closed railway line (see Map 4.02a below); and
- A road cycling network connecting Katanning to Kojonup, Woodanilling and Broomehill.

Map 4.22 Shire of Katanning



Map 4.02a Inland Region Transport Trails



Return to Map 4.02 (page 27)

4.9 Shire of Kent

The routes proposed for the Shire of Kent are shown in maps 4.02b, 4.23 and 4.24.

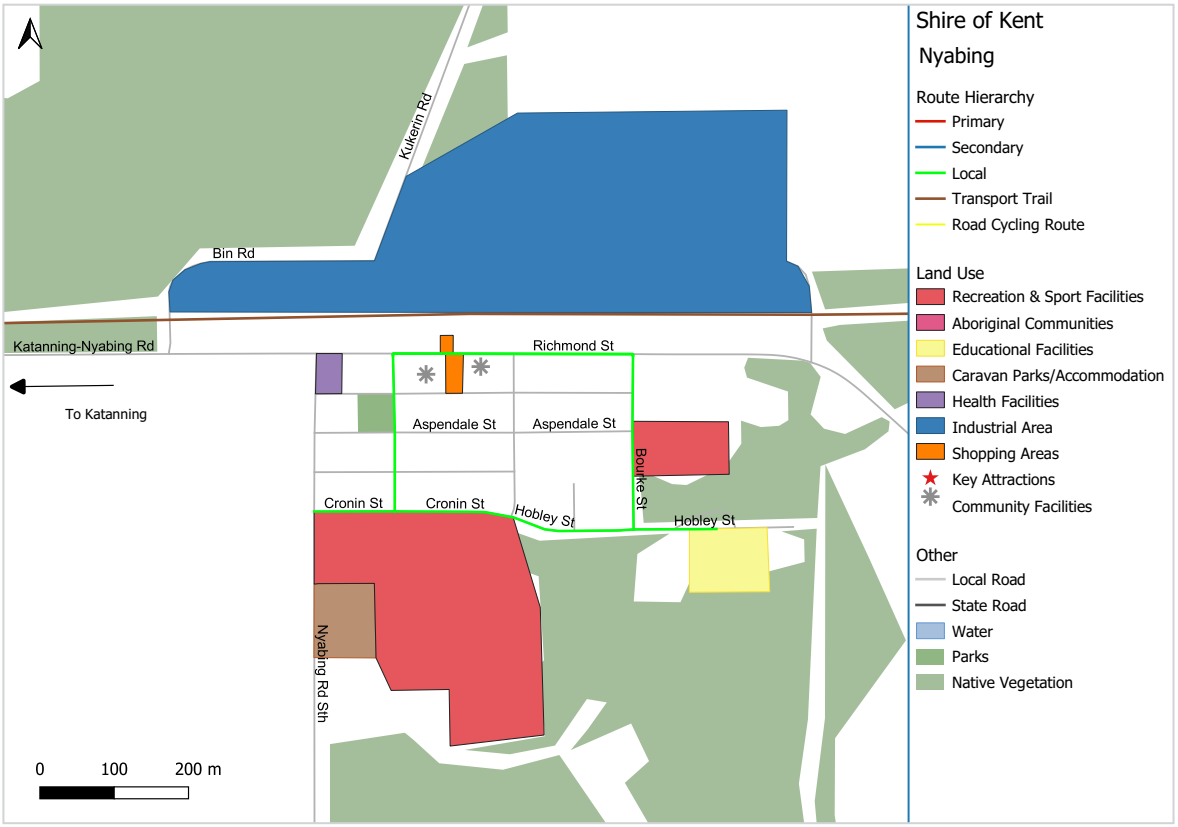
4.9.1 Nyabing

- Local routes connecting the Primary School, caravan park and town centre; and
- A transport trail to Katanning and Pingrup via the closed railway line (see Map 4.02b below).

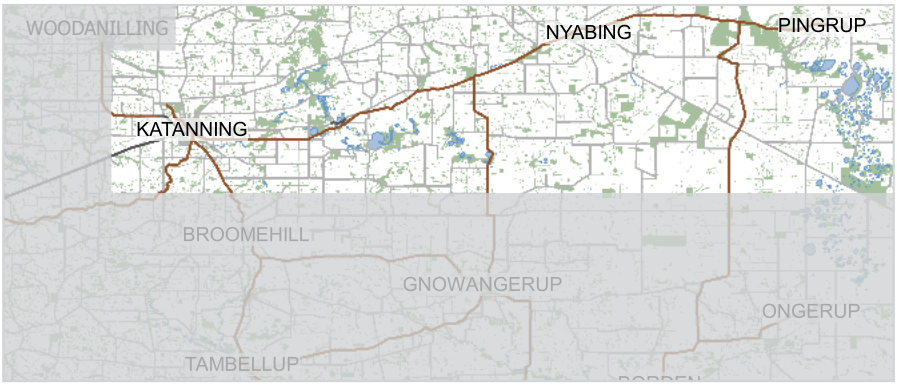
4.9.2 Pingrup

- Local routes connecting the Primary School, caravan park, and recreation centre; and
- A transport trail to Katanning and Nyabing via the closed railway line (see Map 4.02b below).

Map 4.23 Shire of Kent – Nyabing

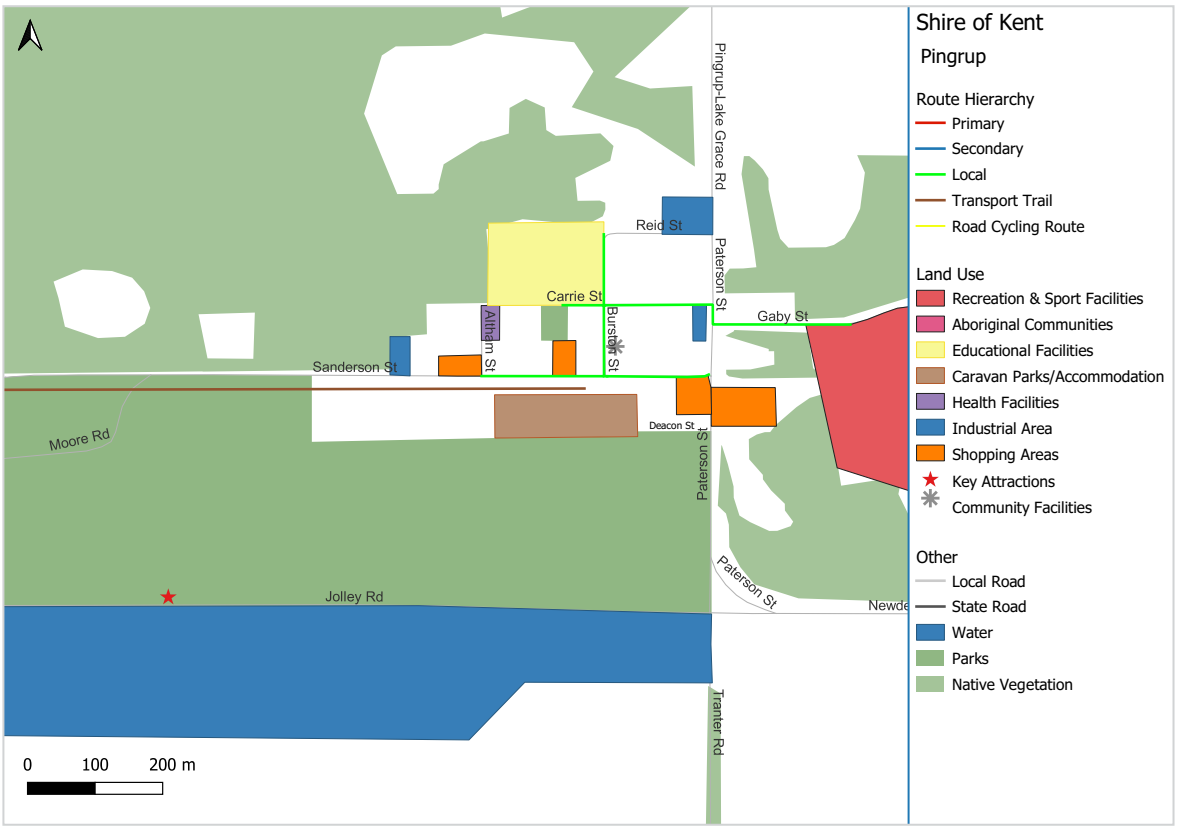


Map 4.02b Inland Region Transport Trails



Return to Map 4.02 (page 27)

Map 4.24 Shire of Kent – Pingrup

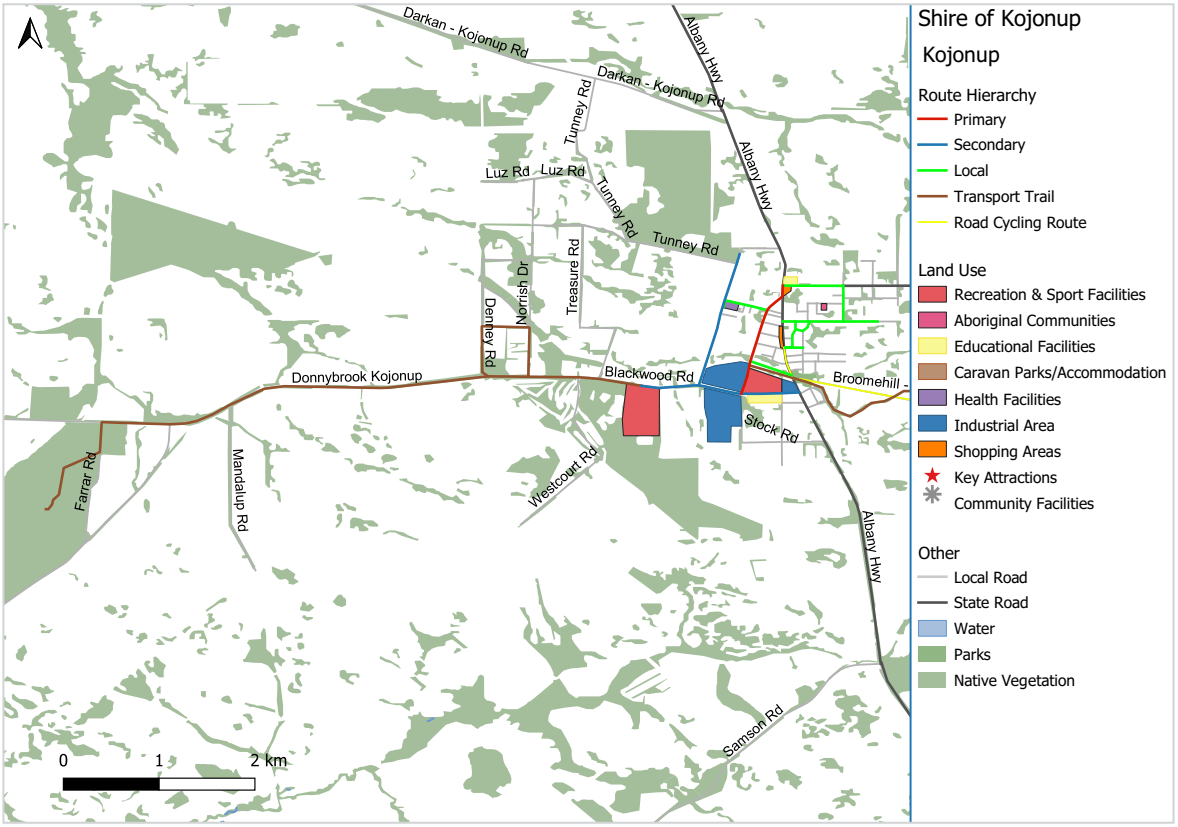


4.10 Shire of Kojonup

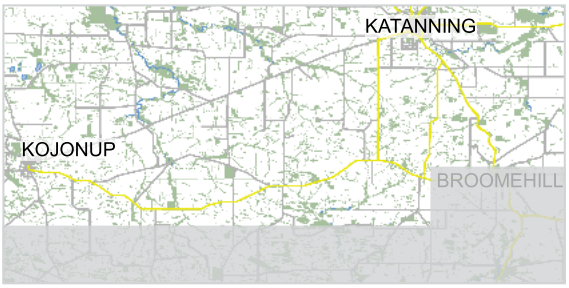
The routes proposed for the Shire of Kojonup are shown in maps 4.01b, 4.02c, 4.25 and 4.26.

- A primary route connecting the District High School to St Bernard's Primary School via Pensioner Road;
- A safe crossing point on the Albany Highway near St Bernard's Primary School;
- Secondary routes connecting to key recreational precincts:
- Blackwood Road to the Showgrounds;
- Soldier Road from Blackwood Road to Myrtle Benn Flora and Fauna Sanctuary;
- Local routes connecting residential areas to schools, town centre and recreation precincts;
- A transport trail connecting Kojonup to Katanning (see Map 4.02d); and
- A road cycling network connecting Kojonup to Katanning (see Map 4.01b).

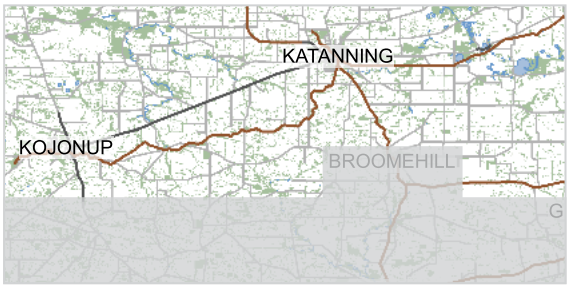
Map 4.25 Kojonup – Regional



Map 4.01b Regional Road Cycle Routes

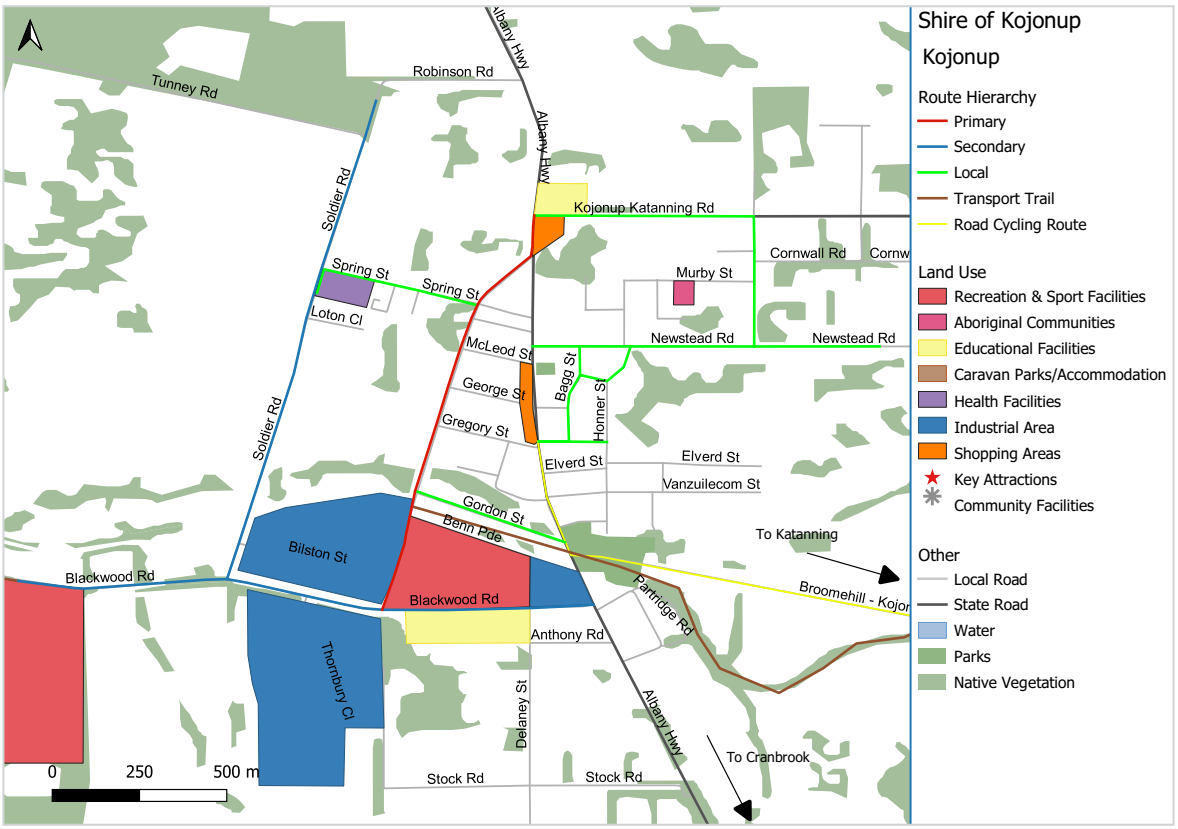


Map 4.02c Inland Region Transport Trails



Return to Map 4.01 and Map 4.02 (page 27)

Map 4.26 Kojonup – Townsite



4.11 Shire of Plantagenet

The routes proposed for the Shire of Plantagenet are shown in maps 4.27 to 4.29.

4.11.1 Mount Barker

- Primary routes connecting Mount Barker Community College to Mondurup Street via the Albany Highway and Lowood Road;
- Local routes connecting residential areas to the primary and secondary spines;
- A transport trail to the Pwakkenbak MTB Park via Braidwood Road;
- A transport trail to the pump track and Pwakkenbak MTB park via Mitchell Street, St Werburghs Road and Mount Barker Road;
- A transport trail linking Mount Barker to Albany via the active rail corridor (proposed Albany to Woodanilling Rail Trail); and
- A transport trail to Porongurup National Park along O'Neill Road.

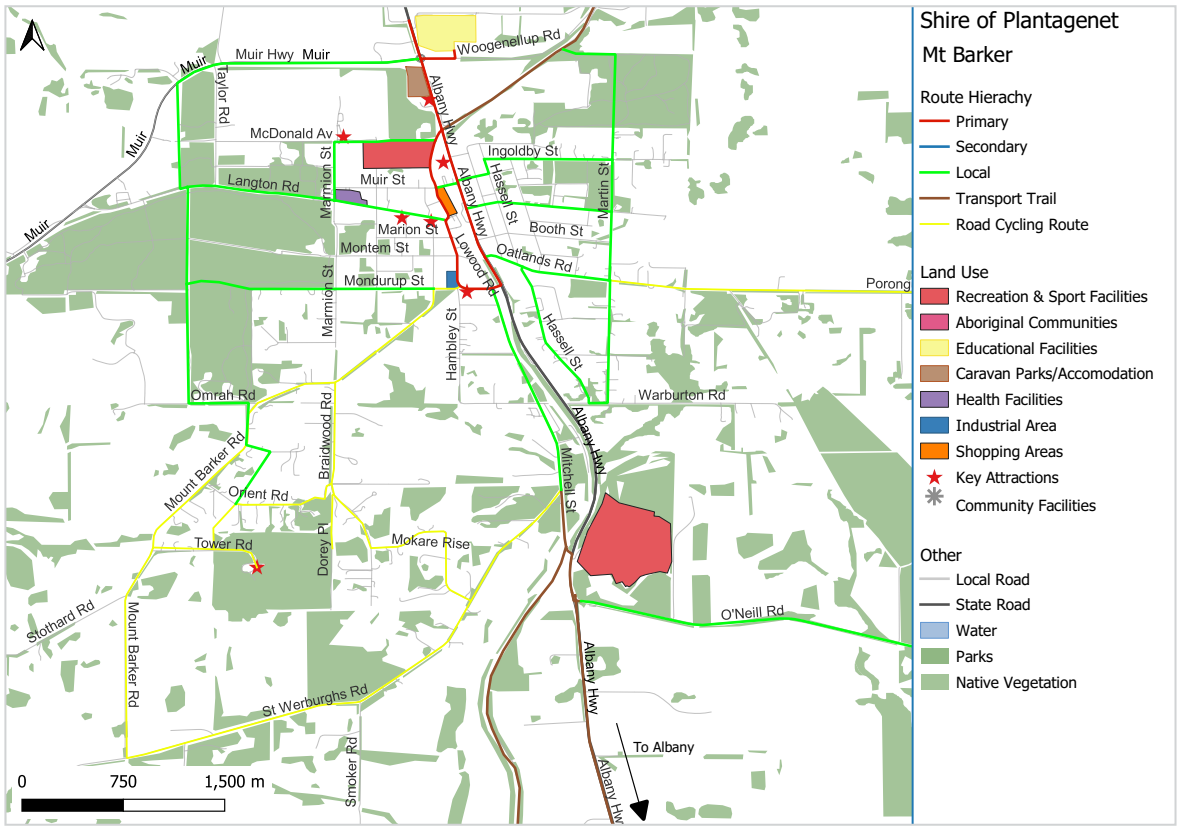
4.11.2 Kendenup

- A transport trail linking Kendenup to Mount Barker via the active rail corridor (proposed Albany to Woodanilling Rail Trail).

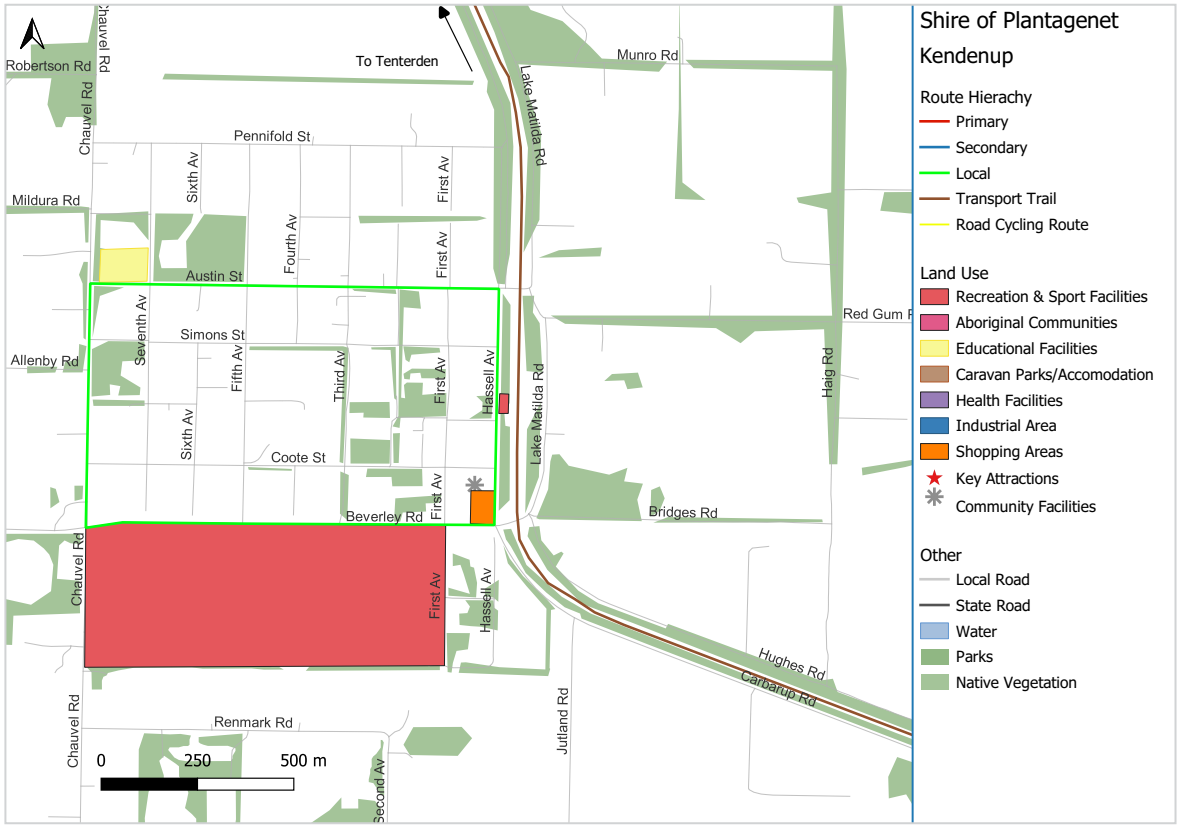
4.11.3 Porongurup

- A transport trail that loops around the Porongurup National Park using Millinup Road, Chester Pass Road, Porongurup Road and Woodlands Road; and
- A transport trail to Mount Barker along O'Neill Road.

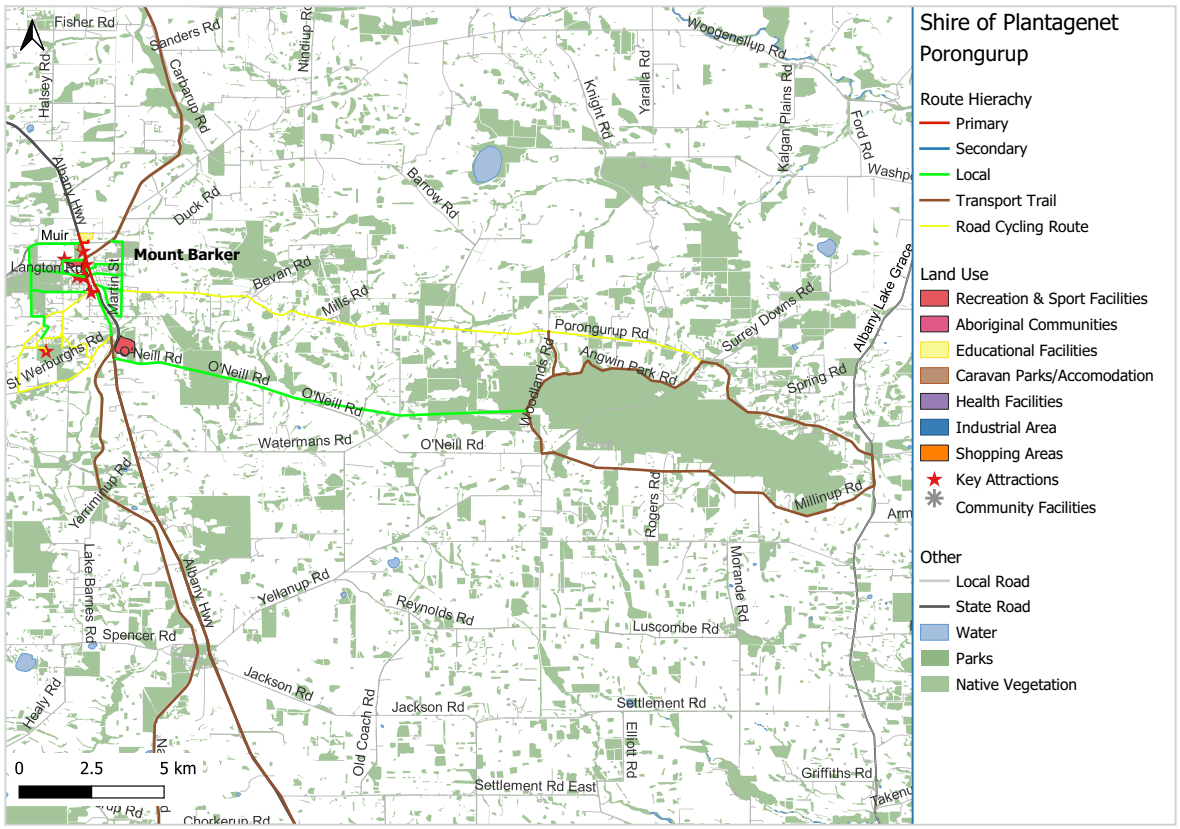
Map 4.27 Shire of Plantagenet – Mount Barker



Map 4.28 Shire of Plantagenet – Kendenup



Map 4.29 Shire of Plantagenet – Porongurup

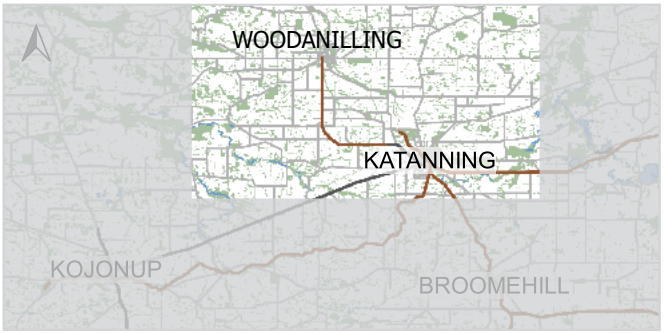


4.12 Shire of Woodanilling

The routes proposed for the Shire of Woodanilling:

- A transport trail linking Woodanilling to Katanning via the active rail corridor – proposed Albany to Woodanilling Rail Trail (see Map 4.02d).

Map 4.02d Inland Region Transport Trails



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5. The Way Forward

This section outlines the key themes that have guided the development of this strategy. Within each of the themes several opportunities have been identified to highlight the potential for bike riding in the Great Southern. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

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

One of the aims of this strategy is to support and encourage more people of all ages and abilities to choose bike riding as a safe and appealing form of transport. Bike riding offers benefits over other forms of transport because it reduces congestion, is environmentally friendly, and improves riders' health and wellbeing.

To achieve this goal, it is essential that the places that people want to travel to – such as schools, workplaces, shopping centres, and recreation precincts – are connected by high-quality cycling facilities that are safe, direct, and clearly signposted.

In large urban centres, the most practical way to connect activity centres to residential areas is along major urban roads. Primary and secondary routes (as defined in Section 3) are typically located within these corridors and can take the form of either on-road bike lanes or off-road shared paths.

In smaller towns, local routes may be the most effective means to connect to activity centres. In both cases, it is critical that they are of a standard which reflects the 'all ages and abilities' design philosophy.

Consultation for this strategy showed that bike riders' primary concern is potential or actual stress arising from interactions with motor vehicles.

The level of stress varies across the cycling network depending on the volume of vehicles, the speed of vehicles, and the size and type of vehicle. Other challenges include gaps in the cycle path network; a lack of convenient and accessible crossing points that enable pedestrians and bike riders to cross major roads safely; off-road shared paths that do not meet current design standards; and a reliance on off-road shared paths that prioritise on-road traffic at all road intersections.

Opportunities exist to provide safer, more convenient ways for people to ride to school, work, the shops and recreation areas, including:

- Addressing missing links in the path network;
- Establishing safe school routes; and
- Establishing safe crossing points.

5.1.1 Opportunity: Address missing links in path network

Albany has a large network of shared paths and footpaths, connecting most suburbs into the city centre. However, for some residents who live north or west of the large roundabout connecting the Albany Highway and Chester Pass Road, access to the Central Business District (CBD) and the key recreation precinct of Centennial Park by bike is difficult and dangerous due to the lack of suitable path infrastructure.

In smaller towns across the region, path infrastructure is often missing or lags new sub-division development.

Potential opportunities to address missing links across the region include:

- **Albany:** Dedicated cycle routes linking Gledhow, Orana, Milpara, McKail and Lockyer to the city centre and Centennial Park;
- **Mount Barker:** a link from the town centre to the new Mountain Bike Park at Pwakkenbak (Mount Barker Hill);
- **Denmark:** Links from the town centre to new residential areas on Cussons Road, Peace Street, and Springdale Beach; and
- **Frankland River Bridge:** Upgrade to provide safe cyclist and pedestrian access from Nornalup village to the Valley of the Giants trailhead on western side of the river.

When addressing these gaps and making improvements to the existing cycle network, this strategy supports initiatives to make bike riding a safer, more comfortable experience for all users.

Consultation for this strategy shows that most cyclists prefer protected bike lanes and off-road paths. Separating bike riders and motor vehicles makes riding more comfortable by reducing traffic stress.

Other factors that make bike riding a more comfortable experience are:

- Placing routes through attractive and safe locations;
- Providing wider and smoother paths that allow for side-by-side riding and overtaking in comfort;
- Keeping existing paths well-maintained;
- Minimising delays for riders, particularly at intersections and crossings;
- Providing good lighting; and
- Holding rails and foot rests.

Case Study | Middleton Road Cycle Path

Middleton Road in Albany is the main route connecting the suburbs of Middleton Beach and Emu Point to the central business district and also connects Albany Primary School and Albany Senior High School to the surrounding residential areas. The route is regularly used by bike riders and scooters commuting to work and school as well as recreational cyclists and tourists accessing the scenic beaches, coastline, and CBD.

Previously, the road design had no dedicated cycle lanes or other features separating bike riders from vehicles. Added to this were several 'pinch points', roundabouts and centre islands that were contributing to dangerous interactions between cyclists and vehicles.

The key features of the infrastructure improvements included defined on-road cycle lanes, improvements to merge points at roundabouts, replacement of poor road surface, damaged grates and kerbing and improvements to the adjacent shared paths.

The infrastructure works were supported by a comprehensive community awareness and education campaign that focused on vulnerable road users such as pedestrians and bike riders. The education campaign engaged residents, business owners and the schools through Share the Road information, Keys for Life campaign for novice drivers and students, cycling activities at Albany Primary School, newspaper stories and cinema adverts.

At a glance

16%
Increase in cyclists travelling east

35%
Increase in cyclists travelling west

Recipient of a Road Safety Award

Middleton Road cycle path
Credit: City of Albany

5.1.2 Opportunity: Safe school routes

Establishing safe cycle routes in town centres makes bike riding a safer and more feasible option for riders of all abilities. Being active is essential for many aspects of a young person's health and development and bike riding is a fun way to build healthy exercise habits for all children and youth. Children in regional and remote areas have been found to be more likely to be overweight or obese (29 per cent) than children living in major cities. A quarter of children aged 2–17 are overweight or obese.[18]

Encouraging children to ride and scoot to school is an important way to increase the rate of physical activity and reduce the rate of childhood obesity. However, the percentage of students walking or riding to school is significantly less than in the past. Although many Great Southern towns have small populations with low traffic volumes, very few children ride to school.

One of the most effective ways to encourage bike riding amongst youth is to make it a safe, easy and convenient method of transport to school and recreational activities.

Community and stakeholder consultation for this strategy identified several barriers, including the lack of footpaths or bicycle paths, lack of pedestrian crossings on major roads, and lack of safe, all-weather bike storage facilities at schools and recreation precincts.

Dedicated safe school routes should allow school children safe passage to and from school and key recreation precincts. The network in this strategy has been designed to ensure that all schools located within townsites are accessible.

The infrastructure needed will vary in each town and may include new footpaths or bicycle paths, upgrades to existing footpaths or bike paths, and new crossing points.

These improvements should be supported by improved signage, maps and promotional campaigns to raise awareness of the route amongst residents and other road users – see example for the City of Albany in case study above. Other initiatives to encourage riding to school include school-based skills and education programs and secure, all-weather end-of-trip facilities such as lockable bike shelters. See Section 5.3.1 for a discussion of these initiatives.

5.1.3 Opportunity: Developing safe crossing points

Analysis of the location of cyclist crashes occurring in the Great Southern region for the period 2017–2021 reveals that most cycling crashes occur at busy intersections and crossings, particularly where highways intersect with major roads. These intersections and crossings do not provide adequate safety and priority for cyclists.

The lack of safe crossing points on major roads is another significant barrier to the uptake of bike riding amongst children. Developing dedicated safe pedestrian and cyclist crossing points in all Great Southern town centres will ensure that anyone, regardless of age or ability, can cross a major road or haulage route safely.

Most towns in the Great Southern are built on major highways, haulage routes and/or railway lines. These transport routes usually run through the centre of town along the main street and create hazards for pedestrians and cyclists. In some towns, the challenges posed by crossing a busy transport route can be compounded by the extreme width of the road, the lack of safety islands and/or refuges, and high-speed zones.

Treatments and infrastructure to create safe crossing points on major roads will vary in each location, depending on the width of the road, heavy vehicle usage, and current speed limit. Where speeds cannot be reduced and/or heavy vehicles re-routed, high-quality separated infrastructure should be provided to achieve a similar level of safety and comfort for pedestrians and cyclists.

Potential opportunities for major roads may include:

- Pedestrian crossing;
- Pedestrian island;
- Reduced speed limit;
- Variable speed limit signs;
- Improved lighting; and
- Review Heavy Vehicle/RAV network

The following locations have been identified as key sites for safe road crossing improvements:

- Albany Highway Roundabout (crossing Albany Highway, Hanrahan Road, Chester Pass Road, and North Road), Albany;
- Connections between routes on either side of the Albany Ring Road.
- Great Southern Highway near Lavarock Street, Broomehill;
- Great Southern Highway near Tambellup West Road, Tambellup;
- Great Southern Highway near Dunn Street, Cranbrook;
- Wingebellup Road, Frankland River;
- Yougenup Road near Cecil Street, Gnowangerup;
- Albany Highway near Katanning-Kojonup Road, Kojonup; and
- Albany Highway, Mount Barker.

Improvements to railway crossings would create a safer environment for pedestrians and cyclists. Many Great Southern towns are located on the Albany rail freight line, servicing grain harvested across the northern region of the Great Southern. In each town, the rail line runs parallel to the highway, creating a significant hazard for pedestrians and cyclists who must cross both a major haulage route and rail line in close proximity to each other.

Potential treatments for railway crossings include:

- Visual and audible warnings (e.g. flashing lights); and
- Pedestrian gates.

In some towns, new railway crossings would also improve the functionality of the cycle network, enabling both pedestrians and cyclists to cross at points which are convenient to the existing path network. Most towns have one designated railway crossing, often located some distance from where pedestrians and cyclists wish to cross. For example:

- **Tambellup:** A new crossing at Birt Street would facilitate ease of crossing from the primary school to the cycle and walk trails near the Gordon River.

CASE STUDY | Safe Active Streets in WA

Safe active streets (SAS) are cycle routes on quiet local streets, where lower vehicle speeds and volumes help to create a safer on-street environment shared between people in cars and on bikes.

Currently being trialled across various locations in WA, key elements of SAS include:

- 30km/h speed limits complemented by one-way slow points and other traffic calming treatments aimed at reducing vehicle speeds and traffic volumes;
- Red asphalt pavement treatments with safe active street pavement markings;
- Reversal of stop or give way controls along a route to provide priority to people riding (where possible);
- Various improvements to crossing facilities to increase safety and highlight the presence of cyclists; and
- Landscape enhancements to provide shade and improve the overall amenity of the street.

SAS provides a much more pleasant on-road riding environment for cyclists of all ages and abilities and, importantly, facilitate safer and more convenient journeys by bicycle between the places where people live, work and play. They are becoming a popular alternative for local routes that connect residents, schools and community hubs, as well as higher order bike riding facilities.

Railway Street, Geraldton

Railway Street was identified as a potential site for a SAS in the *Geraldton 2050 Cycling Strategy* and is the first of its kind in regional Western Australia.

At a glance

1.4km long route

Connects to popular community facilities, including Spalding Park Reserve, St Lawrence Primary School and Geraldton Commercial Centre.

500m shared path

Installed to connect the safe active street to the existing path network within Chapman River Regional Park, facilitating recreational opportunities for families, residents and visitors.

Geraldton SAS school crossing point
Credit: Department of Transport

5.2 Improving safety for bike riders on roads

In the Great Southern, road cycling, as described in Section 3, typically occurs on rural and semi-rural roads that feature scenic landscapes, and challenging or undulating terrain. Road cyclists, whether engaging in road cycling for sport, recreation or transport, do not typically require or use, protected cycling infrastructure (such as shared paths) in these environments.

In the Great Southern, a range of challenges impact on the safety of road cyclists. Many roads have a maximum speed of 110km/h with unsealed shoulders or are windy and narrow with poor lines of sight. While many of the roads used by road cyclists experience low traffic volumes, most experience heavy vehicle traffic (such as road trains) during seasonal grain harvests.

This strategy has highlighted a number of opportunities which could result in improved safety outcomes, including:

- Increasing awareness of road cycling routes through signage and road markings;
- Sealing shoulders of road cycling routes; and
- Heavy vehicle education programs.

5.2.1 Opportunity: Dedicated signage for road cycling routes

There is an opportunity to review the key routes being used by road cyclists in order to improve safety and user-experience.

Clear signage and delineation of popular road cycling routes can help to reduce actual and perceived levels of conflict between road users. It also helps to spread the message that the road is a shared asset and that cyclists are a legitimate road user.

Signage and delineation can be used to highlight known conflict areas (for example, where cycling routes cross major haulage routes) as well as inform motorists that they are likely to encounter cyclists along these routes.

Delineating road cycling routes is also helpful for visitors and could be tied to a promotional campaign to attract more road cyclists to the area.

The following initiatives should be investigated further, including:

- Mapping popular road cycle routes and installing signage to raise awareness of the route (e.g. ‘road cycling route’);
- Installing warning signs where cycle groups regularly cross or join major haulage routes, such as Chester Pass Road, the South Coast Highway and Great Southern Highway;
- Trialling time/day activated warning lights (similar to school zone signage) during designated peak cycle hours.

Such initiatives would need to be progressed by Local Governments in conjunction with Main Roads and the Road Safety Commission.

5.2.2 Opportunity: sealing road shoulders

Most popular road cycling routes in the region have sections of narrow shoulder or no shoulders at all. This can increase the potential for conflict between different road user groups, particularly on heavy vehicle haulage routes and where speed differentials are greatest, such as uphill sections.

There is an opportunity for Local Governments and Main Roads to target the provision of sealed shoulders in a manner that reduces conflict between cyclists and other road users.

Examples of priority areas for shoulder sealing include:

- Chester Pass Road near Porongurup National Park;
- Formby South Road from Gnowangerup to the Stirling Range;
- Great Southern Highway from Katanning to Broomehill;
- Broomehill-Kojonup Road; and
- Scotsdale Road, Denmark.
- Treatments for sealed shoulders need to be suitable for cyclists, where possible. For example, while the new Albany Ring Road development incorporates a shoulder, the chosen surface is not suitable for road cyclists.

5.2.3 Opportunity: Establish heavy vehicle education program

Community consultation for this strategy showed that greater awareness and acceptance of cyclists by all road users was necessary to make bike riding a safer, lower-stress experience. Many drivers have not cycled near motor vehicles and have a limited awareness and understanding of the cyclist's vulnerability.

Similarly, many cyclists have never driven large heavy vehicles, such as road trains, and have a limited understanding of the challenges truck drivers face on the road. Educating drivers and cyclists is key to encouraging a positive road safety culture.

There is an opportunity to collaborate with haulage companies and other heavy vehicle transport businesses to create driver and cyclist education programs to improve safety for all road users.

These programs would not only benefit people that cycle regularly on heavy vehicle transport routes, but would also extend to visitors and tourists, ensuring that cyclists and heavy vehicles can coexist without conflict and improved safety outcomes. The following case study involving Toll truck drivers could be developed in the Great Southern in partnership with CBH and haulage contractors.

CASE STUDY
Trucks and cyclists on regional roads

Many regional roads pose additional challenges for cyclists. Often the most direct and convenient routes are main roads which during agricultural harvest periods can also be very busy with large grain trucks or movements of livestock.

Several campaigns have been developed around the country to educate both truck drivers and cyclists on how to stay safe on busy trucking routes.

In one video campaign developed in Geraldton in partnership with CBH (Co-operative Bulk Handling) Group, the Geraldton Cycling Club and the Geraldton Triathlon Club, actively encouraged cyclists to seek alternative routes during the busy harvest period.

Launched in 2013 and re-invigorated in 2016, the Amy Gillett Foundation and Toll Group have partnered to promote road safety. In 2016, 14 trucks, which travel across Australia, were branded with key safety messages. There was also road safety training for Toll staff, focusing on how bicycle riders and drivers in the road transport industry can share the road safely.

Amy Gillett Foundation and Toll Group road safety campaign
Credit: Amy Gillett Foundation

5.3 Encouraging cycling for people of all ages, abilities and backgrounds

Participating in regular physical activity provides many benefits for physical and mental health at all ages and can also help manage biomedical risk factors such as high body weight, high blood pressure and high cholesterol. Unfortunately, insufficient physical activity is a key risk factor contributing to disease burden in Australia. Less than a third of people aged 15 years and over meet the recommended physical activity levels set out in *Australia's Physical Activity and Sedentary Behaviour Guidelines*.[19]

Enabling people to walk and bike for more everyday journeys is one way to tackle inactivity and help reduce the burden of health conditions linked with a sedentary lifestyle. There are numerous health benefits associated with walking and riding a bike, including promoting increased cardiovascular fitness, muscle strength and joint mobility, improved posture, and reduced stress.

Regular exercise through walking and bike riding also benefits peoples' emotional and mental wellbeing, encourages people into the outdoors, and promotes socialising. The *National Outdoor Strategy 2009–2012* found that there were five key barriers to participation in physical activity: the costs of participating in leisure activities, lack of time and/or the pressure of other commitments, inadequate or inaccessible facilities, isolation (including social and geographic isolation) and lack of skills and ability.[20]

Local governments, educators, employers and community groups can all play a role in encouraging more people to choose to cycle by supporting transport behaviour change programs and skills development and activation programs.

In the Great Southern, there are opportunities to encourage more people of all ages, abilities and backgrounds to cycle through initiatives such as:

- Bike programs in schools;
- Skills development programs;
- Youth engagement programs; and
- Installing mid-trip and end-of-trip facilities.

5.3.1 Opportunity: Supporting cycling in schools

While a number of schools across the region support Ride to School days, the feedback received from schools and community members was that these events were seen as novel activities rather than a sustainable choice for children and their parents. Rather than a 'once off', these activities need to become a regular feature of school life and supported by infrastructure improvements (see section above on Safe School Routes) and promotion and communication campaigns.

Your Move is a free travel behaviour change program run by the Department of Transport that supports individuals, schools and workplaces in swapping a few car trips each week for sustainable and active transport modes, including riding a bike.

There is an opportunity for local governments to encourage schools to sign up to Your Move and participate in a program of events that support active travel by building peoples' competency and confidence, as well as supporting walking and riding through activation and facilities. Individual schools can support bike education, maintenance and skills courses, wayfinding, access guides, Ride to School/Work events, group rides, and more. Your Move resources are designed to be tailored to the local context and participants earn points through the program that can be spent in the 'shop' on resources and activities.

CASE STUDY | Albany Primary School

In late March 2022, Albany Primary School partnered with Outdoors Great Southern to construct a mountain bike trail loop on the school grounds. Outdoors Great Southern facilitated the construction of the infrastructure with the help of parents, students, teachers, and community volunteers. Additional support in the form of supplies and materials came from local businesses and the Albany Mountain Bike Club. The trail project was funded by the Connecting Schools Grants; a grant program led by the Your Move team at the Department of Transport.

The project was initiated by Albany Primary School's P+C, parents, students and staff as a way of promoting active transport, as part of the school's ongoing involvement with the Your Move program.

The track was officially opened on 19 May 2022 with up to 100 kids on bikes testing out the new track. With the explosion in participation in mountain biking (MTB) as a recreational activity, the track is a popular addition to the school's outdoor facilities.

The mountain bike trail has been a great motivator for Albany Primary School students to ride to school. The track is open three days a week before school, thanks to a group of parent volunteers who supervise riders. It is also open at random lunchtimes, and for a once-a-term Bike Club event.

Albany Primary School mountain bike trail
Credit: Albany Primary School

CASE STUDY
Little Grove Primary School

Little Grove Primary School has engaged in the Your Move program through the Department of Transport and delivered a series of programs for teachers and students. By being involved with the program, the school were able to engage the team from People on Bicycles to deliver bike education lessons with students in years 2, 3 and 4.

The younger kids also got a chance to participate in bike activities when their teacher invited students to bring their bike or scooter for a morning of fun activities.

In covering the Contributing to Healthy and Active Communities strand of the Health Curriculum, teachers were able to talk to students about safe active play in outdoor settings and how important it is to wear a helmet.

To enable further bike programs in the school a group of teachers participated in the bike training course conducted by WestCycle. This course provided the staff with practical activities to take back to school to use with students of all ages.

Little Grove Primary School bike education
Credit: Your Move

5.3.2 Opportunity: Skills development programs

International experience shows that educating cyclists about how to ride safely is an integral part of road safety initiatives. During the consultation for this strategy, many cyclists, including those who ride frequently, expressed concern about their personal safety when riding. Women and infrequent riders were most likely to express high levels of discomfort with all types of cycle facilities, particularly those that are on-road.

Feedback on the strategy revealed that while many adults are keen to cycle for transport and/or recreational purposes, they lack confidence and skills. Challenges included a lack of access to safe places to learn how to ride or improve riding ability, as well as a lack of knowledge about basic bicycle maintenance and repairs.

These challenges are sometimes particularly acute for people from culturally and linguistically diverse backgrounds who may not have had the opportunity to learn to ride a bike or lack the resources to purchase a bike. Many towns in the Great Southern are home to migrant populations, including re-settled refugees and asylum seekers. There are opportunities to develop programs that provide 'learn to ride' and other bike riding skills to these groups, particularly young girls and women.

Most small towns in the Upper Great Southern lack access to bike stores and are unable to purchase helmets, bike locks and spare parts locally. They also lack access to professional bike maintenance services. People don't know how to perform basic repairs on their bikes, with the result that bikes often remain unridden once a minor maintenance issue is encountered.

This strategy aims to encourage bike riding by providing cyclists of all ages and backgrounds with the skills to use, maintain and service their bikes.

There are opportunities for a range of initiatives, including:

- Women only skills development workshops;
- Bike maintenance programs for parents; and
- Skills development workshops targeting people from culturally and linguistically diverse backgrounds.

CASE STUDY
Gnowangerup Safety Bike Check

Many local governments run bike riding events as part of the sport and recreation programs, working with local schools, workplaces and community service organisations to deliver a range of engaging activities.

As part of its Youth Fest '22 celebrations, the Shire of Gnowangerup in partnership with RoadWise, Gnowangerup Police, Department of Communities, and Act Belong Commit held a Bike Safety Check at Gnowangerup Community Park. The aim of the event was to undertake basic maintenance checks on bicycles to promote bike safety.

Representatives from RoadWise and the local police chatted to kids, their parents and other community members about bike and road safety and each participant received a free Act Belong Commit goody bag.

Gnowangerup Community Bike Check
Credit: Shire of Gnowangerup

CASE STUDY | Denmark Mountain Bike Club – Women's Maintenance Workshops

To encourage more female participation in mountain biking the Denmark Mountain Bike Club partnered with Monkey Rock Mountain Bike Company to deliver a women's only bike maintenance workshop.

The casual, relaxed workshop took participants through basic bike maintenance including changing a tube, lubrication of the chain, what tools to carry on a ride, and what to do when a chain breaks on a ride.

Participants were able to meet other women who were interested in riding and the club was able to provide information about its women-only social rides.

5.3.3 Opportunity: Youth engagement programs

Less than ten per cent of people aged 15–17 years meet the physical activity guidelines.[21] This figure is even lower for young people who are disengaged from formal education, training or employment, or who have very low attendance in these activities.

Many disengaged and at-risk youth lack opportunities to be involved in sport and recreational opportunities due to a lack of transport; costs associated with participating in competitive sporting clubs (including fees and uniforms); lack of role models or family/friend networks that encourage participation; poor social skills; and anti-social behaviour. For many young people who are disengaged from mainstream education there are very few outlets for physical activity. This can have a profound impact on both physical and mental wellbeing.[22]

Outdoor recreation provides an effective means to address the shortcomings of traditional sports for engaging young people – it does not require an optimum number of people to form a team; it is primarily non-competitive; there are few age or gender barriers or perceptions; and there are few imposed group hierarchies (e.g. team captains, etc). Because outdoor recreation occurs in natural, informal settings, it has a strong focus on enjoyment and personal skills development rather than competitive outcomes. For disengaged youth, the 'fun' aspects of outdoor recreation can therefore be strong motivators for involvement. Bike programs that target disengaged youth can lead to improvements in physical and mental wellbeing and can also be a means to re-engage with education and employment opportunities.

This strategy supports the need for dedicated funding to develop and deliver cycling-based youth engagement programs.

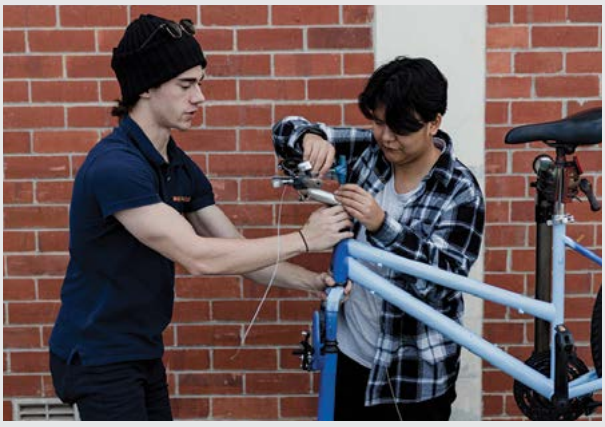
The following case studies of the work that not-for-profit group Dismantle has undertaken demonstrate the value in investing in these programs.

CASE STUDY | Dismantle in Cranbrook

In 2020, the Shire of Cranbrook engaged youth engagement organisation Dismantle to deliver their BikeRescue program over three days during the school holidays.

The Dismantle Smarter than Smoking BikeRescue Program is a hands-on skill building program that engages young people with the aim of building knowledge, socials skills, confidence and teamwork.

The participants were given old bikes which they stripped down, re-painted and re-built. After three gruelling days of bike mechanics the participants had each re-built themselves a bike which they received as a token of their hard work.



Dismantle's BikeRescue project
Credit: Dismantle

CASE STUDY | Midlands MTB Program

The Midlands Mountain Bike Program was created as a pilot program to foster recreational activity engagement in at-risk young people. The pilot program was funded by the Department of Local Government, Sport and Cultural Industries, and undertaken in partnership with Swan City Youth Service (SCYS).

The Perth suburb of Midland, which ranks in the lowest quintile of socio-economic disadvantage in Western Australia and experiences high rates of youth unemployment, was selected as the location for the pilot program.

The program ran for six weeks and consisted of two weekly components:

1. *BikeRescue maintenance and bike re-build program run by Dismantle at SCYS in Midland; and*
2. *Mountain biking skills session at Rock 'n' Roll Mountain Biking in Kalamunda.*

At a glance

19
Program participants aged 14–25

1 in 3
Participants were of Aboriginal or Torres Strait Islander descent

The program facilitators reported high levels of participant engagement and attendance from the young people, who have complex lives and often struggle to attend programs that require regular attendance.

Feedback from participants and program facilitators identified a raft of beneficial outcomes as a by-product of the hands-on bike maintenance and mountain bike riding activities. These included new opportunities to be engaged in physical activity; improved resilience and other life skills such as perseverance, teamwork, leadership and mentoring and risk management; and community involvement and connection. Other benefits included feelings of friendship, acceptance and togetherness.

5.3.4 Opportunity: Organisational development

Cycling clubs provide a means to develop bike skills, interact with other people with similar interests, and train and compete in a range of bike riding disciplines. Many clubs also organise events, including local social activities, state competitions, and mass-participation events that attract visitors to the region. Clubs are also important advocates for bike riding, often working with local governments, peak bodies, and State Government agencies to lobby for improvements to cycling infrastructure.

Clubs are not the only groups involved in advocating for and supporting the growth of bike riding. Outdoor recreation organisations and informal groups also play a critical role in encouraging interest in riding. Social media and app-based networks surpass clubs in terms of the numbers of engaged participants. It is likely that these groups will continue to grow, making clubs less relevant for some riders.

As volunteer-based and led organisations, all these groups rely on the knowledge and skills of a small number of people to operate effectively.

Volunteer burn-out, coupled with limited financial and other resources, has led to some clubs becoming unsustainable. Many clubs would like to grow the number of qualified instructors able to deliver skills development programs, particularly for emerging elite athletes, but lack access to accredited courses within the Great Southern.

This strategy supports opportunities to strengthen the capability of clubs, organisations and informal networks delivering cycling activities.

This includes assisting clubs and outdoor recreation organisations to build their capacity through:

- Governance training;
- Organisational planning and education of administrators;
- Events development and management training; and
- Skills development of instructors and program leaders.

CASE STUDY | Assisting clubs' members to become mountain bike instructors

Outdoors Great Southern, a regional non-profit peak body, works with Great Southern teachers, clubs, and community groups to provide accredited instructor training. Its goal is to promote and deliver high-quality professional development opportunities in a regional setting.

Few instructor and coaching qualifications are delivered in regional areas, requiring club members and teachers to travel to Perth to undertake coaching qualifications. The additional time and costs associated with travel makes it difficult to grow the numbers of qualified instructors and coaches across the region.

Since 2018, Outdoors Great Southern has supported members of local mountain bike clubs, as well as community groups, outdoor recreation groups, and school teachers, to undertake mountain bike coaching qualifications through in-region courses, as well as by providing funding to attend Perth-based courses.

This has seen the number of mountain bike coaches in the region grow significantly. It has also supported the establishment of a small group of trained volunteers with basic instructor qualifications who provide supporting roles to meet minimum participant ratios for bike skills programs.

Denmark Mountain Bike Instructors training
Credit: Outdoors Great Southern

CASE STUDY | Cycling Without Age

Cycling Without Age is an Australian not-for-profit charity that provides a community service by connecting those no longer able to ride for themselves with their community and the outdoors by giving them free rides on trishaw e-bikes, piloted by volunteer cyclists.

Their mission is to build bridges between generations and help prevent loneliness by providing elderly people with an opportunity to avoid social isolation and remain active in their community by taking them out on bike rides and allow them to feel the wind in their hair!

The Cycling Without Age Albany chapter commenced in 2021, and now operates with three trishaws based out of Emu Point.

Cycling Without Age trishaw
Credit: CWAA Albany

5.3.5 Opportunity: Mid-trip and end-of-trip facilities

The term 'mid-trip facilities' refers to facilities that are provided along a route to create a more pleasant riding experiencing. These facilities include lighting, wayfinding, seating, shady rest stops, drinking fountains, and bike repair stations.

End-of-trip facilities are designated facilities at a bike riding destination, including workplaces, schools, shopping centres and recreation precincts. These facilities include:

- Secure bicycle parking, including all-weather bike shelters and racks;
- Secure e-bicycle charging stations;
- Locker facilities; and
- Showers and change rooms.

Community feedback on the strategy identified the lack of secure, all-weather bike storage as a significant barrier to riding. The increasing uptake of e-bikes also necessitates improvements to existing facilities to accommodate larger bikes and charging facilities.

Many activity centres are unable to accommodate the increased volume of bikes during peak hours. For example, recreation centres and gyms may require significant numbers of bike storage racks in the early morning or late afternoon and evening, and during competitions. Local governments, employers, and business owners need to work together to develop effective solutions for end of trip facilities in town centres, recreation precincts, and other high-volume activity centres.

CASE STUDY | End-of-trip facilities

A City of Sydney Active Transport Survey conducted in 2021 found that 19% of cyclists rode more regularly because their workplace made it easier for them by providing end of trip facilities. These facilities also benefit employers – riding to work leads to healthier and more productive employees, it promotes a positive corporate image and helps to attract and retain staff, and it reduces the demand for car parking.

Cycle-friendly cities, such as Utrecht in the Netherlands, actively support bike riding as a form of transport by providing public end-of-trip facilities such as bike parking.

World's largest bike parking station

Located under Station Square in Utrecht, Netherlands

23,000 bikes
Storage capacity

24/7 access
Free parking for the first 24 hours

Utrecht bike parking station
Credit: Bicycle Dutch

5.4 Improving planning for cycling

The pedestrian and cycling network should be integral to the design of all neighbourhoods. It should not be considered as an optional add-on at the end of the design process or facility to be retrofitted at a later stage. Land use planning therefore has an important role to play in improving conditions for walking and riding.

Consultation for this strategy revealed a general commitment by all local governments to provide for bicycles. However, there is much variation in the quality, scope and implementation of initiatives to support bike riding, reflecting different resourcing capacities and local government priorities. Many local governments lack specific knowledge, understanding or training on how to create effective pedestrian and cycling networks suited to the needs of their communities.

There is an opportunity to support local governments to create a safer, lower-stress, better connected cycle network through:

- Professional development on standards for cycling infrastructure;
- Support to develop and implement bike plans and/or integrated transport plans; and
- Encourage developer contributions to cycle infrastructure.

The Department of Transport is continuing to develop resources and guidelines to assist in approaches to designing cycle networks.

5.4.1 Opportunity: Professional development for planners and decision-makers

Most small local governments lack staff with specific knowledge of best practice planning and design for cycling infrastructure. In addition, many elected representatives are unaware of the benefits and importance of planning for active transport.

The example of e-bikes, eRideables, and micromobility devices is useful in demonstrating how local government planning can often lag technological change. Sales of e-bikes have grown exponentially as they counteract barriers to bike riding such as hilly terrain. They are particularly suited to people who may otherwise not ride a bike due to a lack of fitness, injury, illness or age. Cycling infrastructure, as well as user safety and public education, has not kept pace with the growth in e-bike usage, often leading to conflict between pedestrians, other cyclists, and e-bike users on shared-paths and footpaths.

eRideables provide another example where planning and infrastructure can lag business entrepreneurship. The bicycle and e-scooter share market has evolved with the arrival of dockless technology. Customers use an app on a mobile device to locate a nearby device and unlock it. However, there are issues with these services, mainly with devices being abandoned in inappropriate public places, or creating blockages on paths and roadways. Councils often have to respond in an ad hoc way to requests from business owners to introduce these services, and would benefit from key learnings of other local governments who have approved such businesses.

Dedicated professional development programs for local government staff and key decision-makers would assist in securing positive, sustainable outcomes for the initiatives outlined in this strategy.

5.4.2 Opportunity: Local bike plans and integrated transport plans

Local bike plans provide an important means to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Most local governments in the Great Southern do not have current bike plans and many do not have footpath or path network plans. Bicycle and pedestrian plans are often not integrated into other key strategic planning documents, including sport and recreation plans and tourism plans.

There is an opportunity to work with local governments to develop and/or update a local bike plan or footpath plan or prepare an Integrated Transport Plan.

This could include:

- Resources and templates to undertake path audits;
- Resources and templates to prepare a bike plan in-house;
- Funding support to engage an experienced consultant to prepare a bike plan or integrated transport plan.

Local governments can apply for funding to develop a local bike plan through the Department of Transport's annual WABN grants program.

CASE STUDY
Geraldton Cycle Advocacy Group

After the release of the *Geraldton 2050 Cycle Strategy* the Mid West Sports Federation was quick to capitalise on the momentum and worked with the community to develop a plan which included collaborative approaches to education, bike riding culture, perceptions and respect, sustainability, safety, capacity building, marketing, community engagement, tourism and events, and participation.

Critical to the success of this plan was the establishment of the Geraldton Cycle Advocacy Group. Made up of key stakeholder and community members the group was established to guide the implementation of key strategies that were identified in the plan.

The group worked to develop a shared vision for Geraldton to become recognised as a bike friendly city – a place where bike riding is a legitimate mode of transport and an everyday way of life.

The Geraldton Cycle Advocacy Group provide leadership on the implementation of several bike riding projects as well as being an advocate for all things cycling in the region.

Mid West Sports Federation Bike Month event
Credit: Department of Transport

CASE STUDY
Regional Trails Implementation Strategy

In 2020, the *Great Southern Regional Trails Master Plan 2020–29* was launched to support the development of recreational trails across the region. The plan spans eleven Local Government Areas and includes land managed by the Department of Biodiversity, Conservation and Attractions (DBCA).

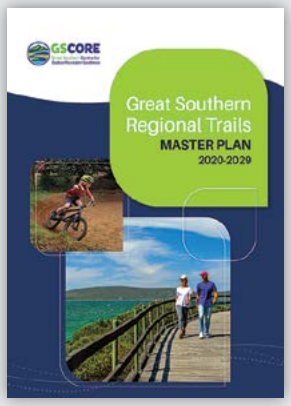
Outdoors Great Southern, a regional non-profit peak body that aims to improve the capacity and opportunity for residents and visitors to participate in outdoor activities in the Great Southern, was identified as the organisation to lead the implementation of the Master Plan.

In this role Outdoors Great Southern provides support to the Master Plan Steering Group, leads projects which cross local government boundaries, and assists land managers to develop priority projects.

Outdoors Great Southern's work is supported through service agreements with each local government and DBCA which allows the employment of a dedicated Program Manager.

Without a lead organisation, implementation of the Master Plan would fall back to each individual land manager and regional projects would be more difficult to develop.

This model has proved to be successful for the Great Southern region, with half of the Master Plan priority projects completed or in-progress ahead of schedule.



Great Southern Regional Trails Masterplan
Credit: Outdoors Great Southern

5.4.3 Opportunity: Planning for future growth

Major transport projects offer a valuable opportunity to improve strategic bike riding corridors. This is because planning and building high-quality cycling infrastructure as part of a new project is less-disruptive and lower-cost than retrofitting it into an existing development.

Similarly, the development of new urban sub-divisions presents an opportunity to incorporate a dense and interconnected network of cycling facilities from the outset to avoid the slow and costly process of retrofitting cycling infrastructure.

When planning the street networks of urban developments, consideration should be given to:

- Providing primary routes alongside all main roads, railways and watercourses;
- Providing secondary routes along all urban arterials to provide access to local shops, schools and community facilities;
- Providing local routes along all local access streets; and
- Mid-trip and end-of-trip facilities, including bike parking.

Developer contributions provide one means to ensure that developers pay their fair share of the cost of cycling infrastructure needed to service their development. Contribution requirements could take the form of cash, works in kind, dedication of land, material public benefit or a combination of these.

There is an opportunity to ensure that developer contributions are incorporated into development approval processes to ensure appropriate walking and cycling facilities that meet the needs of the community and are consistent with the cycling network plans developed as part of this strategy.

In terms of future urban growth, key opportunities in Albany are:

- Proposed Department of Education school in McKail; and
- New tourism accommodation developments at Middleton Beach and the Albany Waterfront.

5.5 Developing cycle tourism experiences

The popularity of outdoor recreation and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area. In the year ending June 2019, 2.2 per cent of domestic overnight visitors went cycling. This equated to 2.6 million overnight trips. In addition, Australians took almost 2 million day trips involving bike riding.[23]

The economic, social and environmental benefits of cycle tourism, particularly for regional and rural communities, has led to significant national investment in rail trails and mountain bike trails, as well as cycling events.

There are a number of factors which make the Great Southern particularly conducive to cycle-tourism, including:

- Picturesque scenery encompassing a diverse range of landscapes;
- The coastal areas enjoy a mild Mediterranean climate, making outdoor recreation possible year-round;
- Unique culture, heritage and biodiversity;
- An abundance of wineries, breweries and other attractions; and
- Short distances between towns, enabling people to undertake cycle touring without needing to carry camping equipment or food supplies.

As detailed below, cycle-tourism has been used successfully in diversifying tourism industries in other parts of Australia. While infrastructure is an important part of attracting visitors, marketing and promotion also play an integral role, as does the availability of information such as maps, wayfinding and digital resources.

This strategy has identified the following opportunities to grow cycle tourism in the Great Southern:

- Harness the potential of rail corridors;
- Create regional cycle touring routes;
- Link national parks and nature reserves to town centres;
- Improve existing long-distance cycle routes; and
- Develop new cycle tourism experiences.

5.5.1 Opportunity: Harnessing the potential of rail corridors

Rail trails are becoming increasingly popular in Australia and overseas, and have been proven to boost regional economies, create jobs and strengthen local communities. These trails are mostly flat or with very low gradients, with wide surfaces that may be gravel or paved. They pass through diverse landscapes, including farmland, rural towns and villages, forests, coastlines and waterways.

Rail trails are suitable for riders of all abilities, and because they facilitate a slow pace of riding through picturesque areas, are popular for leisure, social interaction, and education (by providing opportunities to learn about the culture and heritage of a location).

Across the Great Southern several hundred kilometres of disused rail trail is currently being underutilised. These corridors can be developed, relatively inexpensively, to create multi-use rail trails that link towns, communities, and popular locations such as tourism or recreational nodes.

Opportunities to capitalise on these corridors include:

- Linking Kojonup to Pingrup via the closed rail line;
- Linking Tambellup to Gnowangerup via the closed rail line;
- Linking Albany to Woodanilling via the active rail line; and
- Linking Nornalup to Denmark via the heritage rail trail.

CASE STUDY
Brisbane Valley Rail Trail

The Brisbane Valley Rail Trail is Australia's longest rail trail.

At a glance

161km

Varying surface types including gravel, compacted earth, and sealed sections. A gentle, undulating trail, it passes through farmland, bushland, picturesque rural settings and country towns.

Keen cyclists may challenge themselves to complete the trail in one day, however, most use the trail for multi-day tours that showcase heritage-listed attractions along the way. Passing through small towns with a variety of pubs, bakeries, and cafés, and accommodation, the rail trail supports a range of tourism enterprises and local businesses.

Brisbane Valley Rail Trail
Credit: State of Queensland

5.5.2 Opportunity: Create regional cycle touring routes

Studies of cycle tourism have found that many cycle tourists are motivated by the desire to visit small, previously unexplored towns in order to meet local people and learn about the area's culture and heritage. A recurring theme of these studies is the cyclist's desire to spend time immersed in nature and experience a destination at a slower, gentler pace.[24]

Cycle touring – also known as bike touring or bike-packing – is a form of riding that typically involves overnight stays at different locations or a long single-day bike ride. Cycle touring includes inn-to-inn riding where food and clothing is carried by a vehicle that meets the rider along the route; or a solo or group adventure where all clothing, equipment, food and tools are carried on the bicycle.

Due to the relative proximity of towns and settlements, the Great Southern region is well suited to the development of regional cycle touring routes that link communities together. There is an opportunity to position rail trails as the spine of these routes, and then connect towns via road corridors to create loops of varying lengths suited to multi-day bike touring routes. These different routes would incorporate towns and local attractions such as national parks, reserves and lakes, and other points of interest.

There are also opportunities to map and promote gravel riding in the region. Gravel grinding or gravel biking consists mostly of distance riding over unpaved roads. Routes are primarily made up of non-technical and unsurfaced (gravel or dirt) roads. While fitness, sport and training are the primary motivators for gravel riders, they also enjoy the opportunity for social interaction, adventure, and riding in scenic locations. Most gravel cyclists ride close to home for training purposes, but there is an opportunity to promote the Great Southern as a short-stay holiday destination for gravel riders, many of whom ride hundreds of kilometres per day.

Key regional opportunities include:

- Creating a multi-day bike touring loop linking Cranbrook, Tambellup, Gnowangerup and the Stirling Range;
- Linking the two east-west rail corridors together into a circular or a figure-of-eight loop suited to multi-day touring; and
- Creating a series of gravel riding short-stay routes with town-based accommodation.

5.5.3 Opportunity: Linking national parks and reserves to town centres

The Great Southern is known for its natural environment and is home to almost a dozen national parks and iconic tourism attractions such as the Valley of the Giants Tree Top Walk, Greens Pool in William Bay National Park the Castle Skywalk in Porongurup National Park, Bluff Knoll in the Stirling Range National Park, and The Gap in Torndirrup National Park. The diversity of the region's flora and fauna, rich cultural heritage, dramatic coastlines and mountain ranges are major drawcards.

Access to the region's national parks and nature reserves is primarily by motor vehicle. There is an opportunity through this strategy to link town centres to national parks and reserves in order to provide active holiday experiences for visitors, and increased access to outdoor recreation trails for residents.

Key regional opportunities include:

- Linking Albany city centre to The Gap and Albany's Historic Whaling Station via Frenchman's Bay Road;
- Linking Lights Beach to Denmark town centre via a loop trail that incorporates the existing WOW Trail;
- Linking Gnowangerup to the Stirling Range National Park via Formby South Road; and Cranbrook to the Stirling Range National Park via Salt River Road;
- Providing a loop circuit from Mount Barker township around Porongurup National Park; and
- Linking Bremer Bay township to beaches and coastal lookouts.

5.5.5 Opportunity: Improving existing long distance cycle routes

The Great Southern is home to the southern section of the iconic Munda Biddi Trail which at over 1000 kilometres in length is Australia's longest off-road cycle trail. The Munda Biddi Trail can be experienced as a long distance, remote camping touring route, or as day rides or short, multi-day sections.

While the Munda Biddi Trail's greatest drawcard is the opportunity to immerse oneself in nature, unfortunately some sections of the trail in the Great Southern utilise sealed roads in peri-urban corridors. Some of these roads experience high volumes of traffic during peak commuting periods such as early morning and late afternoon. These sections detract from the overall Munda Biddi experience and would benefit from re-alignment or the creation of single-track pathways.

Another iconic regional long-distance bike riding route is the Denmark-Nornalup Heritage Rail Trail. Unfortunately, the trail ends abruptly at Parker Road, 24 kilometres short of Nornalup village. While it is possible to ride into Nornalup using a combination of the South Coast Highway and local gravel roads, the experience is marred by the challenges of riding on the narrow, windy highway which has no shoulder and varying speeds of 90–110km/h. The trail is also poorly maintained, with branches and debris littering the track.

Munda Biddi Trail
Credit: Department of Transport

There is an opportunity to improve these existing long-distance cycle routes through:

- Trail re-alignments;
- New sections of trail to address gaps and missing connections; and
- A dedicated maintenance regime for the Denmark-Nornalup Heritage Rail Trail.

5.5.4 Opportunity: Developing new tourism experiences

As the Great Southern region works to position itself as a cycle tourism destination, it will face strong competition from a multitude of new and emerging destinations. Product life cycles are getting shorter and there is a strong need for businesses to re-innovate and develop an ongoing innovation culture to meet changing consumer demand.

Compelling, extraordinary experiences will enable the region to grow visitor numbers, nights and spend. Critical to this process will be new product and experience development. For example, the Shire of Denmark has a growing reputation as a gourmet produce and food destination. Unlike some other wine regions, the Denmark area has yet to capitalise on the potential of cycle tourism. Currently, access to most producers is via either the Scotsdale Road or South Coast Highway, neither of which are conducive to bike riding. There is an opportunity to develop a dedicated 'food and wine' trail.

There are several barriers to new cycle tourism experience development. This includes a lack of wayfinding information, maps and signage; lack of secure places to store, repair and charge bikes at accommodation venues; and poor integration with public transport and on the ability to carry bicycles on the regional TransWA bus service. Business development programs, including programs aimed at start-ups as well as 'bike friendly' (see Trails WA Business Friendly case study, page 71) business training would assist to activate and grow cycle tourism opportunities.

Marketing and promotion of the Great Southern cycle tourism offering will be essential to increase participation and encourage visitation. It will require a coherent and consistent marketing campaign, supported by high-quality images and content that can be used in local signage, websites, social media, and printed material such as visitor guides. Partnership between local governments, regional and local tourism organisations, visitor centres, and tourism businesses, will be critical to enable the region to position itself as a cycle tourism destination.

This strategy supports the following initiatives to develop and promote the region's cycle tourism experiences:

- Develop and deliver a cycle tourism strategy;
- Develop and deliver a regional cycle events strategy; and
- Deliver business development programs, including 'bike friendly' accreditation.

CASE STUDY | Trails WA – Trails Friendly Business Program

The Trail Friendly Business Program is an initiative of Trails WA, a not-for-profit organisation who specialises in marketing and advocacy for Western Australia's trail network and responsible for developing a comprehensive website of trails in Western Australia.

The program aims to make businesses that offer trail-specific products and services easily identifiable. It is designed to direct trail users to businesses that offer a warm welcome, provide local information and allows them to re-stock, re-fresh and re-energise.

The Trail Friendly Business program is a mutually beneficial relationship for businesses and trail users across Western Australia – by combining WA's exceptional trails with high-quality trail friendly businesses, trail users will have a superior trails experience and businesses will be able to reach their target customers more easily.

The benefits of identifying as a trail friendly business include priority listings and communication opportunities through Trails WA as well as opportunities for positive reviews, social media endorsements and word of mouth across the trails community.

Trail friendly businesses
Credit: Russell Ord

CASE STUDY | Hawke's Bay Trails

Hawke's Bay Trails is an initiative of the Hawke's Bay Regional Council, with the vision of the Napier Rotary Club, and the support of Napier City Council and Hastings District Council to position Hawke's Bay in the North Island of New Zealand as 'the land of hundreds of cycle trails'.

The Hawke's Bay Trails are the sum of three concept rides:

1. *The Water Ride;*
2. *The Wineries Ride; and*
3. *The Landscapes Ride.*

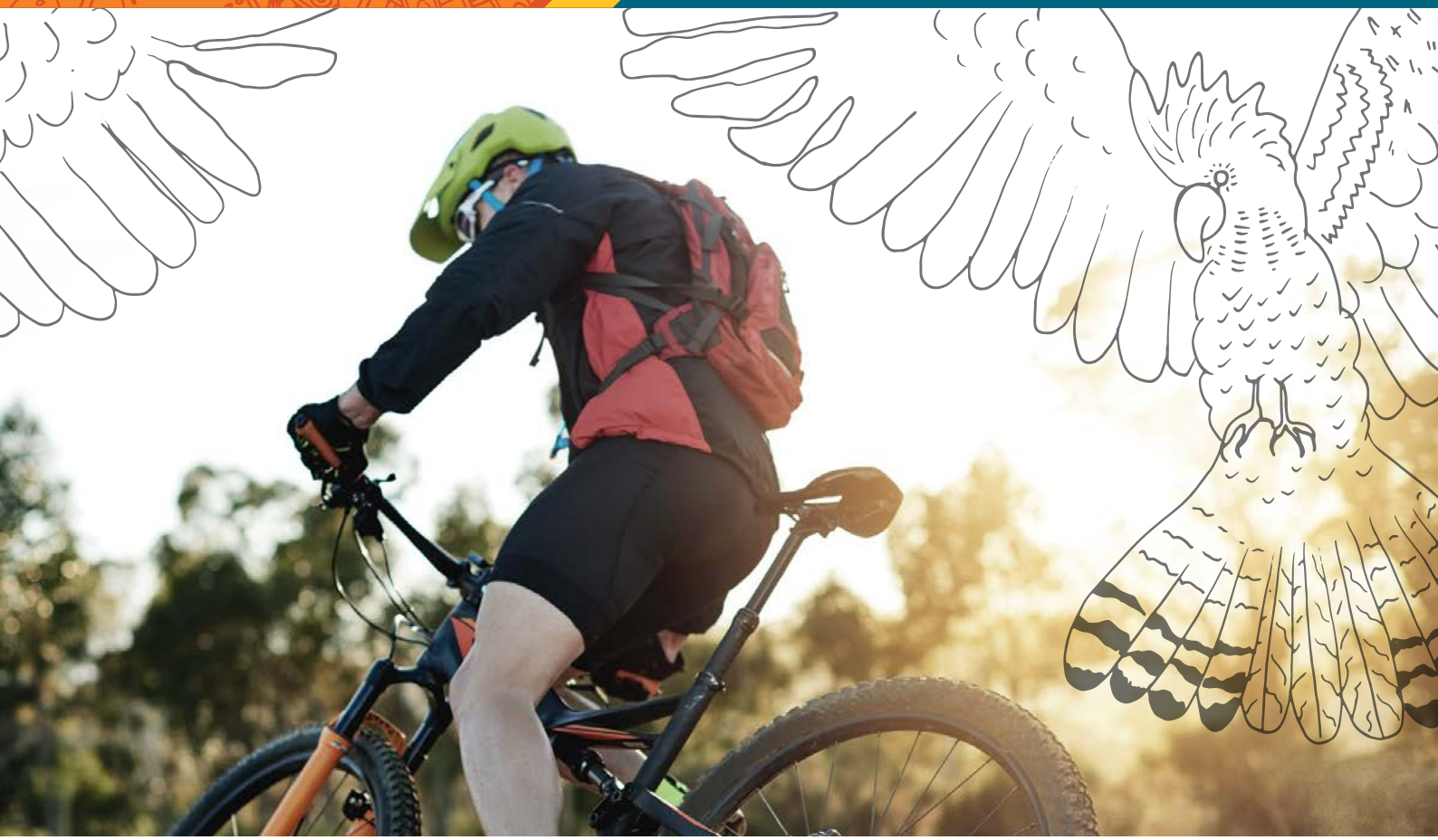
Open year-round, nearly 200 kilometres of mostly off-road trails criss cross the plains and main rivers, linking many of the sights and delights in Napier, Ahuriri, Bayview, Taradale, Clive, Haumoana, Te Awanga, Clifton, Havelock North and Hastings.

Each route is unique and offers a chance to slow down and savour the region's food and beverage offerings, and explore stunning scenery from bountiful vineyards, pastures, plains and orchards to panoramic seascapes, low-lying estuaries and wetlands.

The project is promoted via a dedicated website which helps visitors to plan their trip. Digital and print maps, and up-to-date alert systems, provide real-time information about routes.

Tourism and hospitality businesses listed on the maps are part of New Zealand's Cycle Trail's (NZCT) Official Partner programme which aims to build the profile of New Zealand's Great Rides. To become an Official Partner, a business must meet and maintain certain cycle-friendly standards. These include selling or promoting products or services that relate to the NZCT; providing a warm welcome and a high level of customer service for cyclists; and providing useful first-hand knowledge about the NZCT, including maps and brochures.

Hawke's Bay Trails NZ
Credit: Hawke's Bay Trails Great Ride



6. Action Plan

This section outlines the strategic priorities that are proposed to be progressed over the next five years. This approach will help enable the Great Southern region to realise its long-term cycling potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

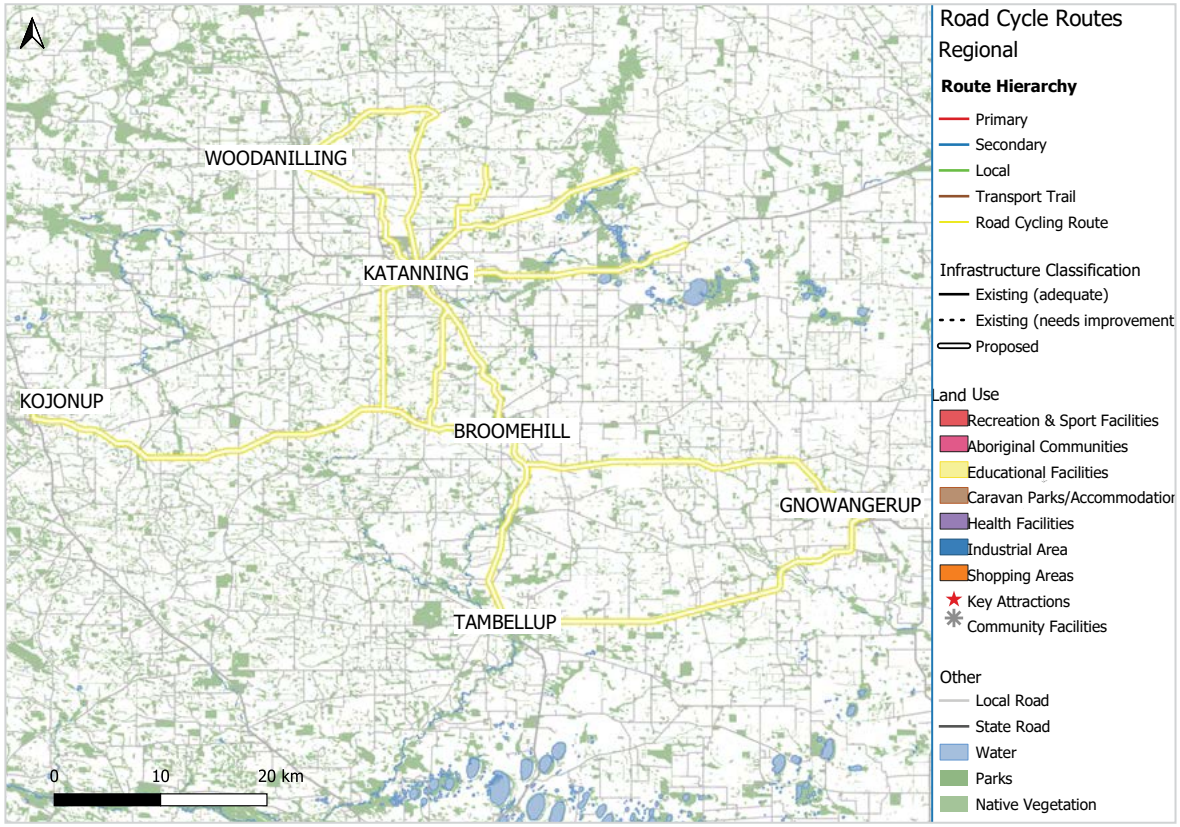
6.1 The existing cycling network

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

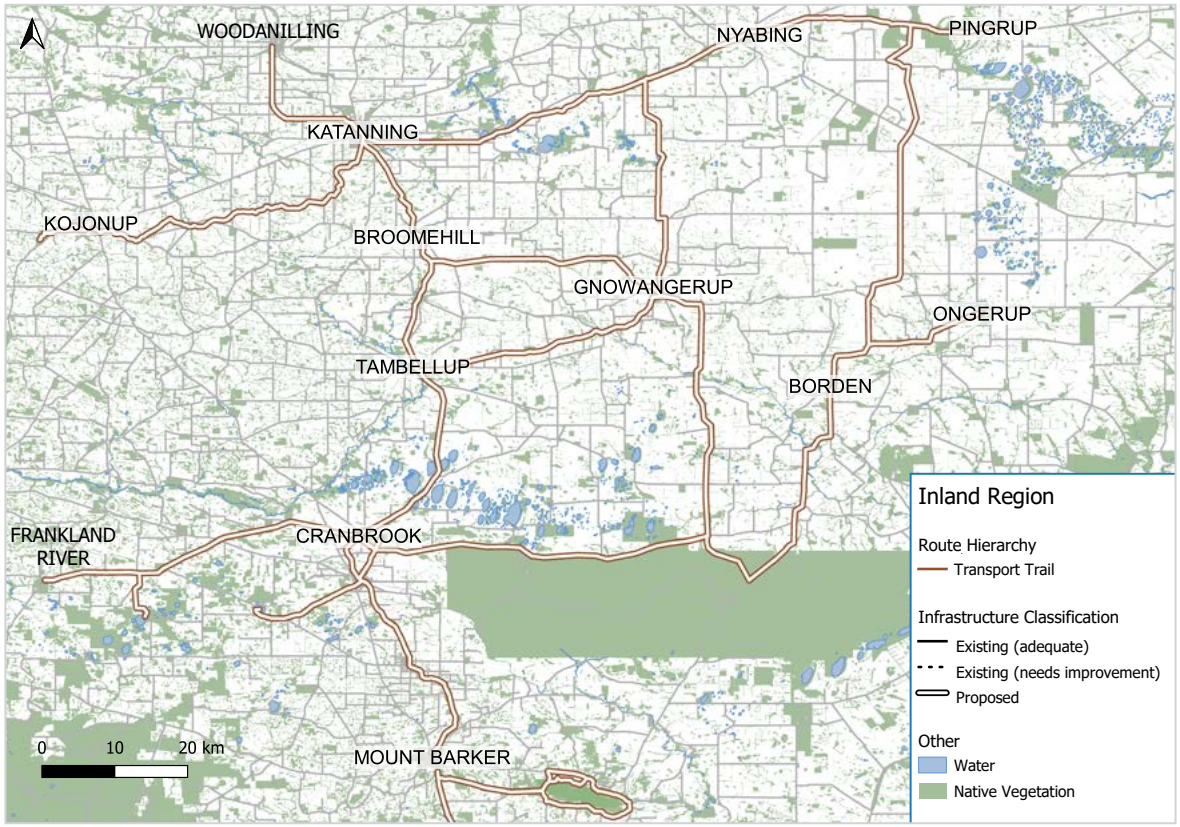
- **Existing (adequate):** The level of service reflects current best practice for this type of bike riding route (as defined in the route hierarchy);
- **Existing (needs improvement):** Although possible to cycle along this corridor, the level of service provided does not reflect current best practice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

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

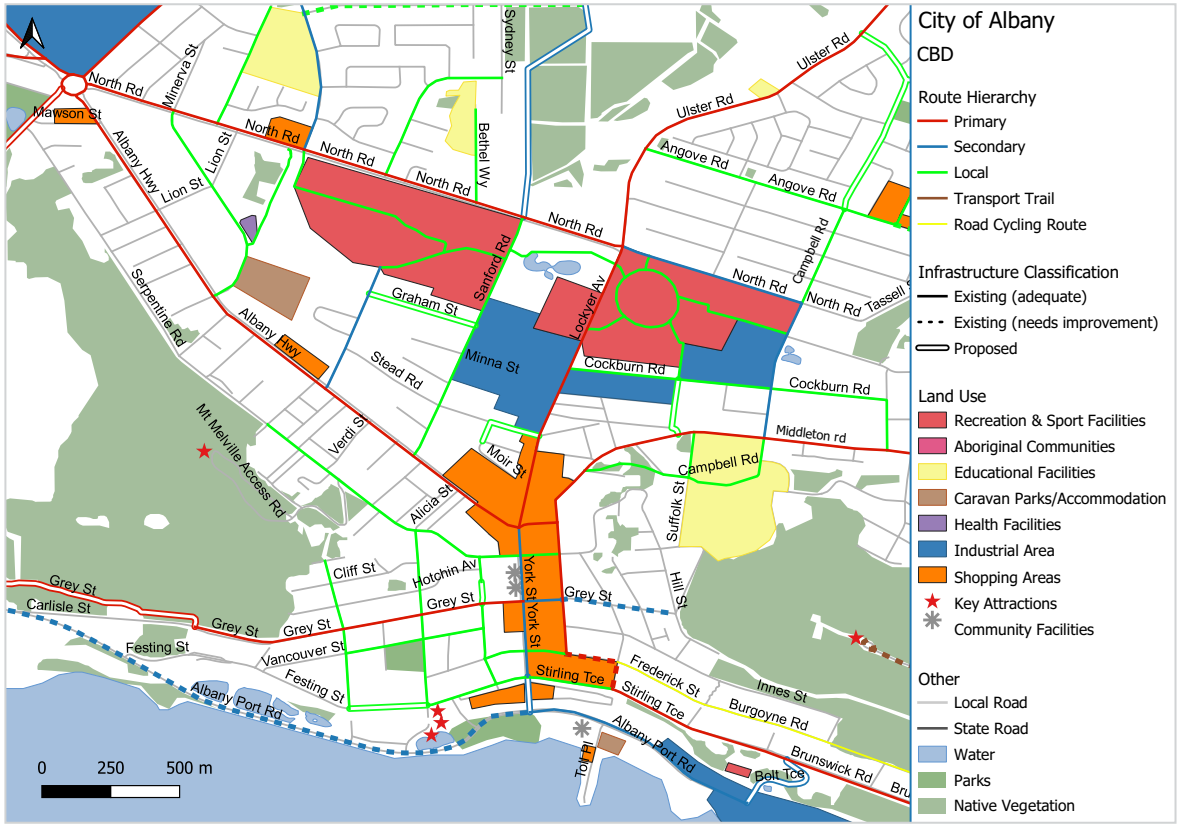
Map 6.01 Regional Road Cycle Routes



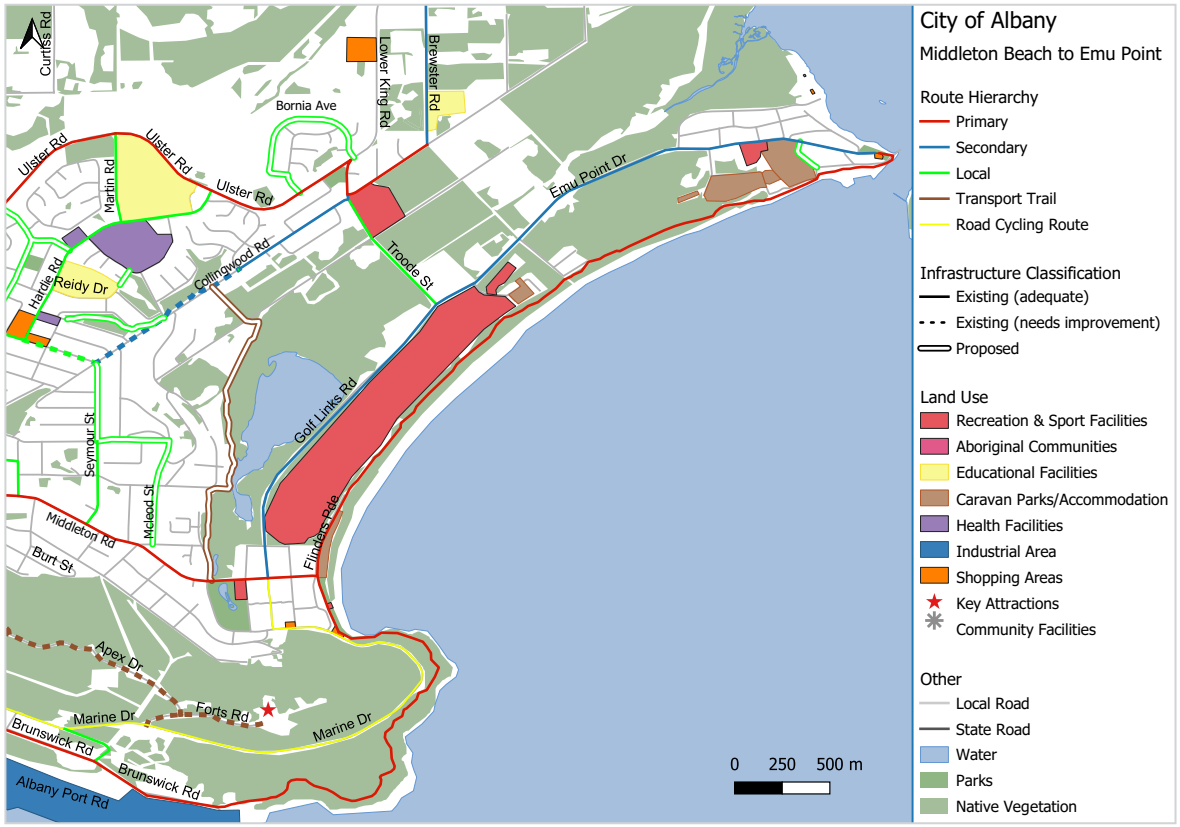
Map 6.02 Inland Region Transport Trails



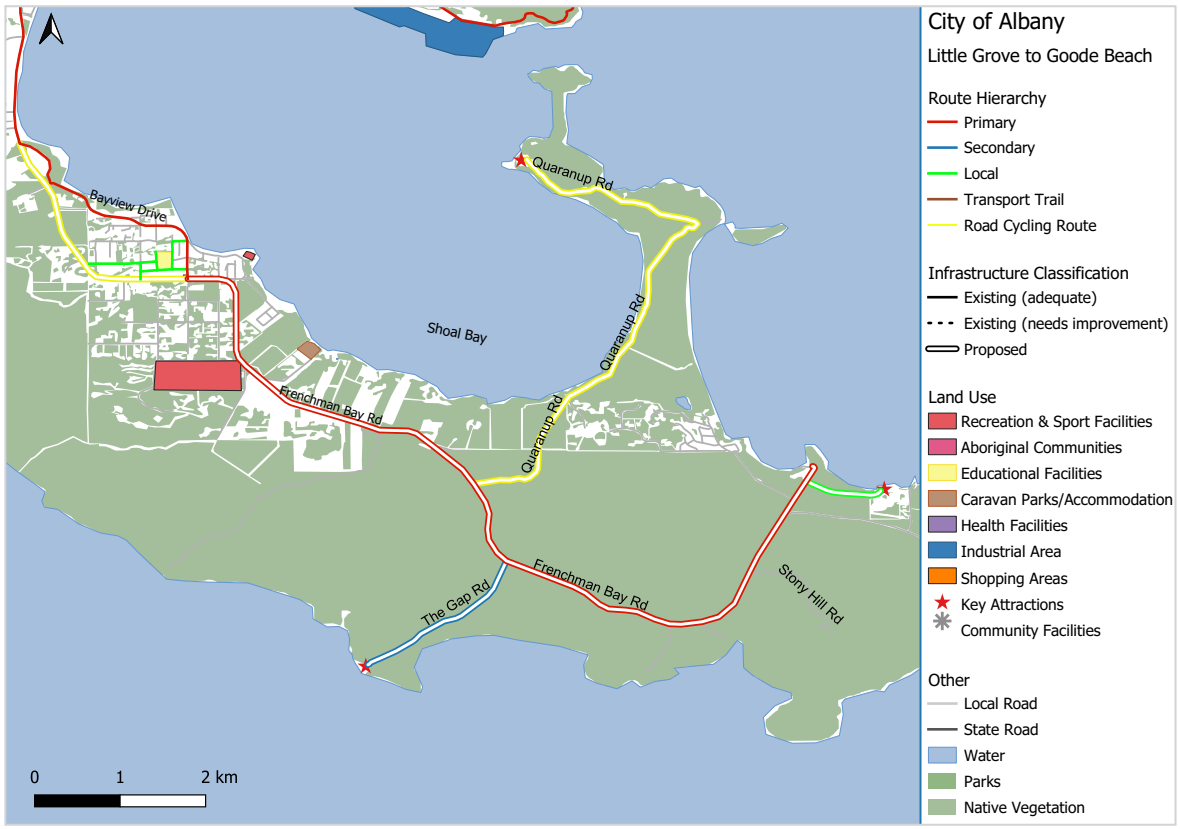
Map 6.03 City of Albany – CBD



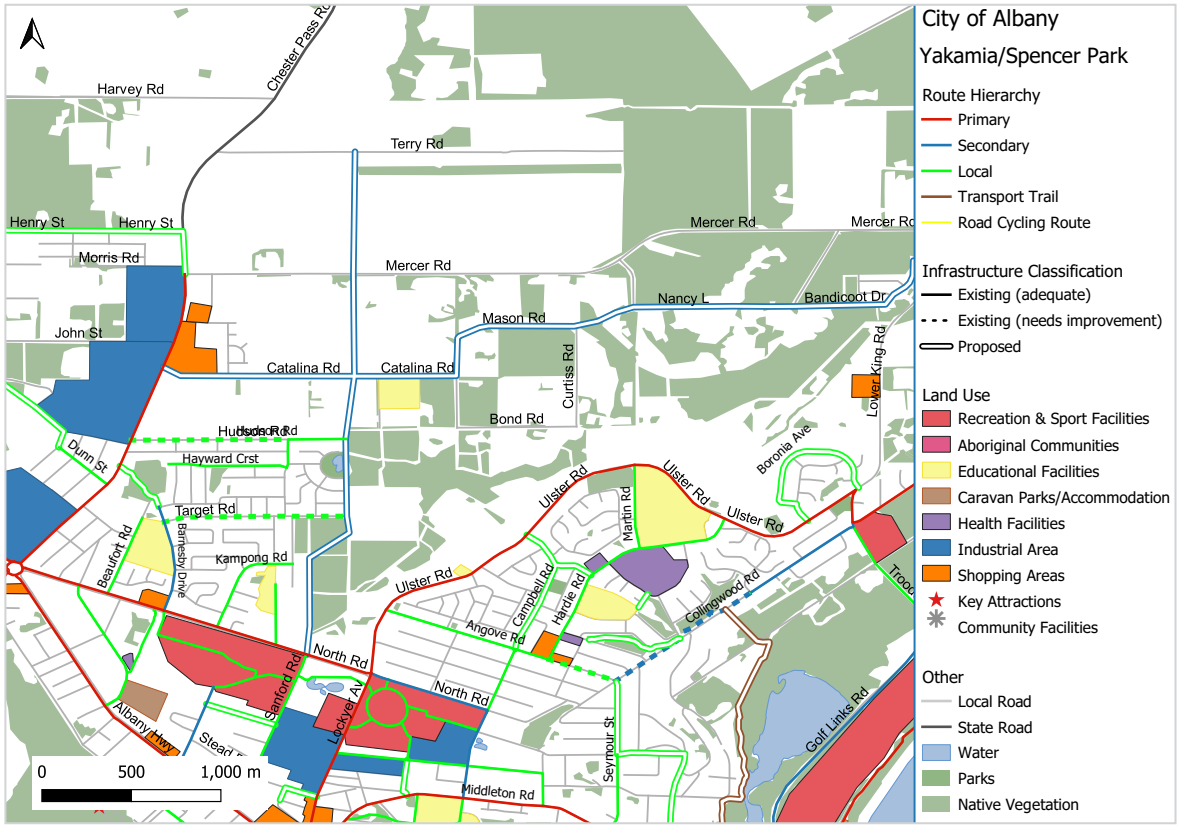
Map 6.04 City of Albany – Middleton Beach to Emu Point



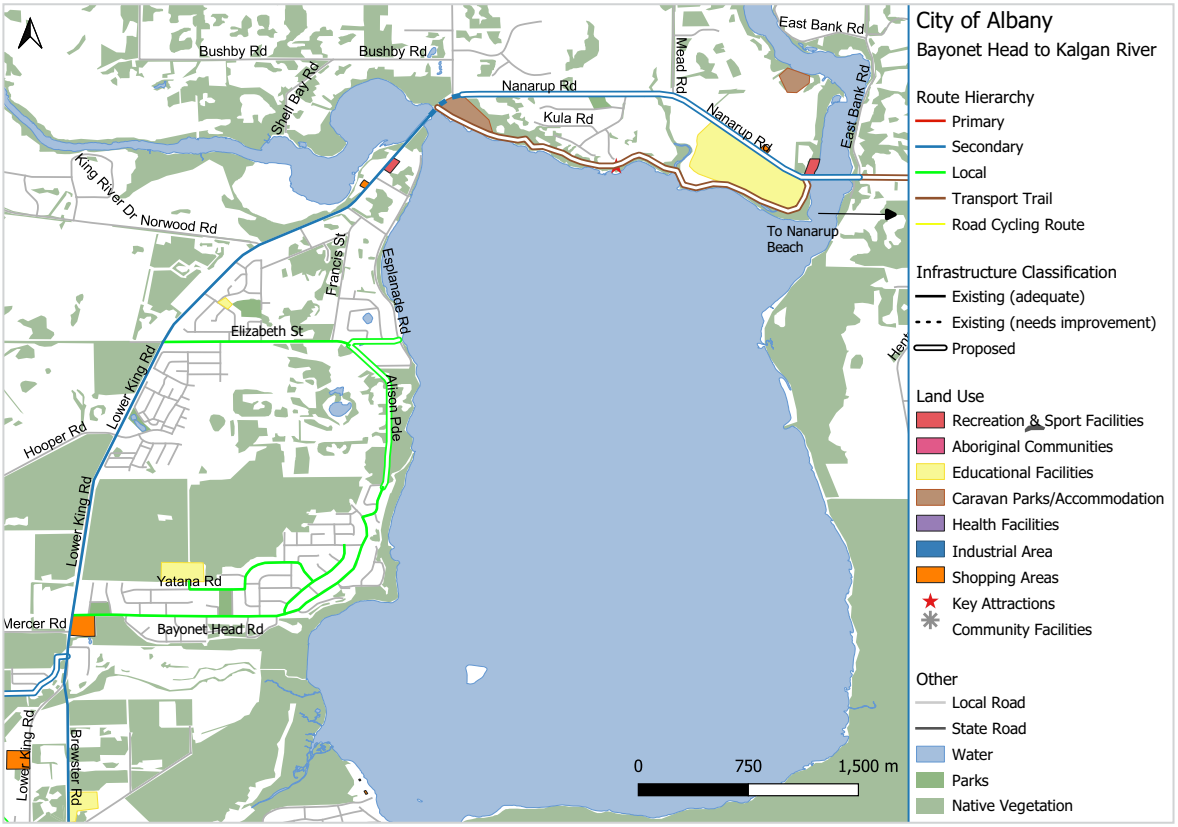
Map 6.05 City of Albany – Little Grove to Goode Beach



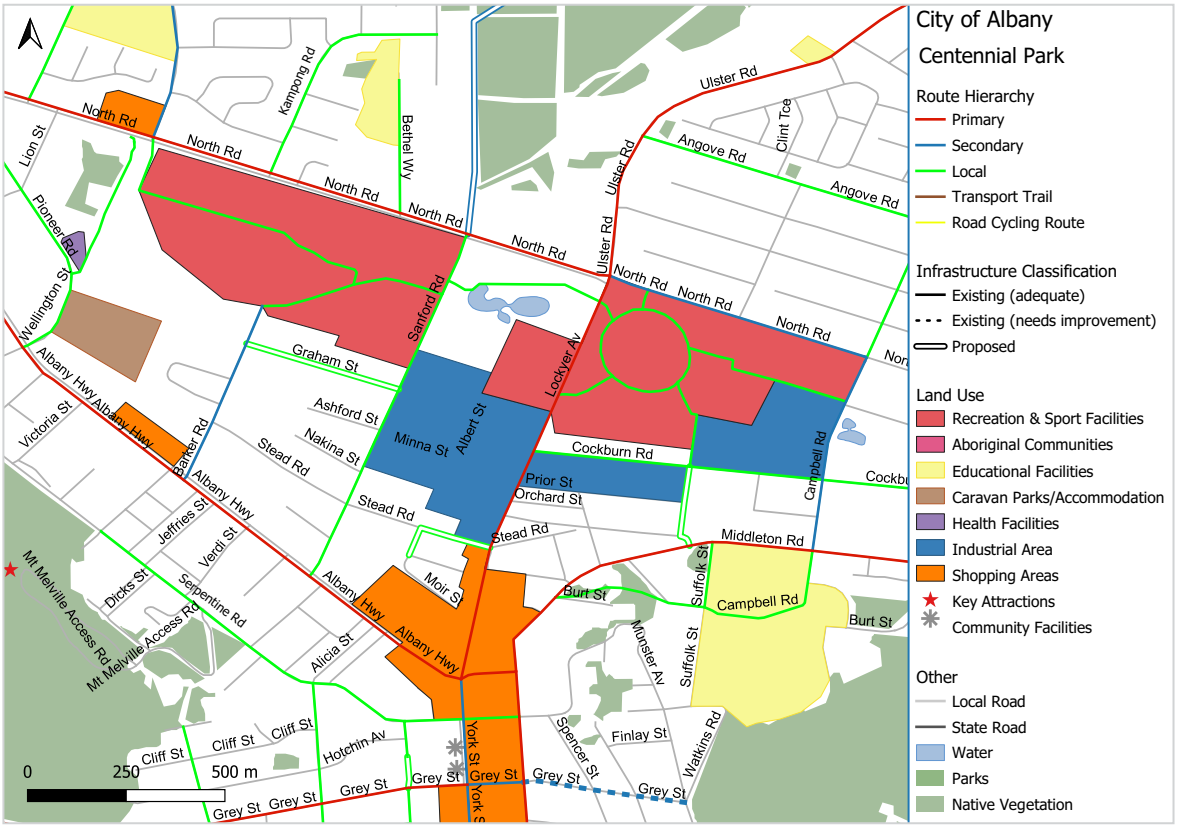
Map 6.06 City of Albany – Yakamia/Spencer Park



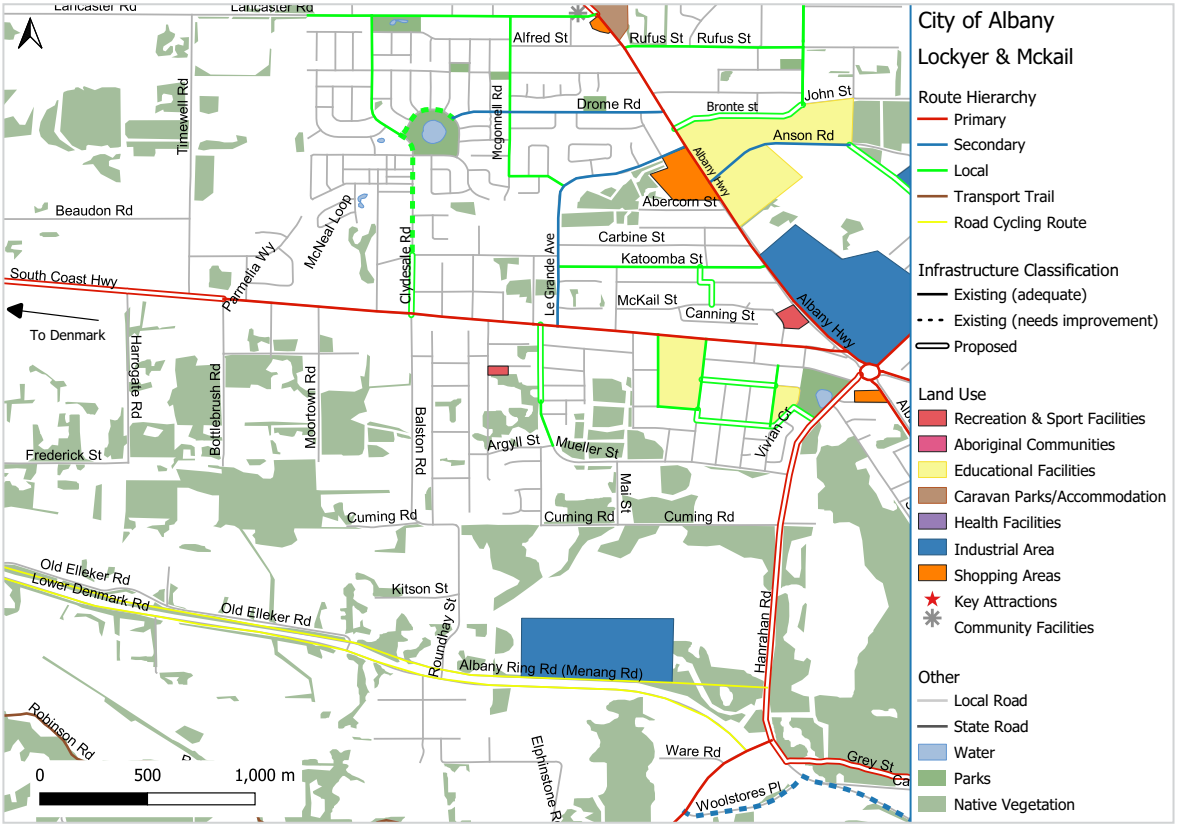
Map 6.07 City of Albany – Bayonet Head to Kalgan River



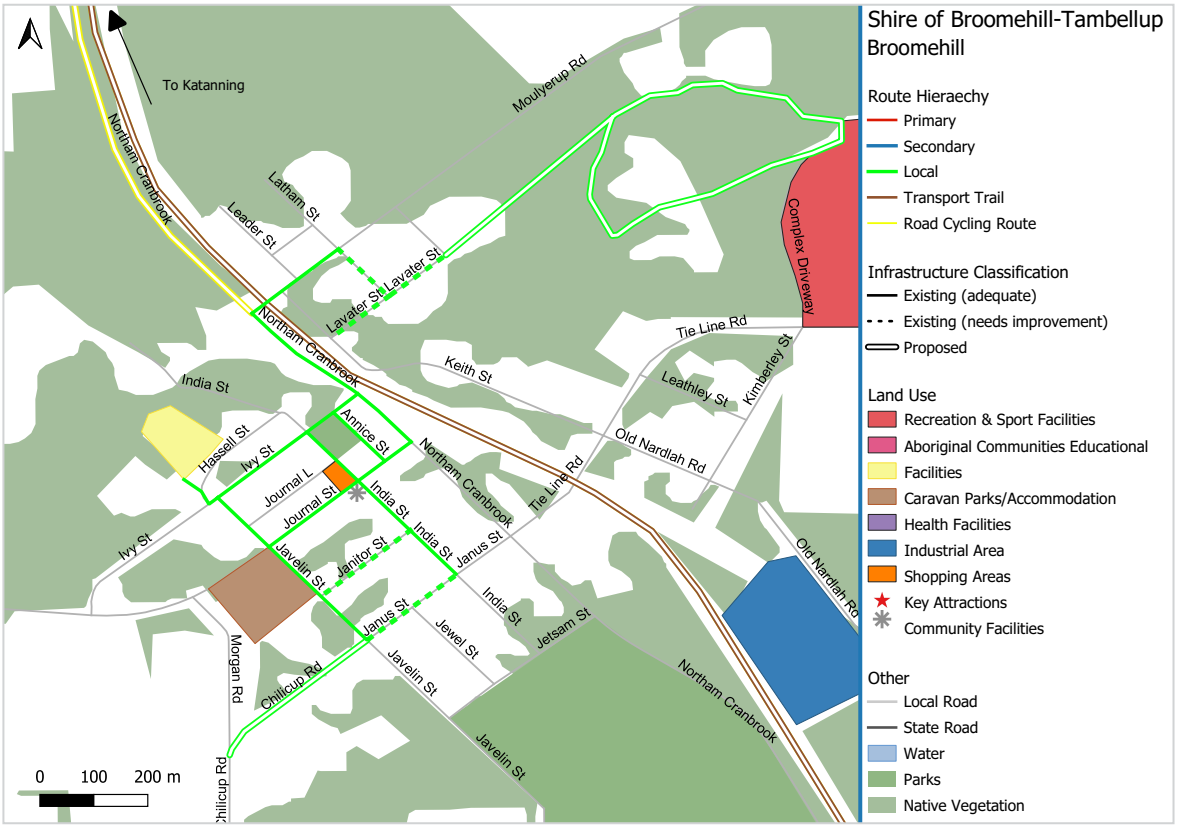
Map 6.08 City of Albany – Centennial Park



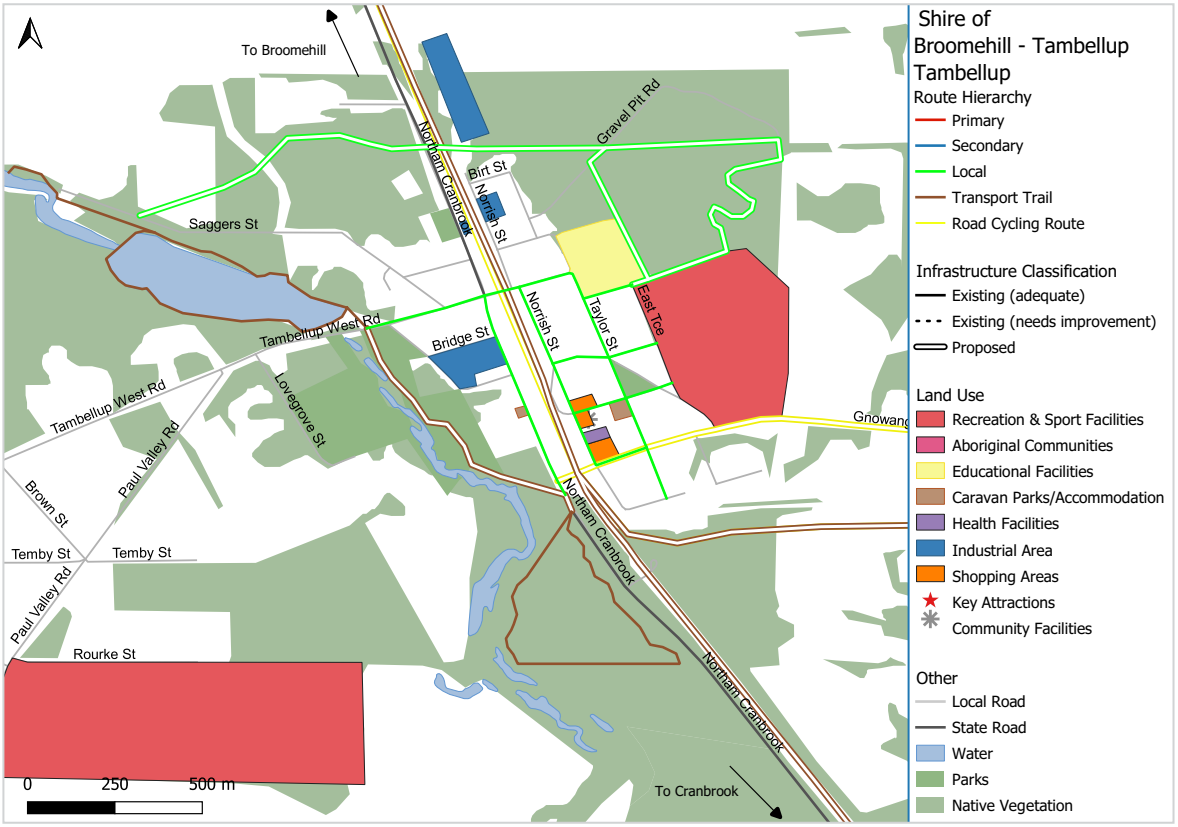
Map 6.09 City of Albany – Lockyer and Mckail



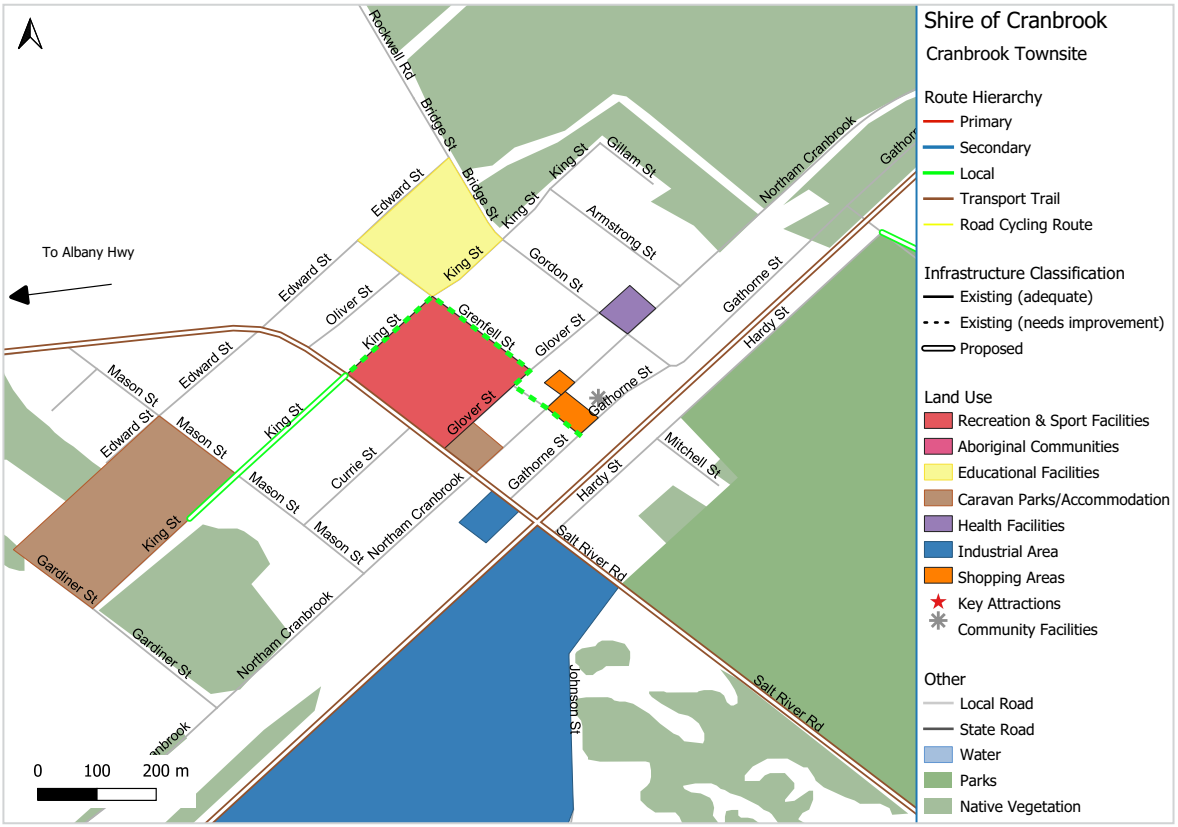
Map 6.10 Shire of Broomehill-Tambellup – Broomehill



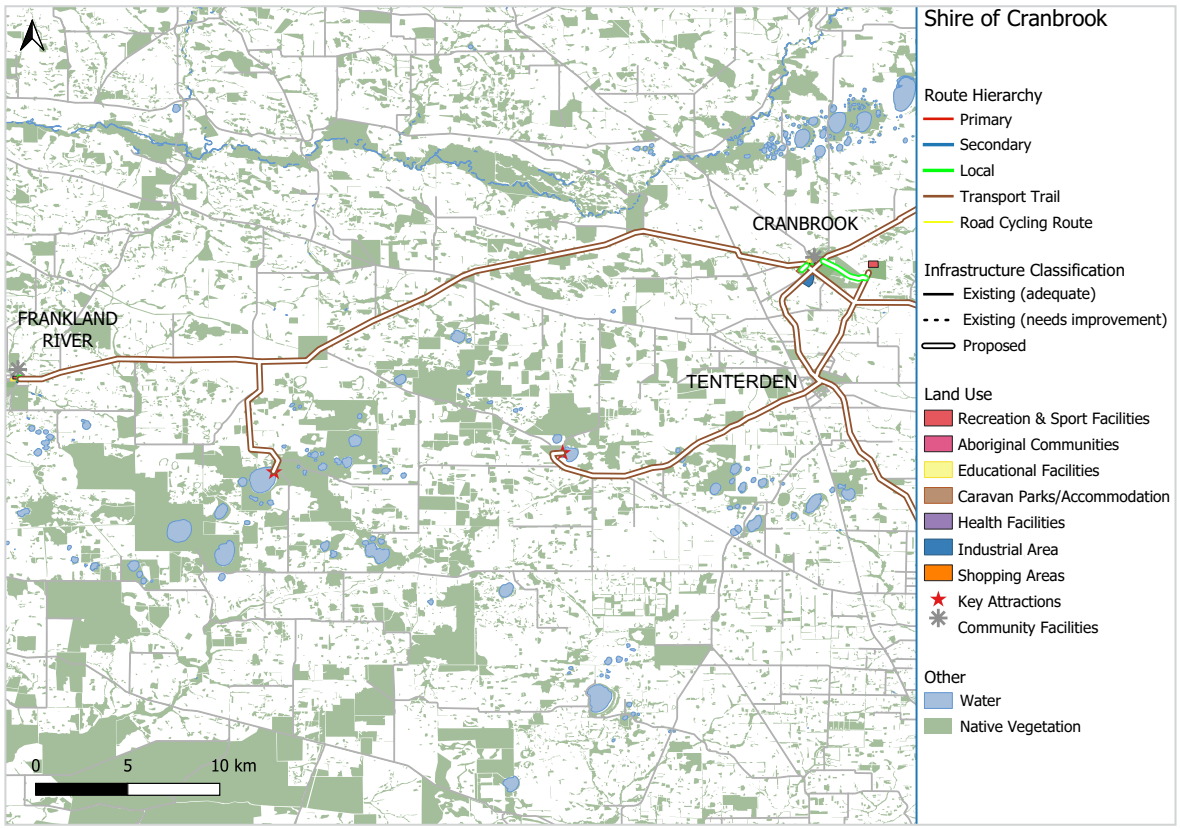
Map 6.11 Shire of Broomehill-Tambellup – Tambellup



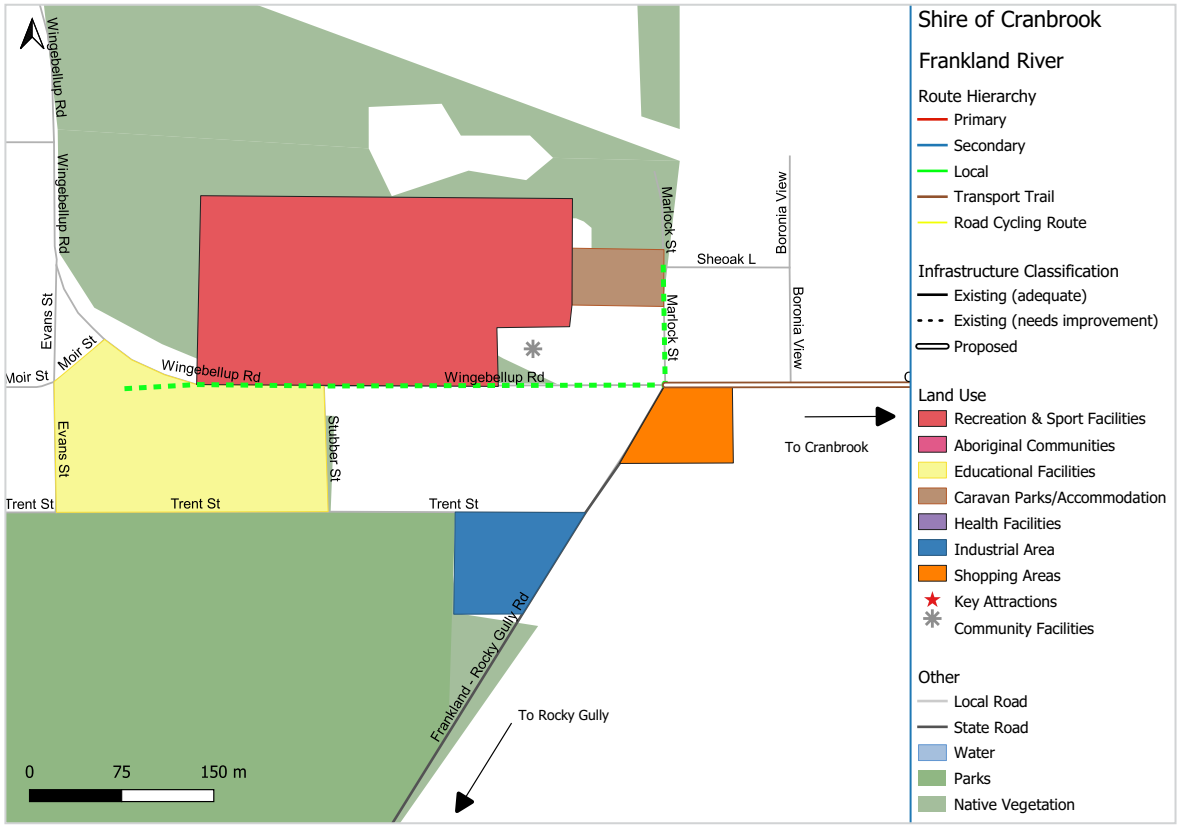
Map 6.12 Shire of Cranbrook – Townsite



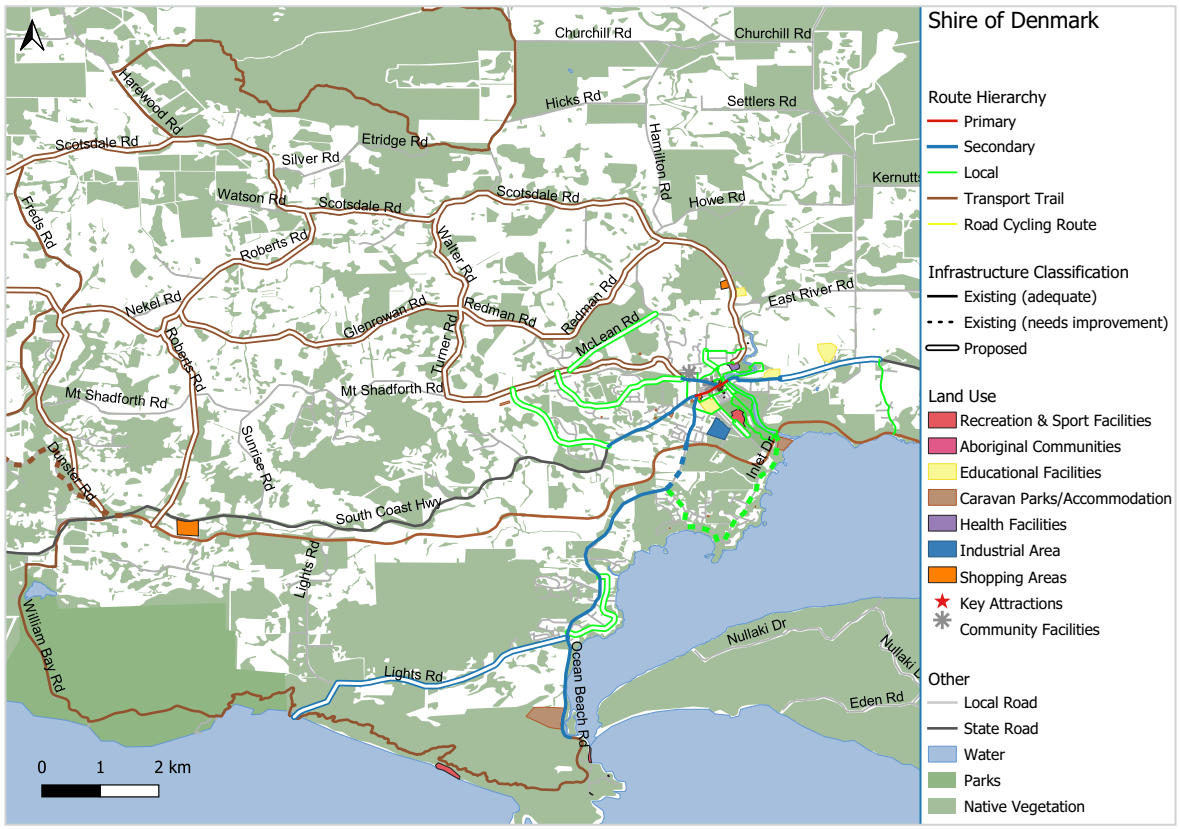
Map 6.13 Shire of Cranbrook – Regional including Tenterden



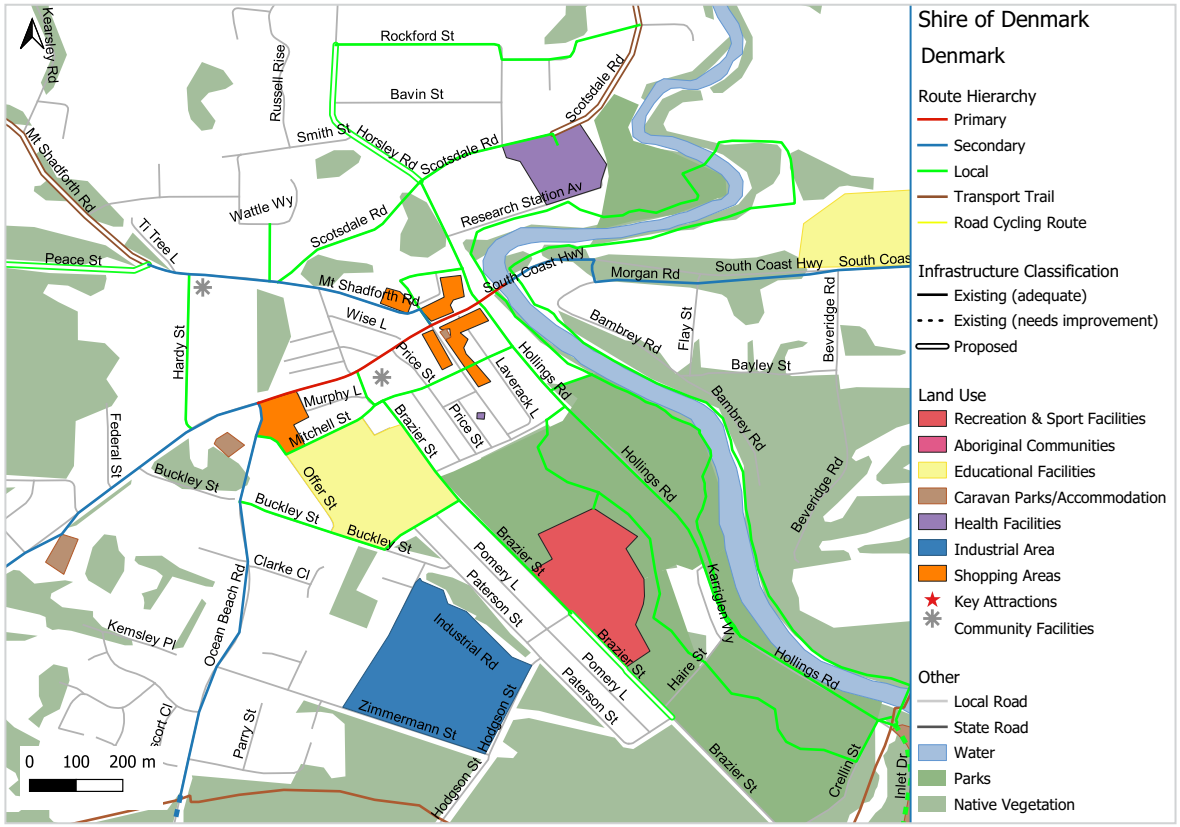
Map 6.14 Shire of Cranbrook – Frankland River



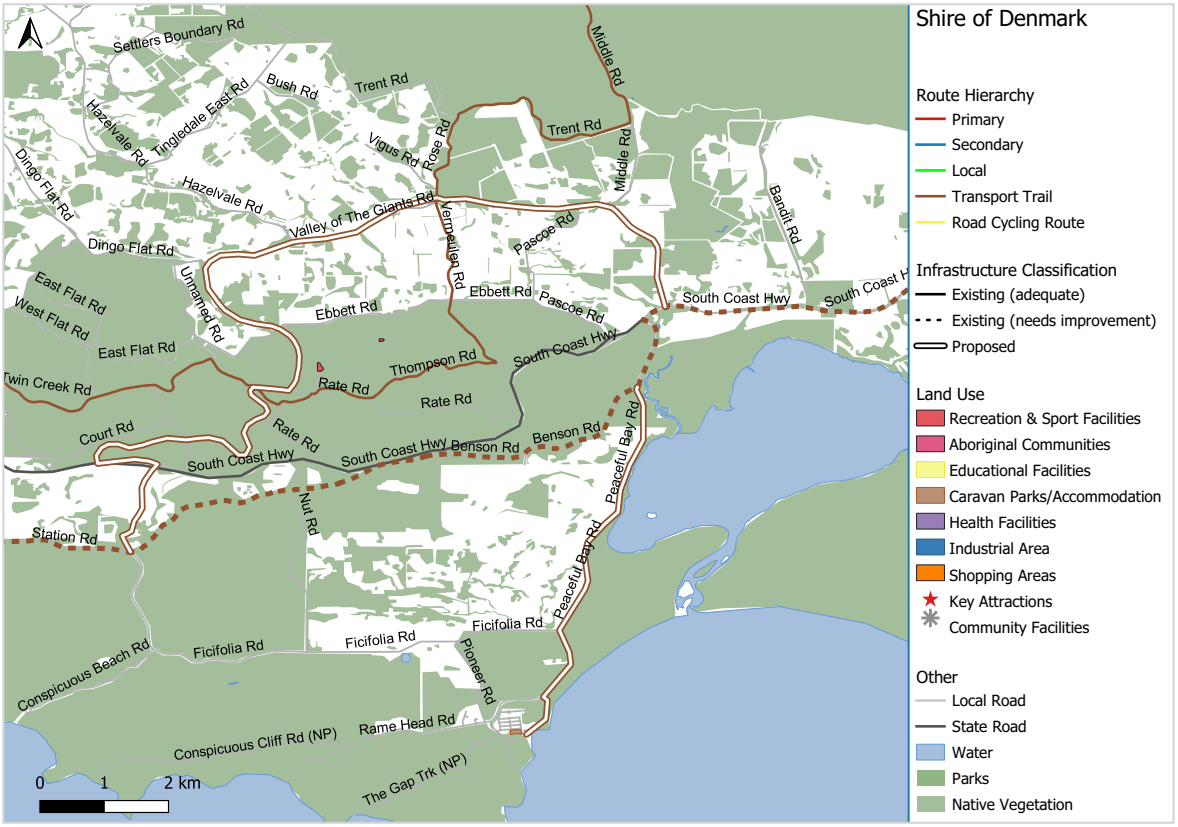
Map 6.15 Shire of Denmark – Regional



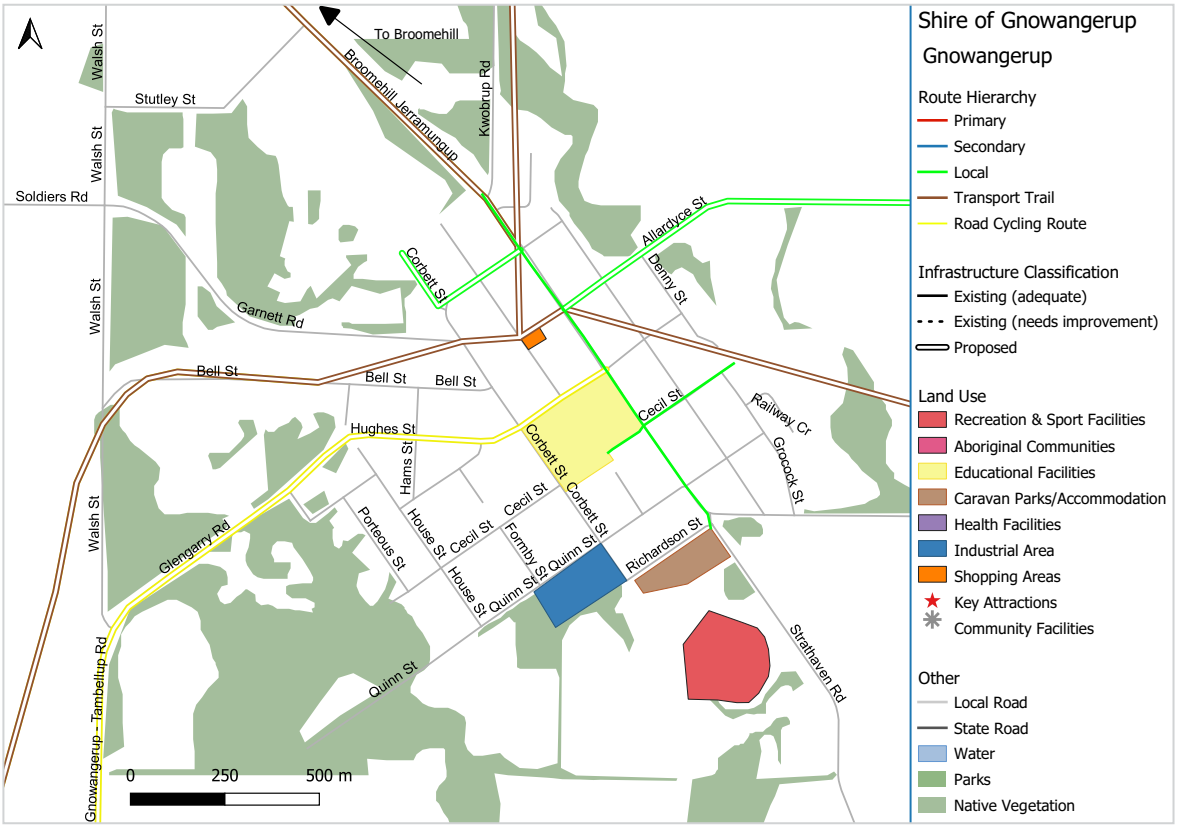
Map 6.16 Shire of Denmark – CBD



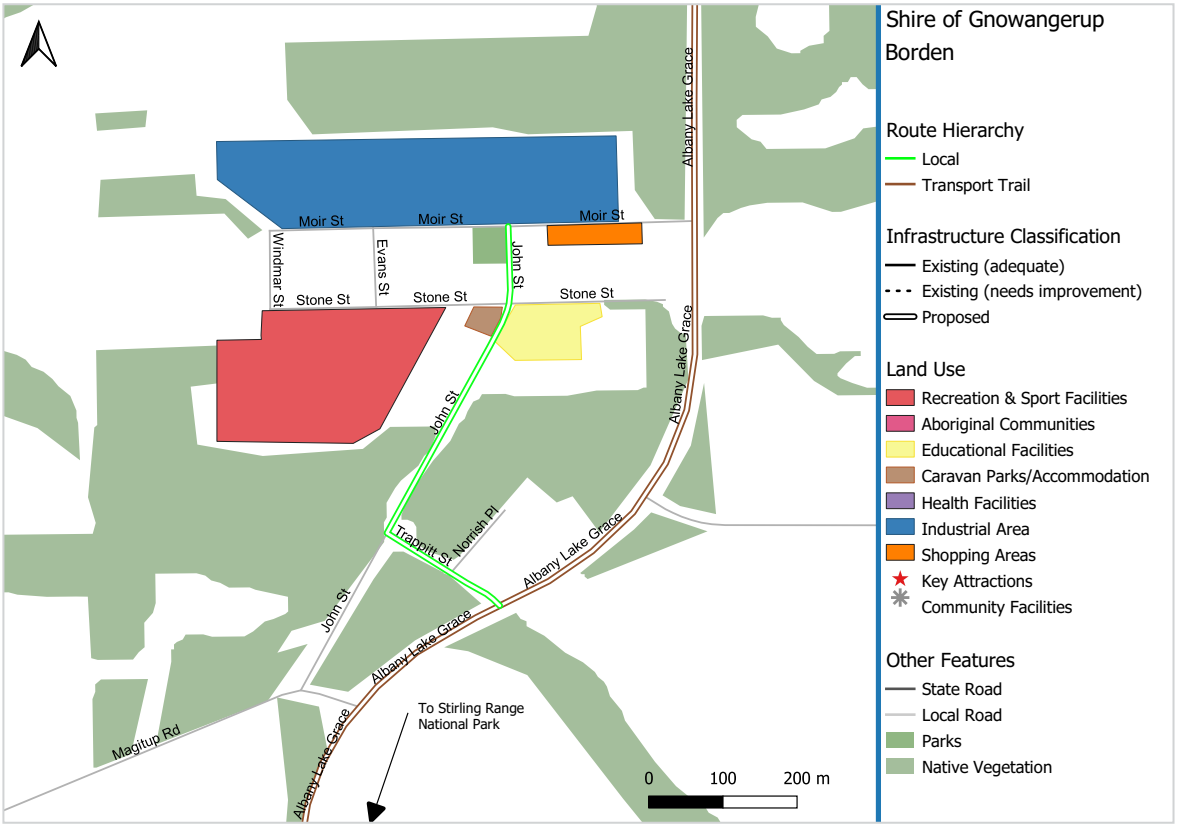
Map 6.17 Shire of Denmark – West



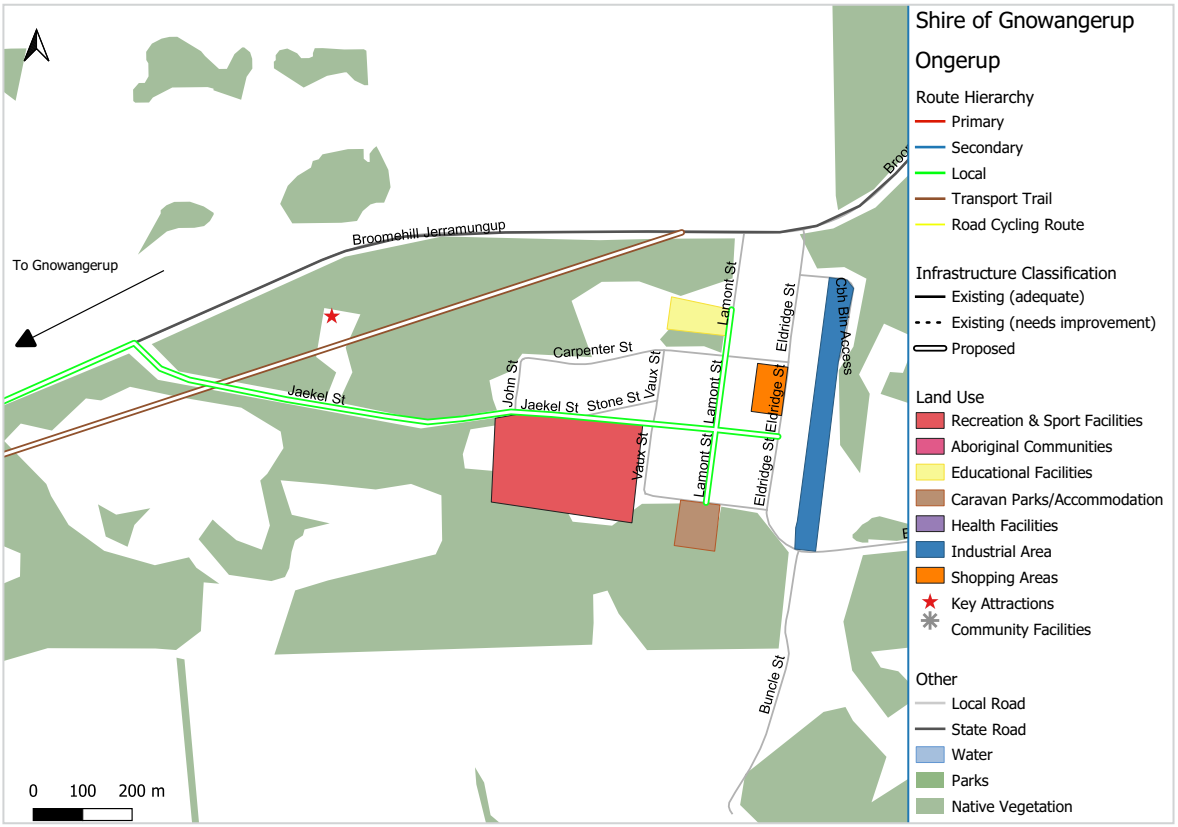
Map 6.18 Shire of Gnowangerup



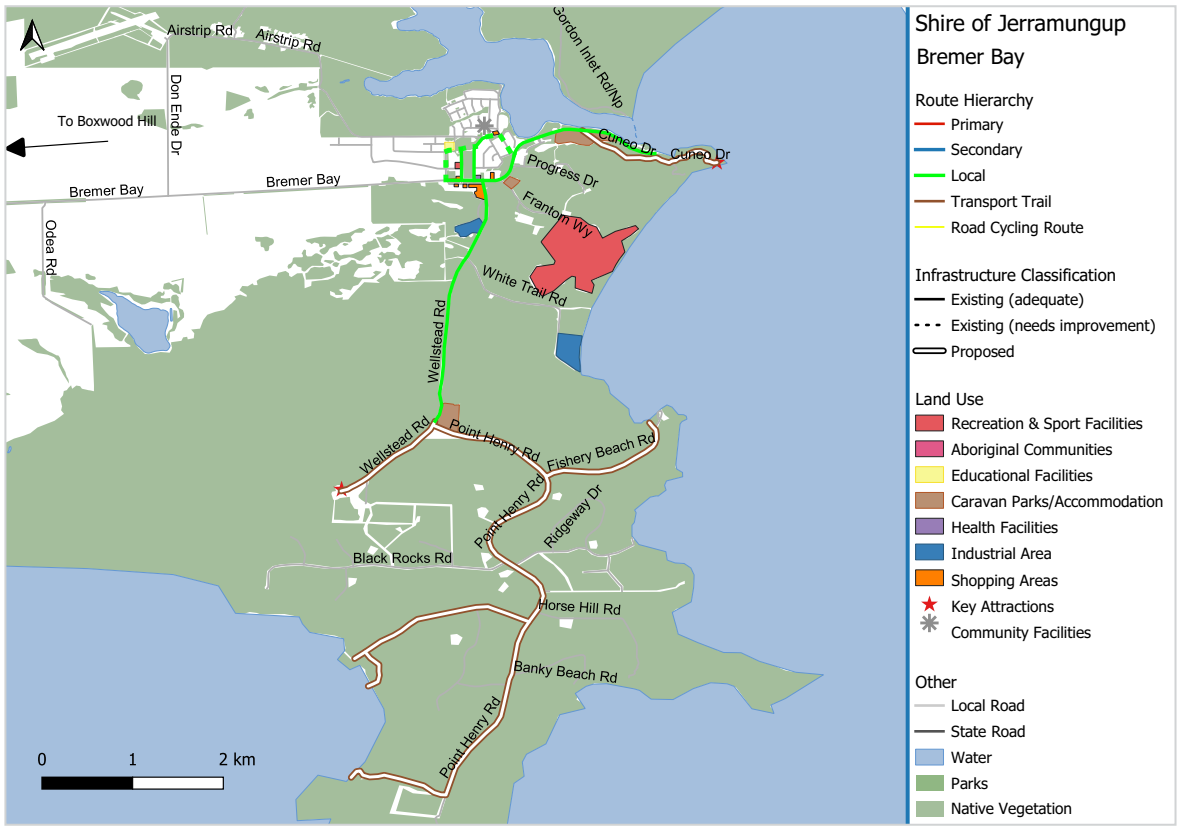
Map 6.19 Shire of Gnowangerup – Borden



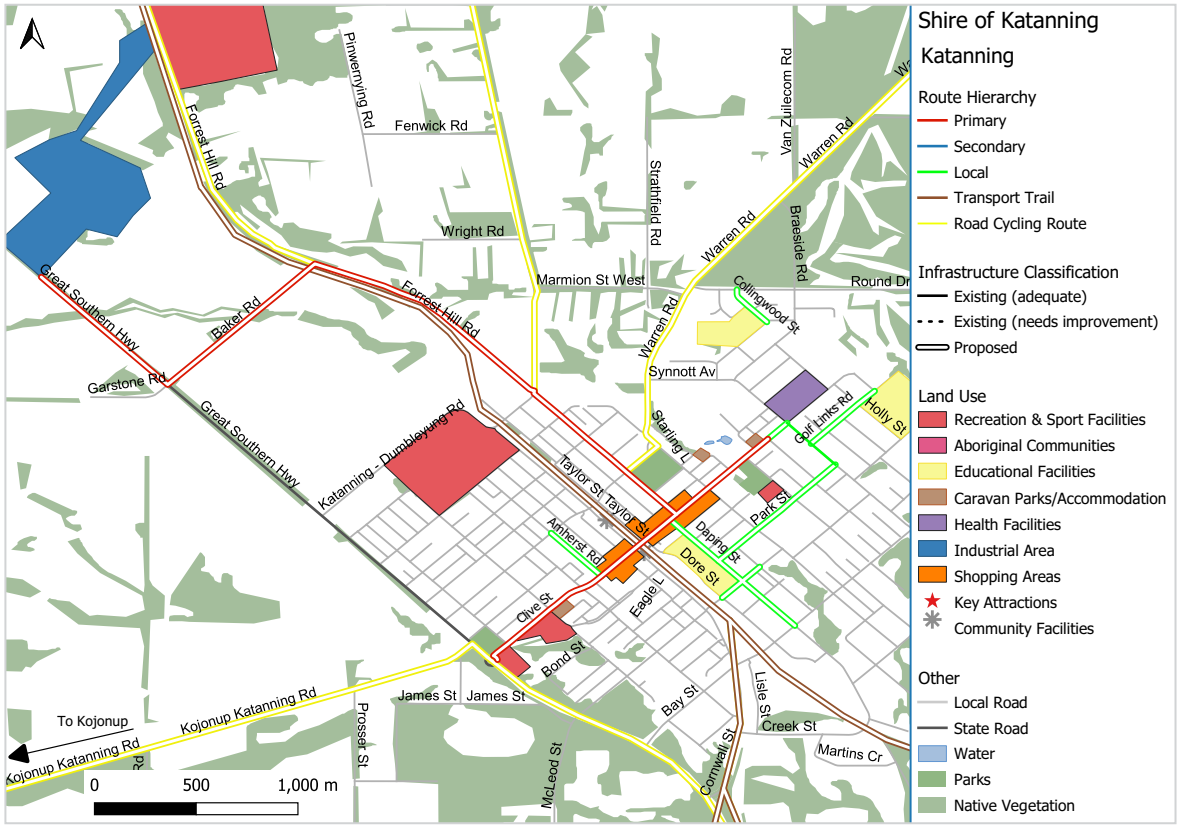
Map 6.20 Shire of Gnowangerup – Ongerup



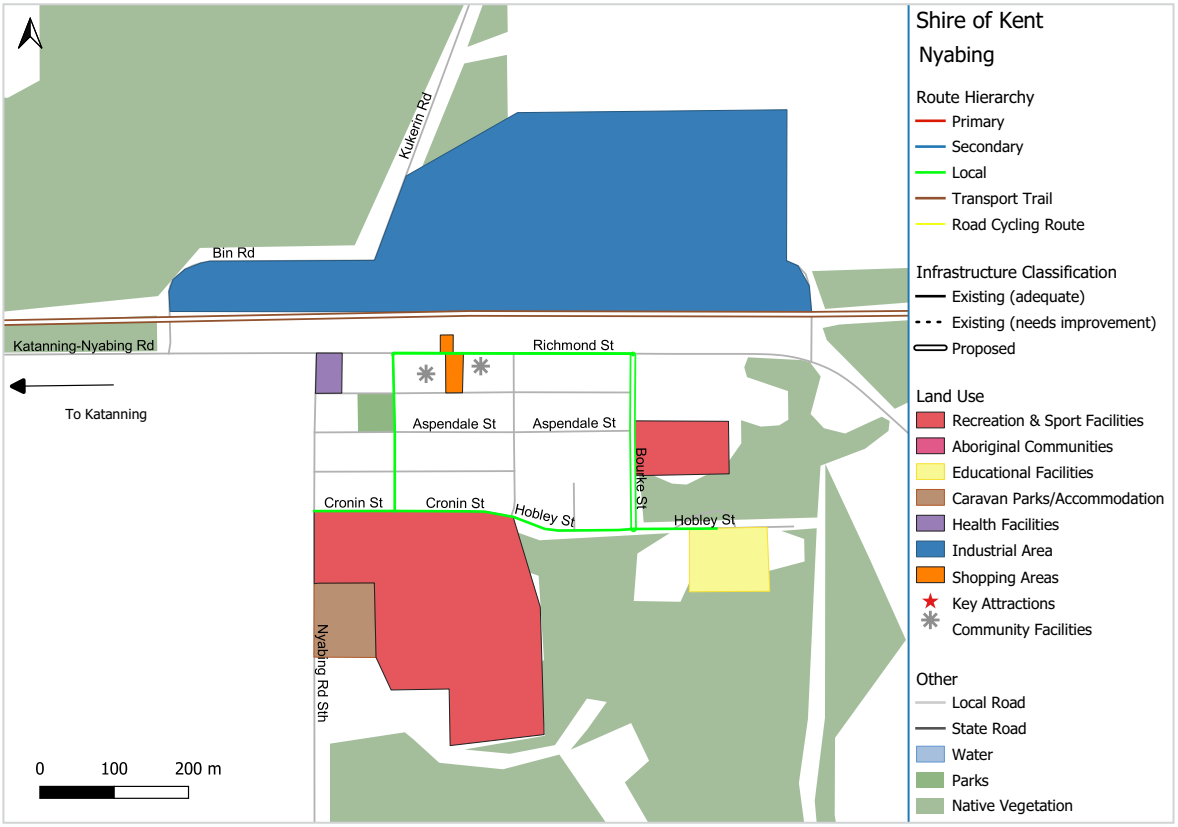
Map 6.21 Shire of Jerramungup – Bremer Bay



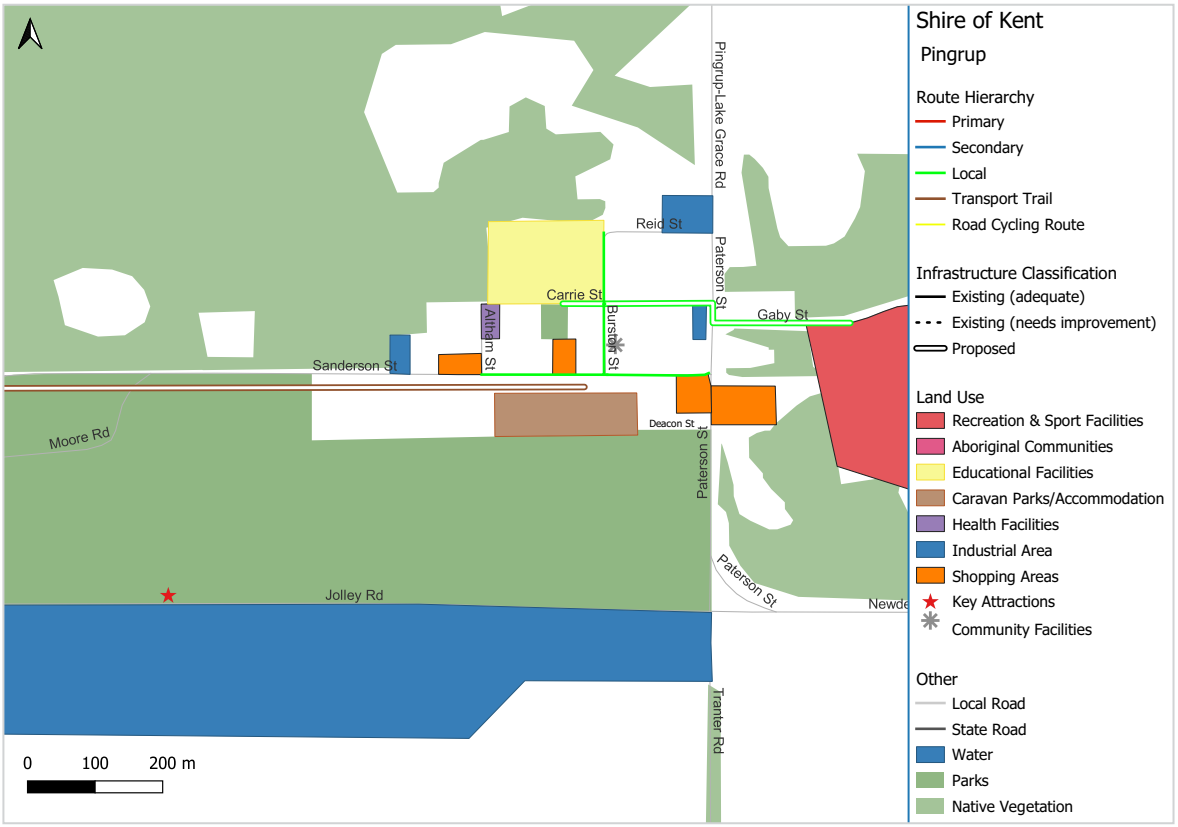
Map 6.22 Shire of Katanning



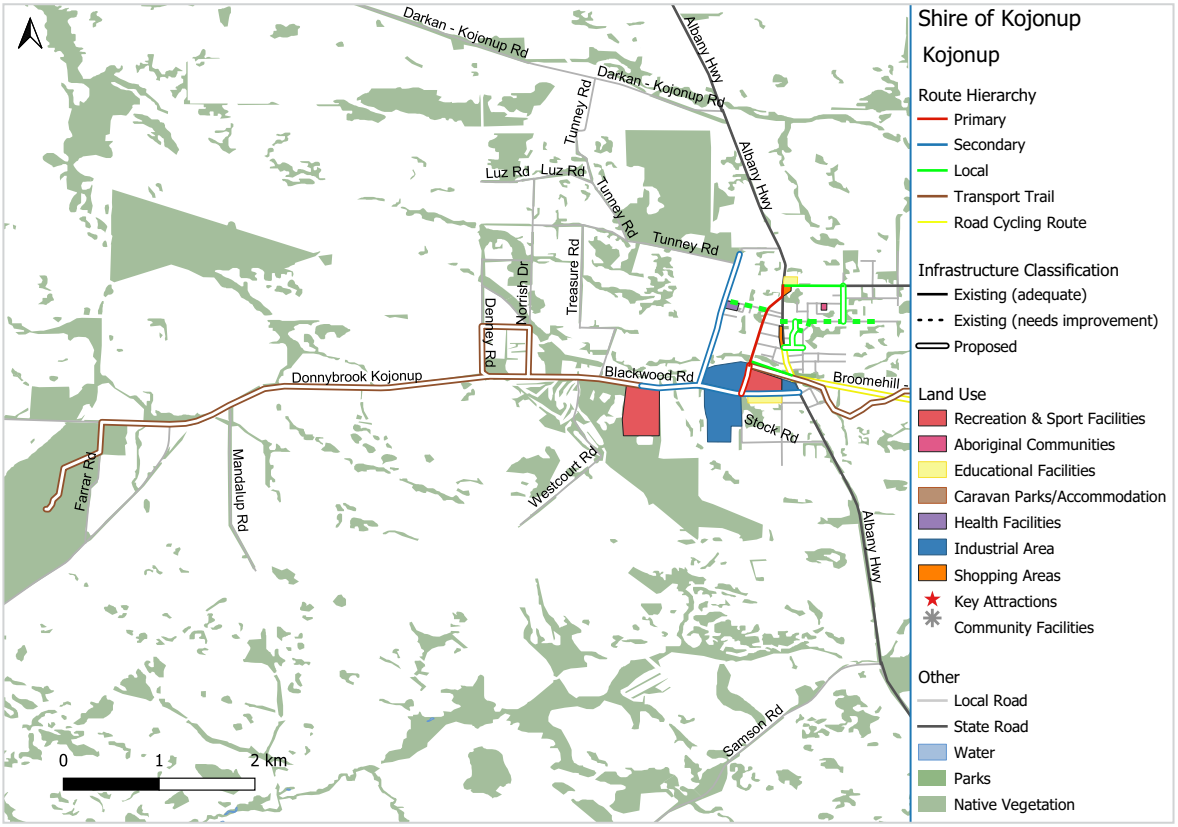
Map 6.23 Shire of Kent – Nyabing



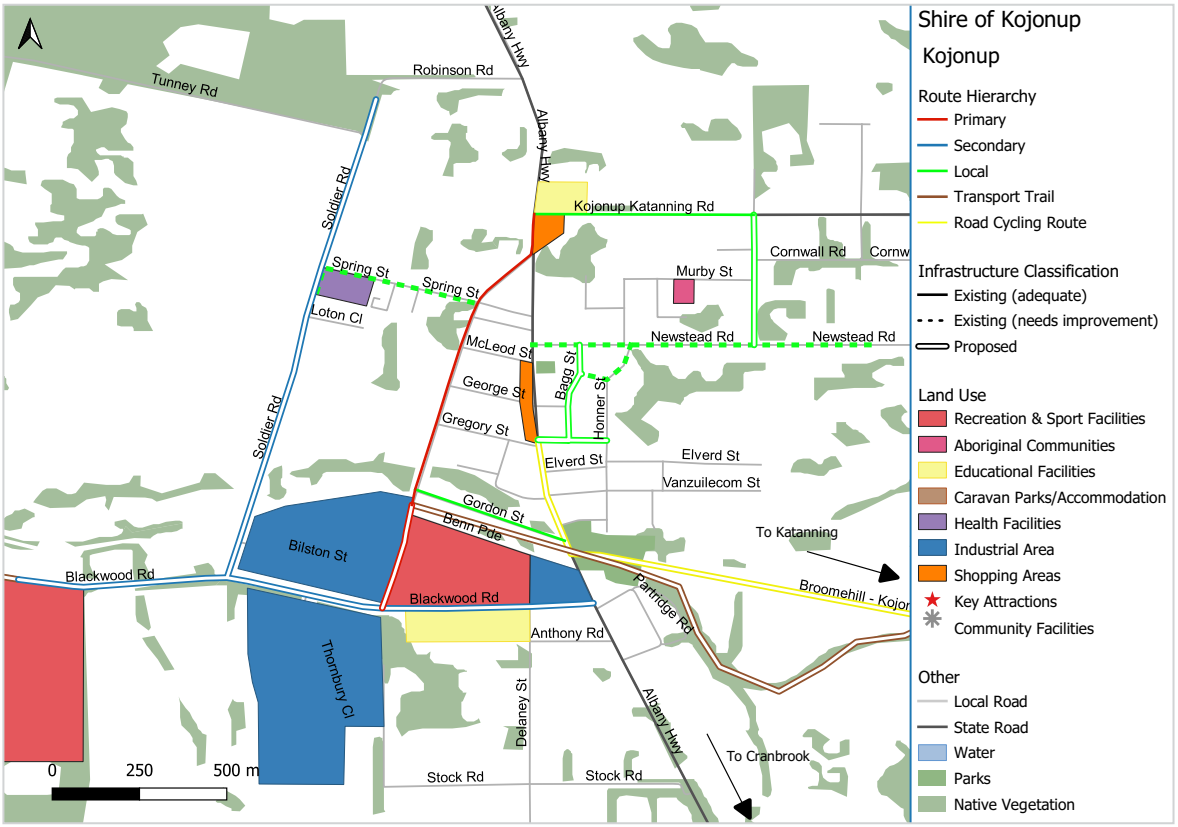
Map 6.24 Shire of Kent – Pingrup



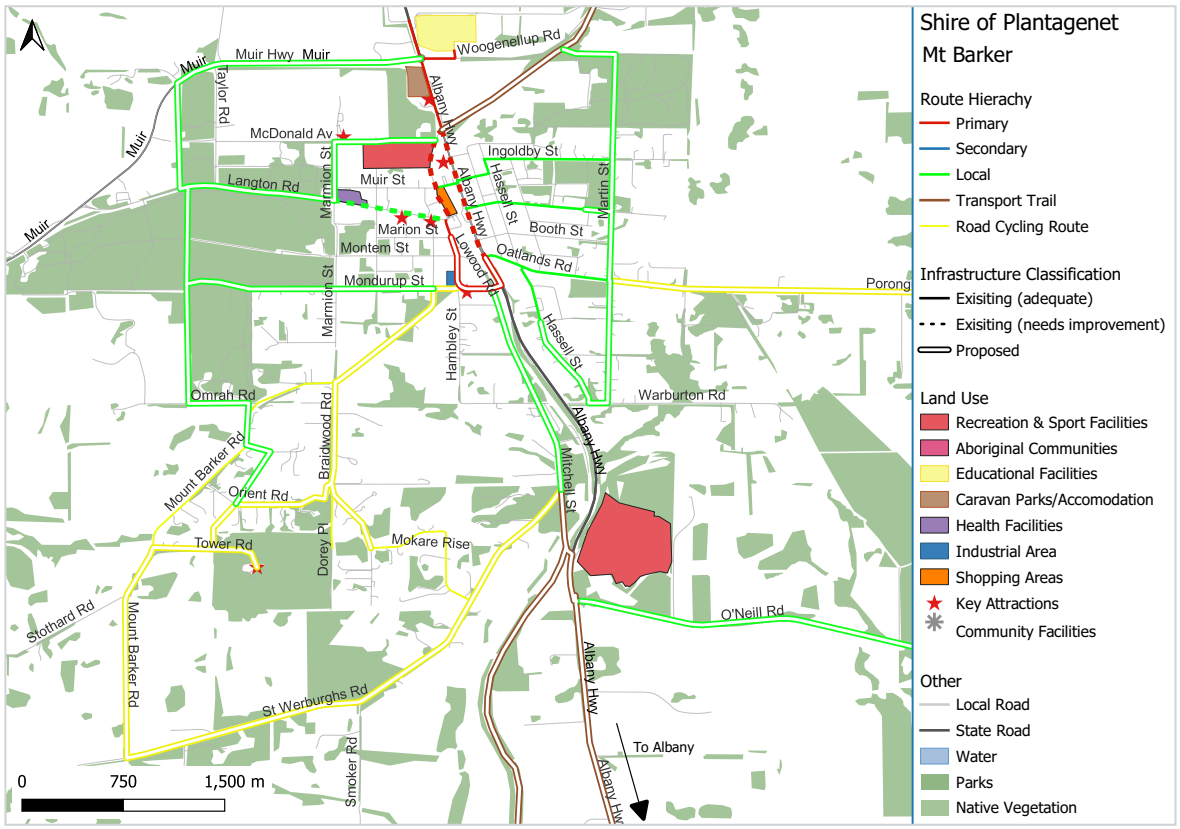
Map 6.25 Shire of Kojonup – Region



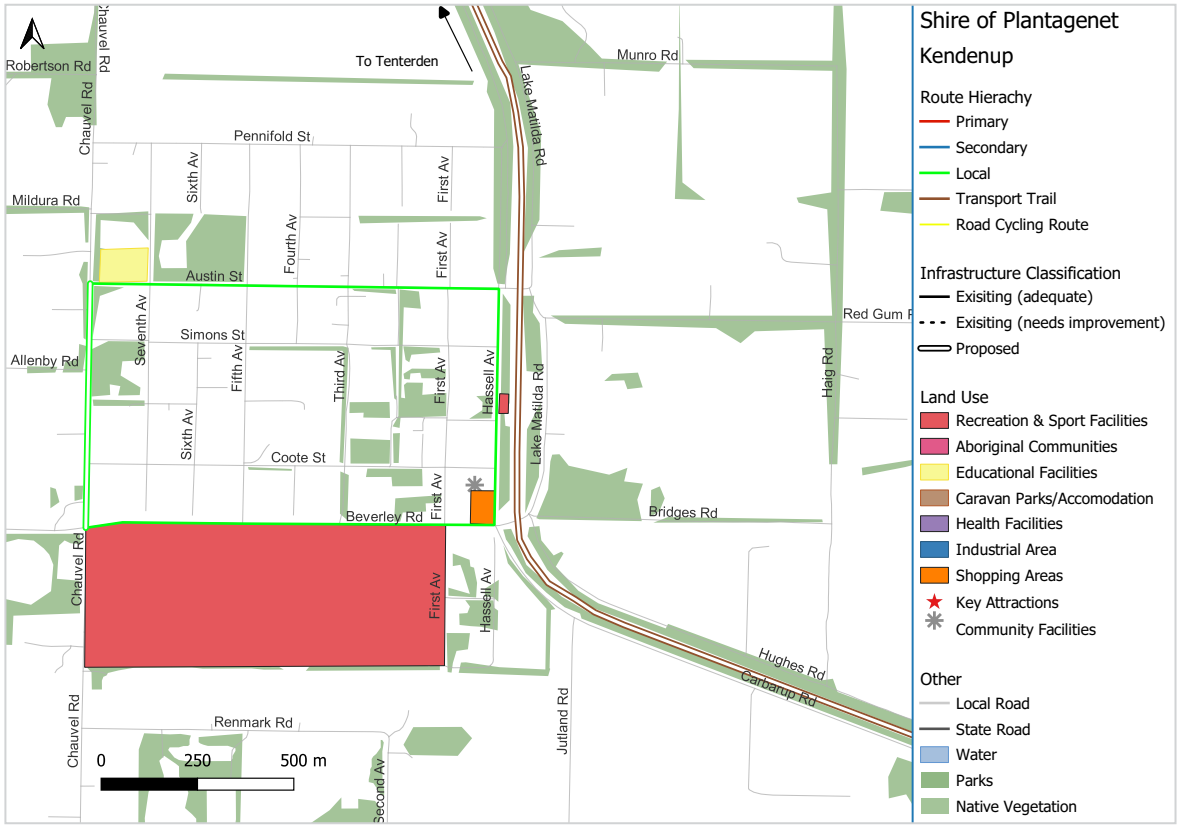
Map 6.26 Shire of Kojonup – Townsite



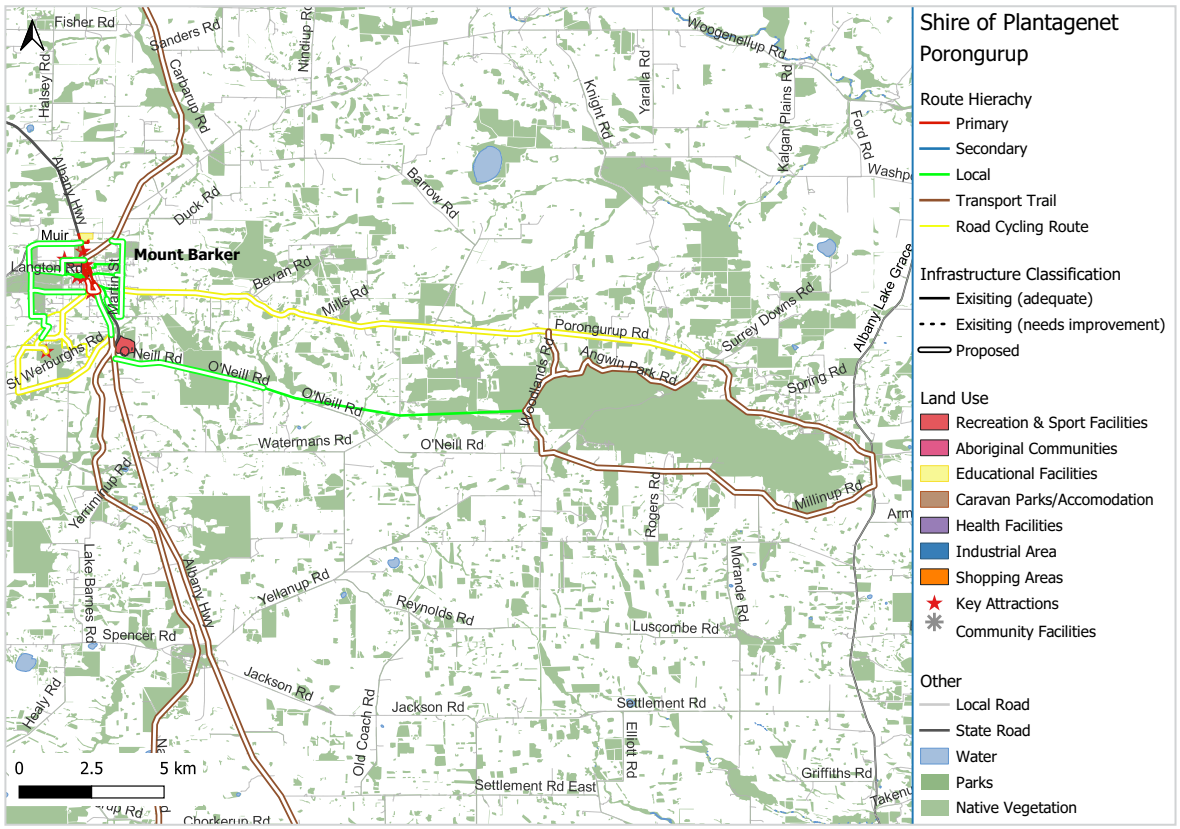
Map 6.27 Shire of Plantagenet – Mount Barker



Map 6.28 Shire of Plantagenet – Kendenup



Map 6.29 Shire of Plantagenet – Porongurup



6.2 Local priority projects

The following tables identify the local strategic priorities for bike riding in the Great Southern region, if and when organisational and funding capacity permits. Broadly categorised as: Short-term (to commence within 1–3years); medium-term (to commence within 4–5 years); and long-term (to commence in 5+ years).

6.2.1 City of Albany

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A1	Marine Drive Mounts Access	Construction	Construct a shared path from the end of the existing path on Brunswick Road to Burgoyne Road (through an unconstructed road reserve), and connect to Forts Road where it intersects with Apex Drive. This will provide an important link from the CBD to the Heritage Park and Mounts Precinct.	Primary
A2	Mount Melville Cycle Link	Construction	Construct the final stage of the CBD to Mount Elphinstone Cycle link, from the end of the existing path at Carlisle Street to connect with the path infrastructure on the Albany Ring Road. This will provide safe cyclist connectivity between the CBD and areas to the east and south of Albany including Little Grove and beyond.	Primary
A3	Middleton Road Link	Construction	Construct off-road cycle paths on Middleton Road and Golf Links Road in Middleton Beach. This will fill in the missing link between existing cycle infrastructure on Middleton Road to the west, and the major activity centres of the CBD, Middleton Beach and Emu Point.	Primary
A4	Maley Place, Bardley Road and Wansborough Street	Construction	Construct new path along Maley Place, Bardley Road and part of Wansborough Street in Spencer Park. This will provide a better connection between existing infrastructure on Ulster Road (primary route) and Hardie Road (secondary route), and provide better access between residential areas and key facilities such as Spencer Park Primary School, aged care facilities, and the Albany Health Campus.	Local
A5	Clifton Street, Admiral Street, Banks Street, Lambert Street and Menzies Street	Design	Design a shared path along key routes to improve connectivity in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mount Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
A6	Chester Pass Road (Brooks Garden Blvd to Henry Street)	Design	Design a connection between shared paths in Milpara and existing primary route on Chester Pass Road. This will link residential areas and educational facilities with retail and industrial hubs, and further access to the CBD.	Primary
A7	Boongarrie Street	Construction	Replace section of old narrow path with 1.5m concrete path, as part of the Emu Beach Foreshore Management Plan. This path will improve connectivity and cycling amenity in Emu Point for residents and visitors.	Local
Short-term				
A8	Seymour Street, Nelson Street, McLeod Street	Design and construct	Construct a north-south link through Mira Mar, which has a low level of current path connectivity. These paths will link the residential areas of Spencer Park and Mira Mar, including health and education facilities, to the key activity centres of Middleton Beach and Emu Point.	Local
A9	Leschnault Street	Design and construct	Construct 2m wide concrete path on Leschnault Street from Admiral Street to Drummond St. Will provide additional east-west link for Lockyer residents accessing Mount Lockyer Primary School and recreation areas.	Local
A10	Collingwood Road (Burville Street to Warden Avenue)	Construction	Upgrade to asphalt existing bitumen path through reserve. This will improve the amenity of the path, which is an important link in a suburb with lower connectivity.	Secondary
A11	Hymus Street	Design and construct	Design and construct path on popular route from the CBD and key retail centre to the Centennial Park Precinct and Youth Precinct.	Local
A12	Festing Street	Design and construct	Design and construct path to address missing link in network between Melville Street and Parade Street.	Local
A13	Crawford Street	Design and construct	Design and construct 2.5m concrete path to replace existing from Katoomba Street to McKail Street. This is a missing link in the network that will provide a better north-south connection in Orana and link to Mount Lockyer Primary School and Parklands School in Lockyer.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A14	Chester Pass Road (Brooks Garden Blvd to Henry Street)	Construction	Construct a connection between shared paths in Milpara and existing primary route on Chester Pass Road. This will link residential areas, North Albany Senior High School and TAFE, to retail and industrial hubs, with further access to the CBD.	Secondary
A15	Henry Street (Adelaide Street to Chester Pass Road)	Construction	Construct a shared path which will link path infrastructure on Adelaide Street to a primary route on Chester Pass Road. This will create a cycling link from Chester Pass Road through to Albany Highway through Milpara, and improve access to North Albany Senior High School.	Secondary
A16	Mounts Access	Design and construct	Design and construct path to complete link between existing path on Apex Drive and the Desert Mounted Corp Memorial carpark.	Secondary
A17	Clifton Street, Admiral Street, Banks Street, Lambert Street and Menzies Street	Construction	Construct a shared path along key routes to improve connectively in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mount Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD.	Local
A18	Katoomba Street	Construction	Construct a new shared path to replace existing path in poor condition between Le Grande Avenue and Melos Street. This path will create a better east west connection for cyclists through Orana, which links residential areas with educational and retail/industrial areas in Lockyer and Milpara including Mount Lockyer Primary School and North Albany Senior High School.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A19	Stead Road	Feasibility	Explore feasibility for a contra flow cycling lane on Stead Road, from Hymus Street to Lockyer Avenue. This would link existing path on Lockyer Avenue and planned path on Hymus Street to the secondary path on Sanford Road and complete a link between the CBD and Youth Precinct/ALAC.	Local
A20	Grey Street West	Construction	Complete Mount Elphinstone to CBD link by replacing black with red asphalt from Collie Street to Melville Street.	Primary
A21	Barnesby Drive	Construction	Construct new path from end of existing path to provide connection to Chester Pass Road. This forms part of the Local Planning Strategy and will form a connection between Yakamia Primary School and residential areas.	Local
A22	Albany Highway path expansion	Design and construct	Design and construct extension of existing primary 2.5m concrete path, from opposite Bottrell Close to Morgan Road. This will link to existing path through reserve which services Warrenup residential area.	Primary
A23	Symers Street	Design and construct	Design and construct new shared path as second stage of the Lockyer Avenue – Campbell Road path links. This is will improve connectivity between Albany Primary School and Albany Senior High School to recreation areas, particularly the Centennial Precinct and Youth Precinct.	Local
Medium-term				
A24	South Coast Highway path extension	Design and construct	Design and construct extension of existing primary route 2.5m on urban fringe, between Bottlebrush Road and Harrogate Road.	Primary
A25	Mueller Street	Design and construct	Design and construct 2.5m concrete path linking existing infrastructure from Gifford Street to South Coast Highway.	Local
A26	Bronte Street	Design and construct	Design and construct path on Bronte Street from John Street to the end of the road. This will connect with path infrastructure on Adelaide Street to provide additional access to North Albany Senior High School and TAFE.	Local
A27	McGonnell Road	Design and construct	Design and construct 2m concrete path from Cleave Close to Edinburgh Road. This will address a lack of north/south connectivity in McKail.	Local
A28	Graham Street	Feasibility	Explore feasibility for a shared path on Graham Street from Sanford Road to Barker Road, as additional east/west connection in Centennial Park to link key industrial, retail and recreational areas.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Medium-term continued				
A29	Reidy Drive	Design and construct	Design and construct extension of existing 2.5m concrete path from Spencer Park Primary School to Warden Avenue. This will provide a priority link between the school, residential and retail areas, and the Albany Health Campus.	Local
A30	Mokare Park	Design and construct	Formalise existing gravel path through Mokare Park, to create a safer east/west link in Spencer Park. This will create improved connectivity between retail areas, health facilities, Spencer Park Primary School and managed space.	Local
A31	Catalina Road / Mason Road / Nancy Lane / Bandicoot Drive	Feasibility	Investigate feasibility for long term east-west link across the north of Albany.	Secondary
A32	Lake Sepping Tourist trail	Feasibility	Investigate feasibility to link existing path infrastructure around Lake Seppings to form a complete link from Lake Seppings Drive to Collingwood Road.	Transport
A33	Little Grove to Frenchman's Bay link	Feasibility	Investigate feasibility to create off-road path to link existing infrastructure in Little Grove to Frenchman's Bay.	Primary
A34	Nanarup Road	Feasibility	Investigate feasibility to improve on-road cycling facilities on Nanarup Road. This will be linked to Lower King and Lower Kalgan bridge replacements. The time frame for this is not confirmed but is likely to be after the 27/28 FY.	Secondary
A35	Oyster Harbour Fish Traps tourist trail	Feasibility	Investigate feasibility to create a path connection between Lower King and Lower Kalgan bridge, including the Oyster Harbour Fish Traps and Great Southern Grammar School. This will be linked to Lower King bridge replacement, the time frame for this is not confirmed by is likely to be after the 27/28 FY.	Transport
A36	Range Road	Design	Design shared path to complement construction of Range Road.	Secondary
A37	Bolt Terrace	Feasibility	Investigate feasibility of creating a path link from Princess Royal Drive to Brunswick Road, via Bolt Terrace. This will require significant consultation with relevant agencies who have responsibility for land management in this area.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Ongoing				
A38	Signage and wayfinding	Planning	Develop a consistent signage and wayfinding strategy for primary and secondary cycling routes, along with popular road cycling routes.	Not applicable
A39	Support engagement with Your Move Schools program	Planning	Provide ongoing support and encouragement for local schools to engage with the Your Move School program to increase active transport to school.	Not applicable
A40	Map and promote safe routes to school	Planning	Work with schools to map and promote safe routes to school, particularly in proximity to new or upgraded path infrastructure.	Not applicable
A41	Community activities to build cycling skills and social inclusion	Planning	Plan and implement an annual schedule of activities to support and encourage cycling, including participation in WA Bike Month.	Not applicable
A42	Activation of the cycling network	Planning	Inform and engage the community about new or upgraded path infrastructure to encourage usage	Not applicable
A43	Engagement and monitoring	Planning	Undertake regular monitoring and evaluation of cycling infrastructure (for example, using bike counts and gaining feedback from user groups) to measure impact.	Not applicable
A44	Improve mid-and end-of-trip facilities at key City of Albany facilities	Planning	Review existing facilities and develop an improvement plan if required.	Not applicable
A45	Safe road-crossing improvements Albany Highway Roundabout	Planning	Improve the road crossings at this key roundabout (crossing Albany Highway, Hanrahan Road, Chester Pass Road, and North Road) in Albany.	Not applicable

6.2.2 Shire of Broomehill-Tambellup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
B1	River trail (Tambellup)	Planning	In Tambellup, options will be explored to provide an off-road link between two stages of the Tambellup Heritage Trail – the River Loop and the Noongar loop.	Transport trail
Short-term				
B2	Chillicup Road shared use path (Broomehill)	Design and construct	A shared use path will be constructed along Chillicup Road, between Javelin Street and Morgan Road, to provide a safe connection from the Rural Residential area of the townsite to the Primary School on Ivy Street.	Local
B3	Lavater Street to recreation precinct shared use path (Broomehill)	Design	In Broomehill, a shared use path will be mapped and designed, to link the Broomehill Recreational Complex to the town centre.	Local
B4	Shared use path linking river to recreation precinct (Tambellup)	Design	In Tambellup a shared use path will be mapped and designed, to link the Tambellup Sporting Complex to the River trail, and subsequently the town trail network, creating a loop trail for recreational users.	Local
B5	Tambellup to Gnowangerup Rail Trail	Planning	Advocate for the development of a rail trail using the rail corridor between Tambellup and Gnowangerup (in partnership with Shire of Gnowangerup/OGS).	Transport trail
Short-term				
B6	River trail (Tambellup)	Design and construct	In Tambellup, design and construction of an off-road link between two stages of the Tambellup Heritage Trail – the River Loop and the Noongar loop – will be completed.	Transport trail
B7	Lavater Street to recreation precinct shared use path (Broomehill)	Construction	Following the design process undertaken in the previous financial year, a shared use path will be constructed from the Broomehill Recreational Complex to the town centre.	Local
B8	Shared use path linking river to recreation precinct (Tambellup)	Construction	Following the design process undertaken in the previous financial year, a shared use path will be constructed from the Tambellup Sporting Complex to the River Trail, completing a loop trail for recreational trail users.	Local

Shire of Broomehill-Tambellup continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
B9	Janus Street path upgrade (Broomehill)	Design and construct	The footpath on Janus Street between India Street and Javelin Street will be upgraded to shared path standards, to enhance connection between residential areas, town services and facilities, and school.	Local
Medium-term				
B10	Janitor Street upgrade (Broomehill)	Design and construct	The footpath on Janitor Street between India Street and Javelin Street will be upgraded to shared path standards, to enhance connection between residential areas, town services and facilities, and school.	Local

6.2.3 Shire of Cranbrook

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
C1	King Street shared use path extension (Cranbrook)	Design	The Shire of Cranbrook to consider the footpath upgrades and designs for King Street (from Grantham Street intersection to Mason Street). This connects the Cranbrook Caravan Park to the sport and recreation precinct, school, town centre, café's. Drainage and road specifications via the Shire's Pathway Policy to be included with the design.	Local
C2	Sukey Hill shared use path	Planning	Shire of Cranbrook to design a shared pathway linking Salt River Road Tourist Trail to Sukey Hill.	Local
C3	Sukey Hill Road to Ronald Shaw shared use path	Planning	Shire of Cranbrook to design a shared use pathway along Sukey Hill Road to Ronald Shaw Road, meeting at the T-section onto Salt River Road. A shared use pathway along existing gravel road.	Local
C4	Salt River Road tourist trail	Planning	The Shire of Cranbrook to commence planning a Tourist Trail along Salt River Road to the boundary of the Gnowangerup Shire to incorporate the Stirling Range National Park. Working with the Shire of Gnowangerup.	Transport trail
C5	Wingebellup Road upgrade (Frankland River)	Construction	The Shire of Cranbrook requires to ensure safety along Wingebellup Road due to it being a heavy vehicle use road, main road travelling through the centre of Frankland River separating the town north and south. Safety and accessibility from the Primary School to the shopping precinct, linking the sport and recreational, caravan park and business centre.	Local

Shire of Cranbrook continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
C6	Ronald Shaw Road shared use path (Tenterden)	Design	Shire of Cranbrook has designed a shared use path along Ronald Shaw Road to Tenterden. 1.67 kilometres starting at the Railway Line on the Tenterden end through to Gardiner Street. The continuation of the design through to Salt River Road as a secondary route.	Secondary
Short-term				
C7	King Street path upgrade (Cranbrook)	Design	The Shire of Cranbrook to review the footpath from Grantham Street to Grenfell Street and design an adequate pathway that meets standards.	Local
C8	Grenfell Street to Gathorne Street upgrade (Cranbrook)	Design	The Shire of Cranbrook to review the existing pathway and design an adequate pathway that meets standards. Main areas of consideration would be from Climie Street (Great Southern Highway) to Gathorne Street via Dunn Street).	Local

6.2.4 Shire of Denmark

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
D1	South Coast Highway shared use path to Springdale Beach	Design	Critical link from new subdivision to High School and town centre; supported in Corporate Business Plan.	Secondary
D2	WOW Trail Stage 2	Construction	As per Great Southern Regional Trails Master Plan, to complete the extension of the WOW Trail to join the Ocean Beach shared use path.	Transport
D3	Mokare Walk trail upgrade to shared use path	Construction	To improve surface and address erosion; key link in town centre network.	Local
D4	Berridge park to Thornton Park link	Construction	As outlined in Corporate Business Plan, upgrade to existing trail.	Local
D5	Mount Shadforth Road shared use path	Feasibility and design	To support proposed development of MTB park at Turner Road.	Transport
D6	Bike parking facilities at public facilities and recreational spaces	Construction	To address limited bike parking facilities and bike congestion at the Denmark Recreation Centre, Denmark Library and supermarket.	Not applicable
D7	Trails and paths mapping to inform local Trail Plan	Planning	As outlined in the Corporate Business Plan and Shire Sustainable Tourism Strategy.	Not applicable
D8	Activation programs	Planning	Investigate funding for activation programs such as Bike to Work/Bike to School/Your Move programs	Not applicable

Shire of Denmark continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
D9	Link Berridge Park to McLean park	Feasibility and design	Berridge Park Redevelopment and Corporate Business Plan.	Local
D10	WOW Trail Stage 3	Design and construct	As per Great Southern Regional Trails Master Plan, to complete the extension of the WOW Trail to join the Ocean Beach shared use path.	Transport
D11	South Coast Highway shared use path to Springdale Beach	Construction	As per Corporate Business Plan, to connect new subdivision to high school and town centre.	Secondary
D12	Horsley Road	Design and construct	Local route to support new subdivision in progress, condition to construct path on front verge.	Local
Short-term				
D13	Rail trail completion from Parker Road to Peaceful Bay	Construction	As per Corporate Business Plan, to connect Peaceful Bay to Denmark-Nornalup Heritage Rail Trail.	Transport
D14	Minsterly Road	Design and construct	Local route to support residents in this area access Ocean Beach Road cycle path.	Local
D15	Extend Brazier Street shared use path to Haire Street	Design and construct	Linkage to recreational facility; level 2 footpath hierarchy.	Local

6.2.5 Shire of Gnowangerup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
G1	Review Strategic Community Plan	Planning	Identify community needs and aspirations in relation to cycling infrastructure.	Not applicable

6.2.6 Shire of Jerramungup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
J1	Cuneo Drive Transport Trail	Planning	Shire is presently updating it its Trails Master Plan which captures a range of trails of various forms and function. Upon adoption this plan will assist with future prioritisation and planning for expansion of the existing trail/bike network.	Transport
J2	Garnett Road to CRC shared-use path	Planning	Objective is to extend the network in line with future release of residential land to the west of Garnett Road.	Local
J3	Bennett Street shared use path	Planning	Objective is to connect gaps within existing network to improve safety and ease of north-south movements.	Local
J4	Bremer Bay beaches tourists trails	Planning	Shire is presently updating its Trails Master Plan which captures a range of trails of various forms and function. Upon adoption this plan will assist with future prioritisation and planning for expansion of the existing trail/bike network.	Transport

6.2.7 Shire of Katanning

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KA1	CBD to WAMCO shared use path	Feasibility	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary
KA2	Park Street / Conroy to Adam	Planning	Links to amenities and community to two schools.	Local
KA3	Amhearst Street / Clive to Arbour Street Dual	Planning	Links to amenities and community to tourism and aged accommodation.	Local

Shire of Katanning continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KA4	Golf Links Road / Adam to High School	Planning	Links to amenities and community to school.	Local
KA5	Daping Street / Clive to Bay / Drove Street	Planning	Links to amenities and community to school and public amenities.	Local
KA6	Park Street/ Conroy to Adam	Design and construct	Links to amenities and community to local school amenities.	Local
KA7	Bokarup Street / Dijon to Dore Street	Design and construct	Links to amenities and community to school.	Local
KA8	CBD to WAMCO shared use path	Design and construct	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary
KA9	Clive Street Rogers to Adam	Design and construct	Links to amenities and community to local school amenities.	Local
Short-term				
KA10	Amhearst Street / Clive to Arbour Street Dual	Design and construct	Links to amenities and community to tourism and aged accommodation.	Local
KA11	Golf Links Road / Adam to High School	Design and construct	Links to amenities and community to school.	Local
KA12	Collingwood St / Marmion to Carinya Ground	Feasibility and design	Links to amenities and community to school.	Local
KA13	CBD to WAMCO shared use path	Design and construct	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary

6.2.8 Shire of Kent

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KE1	Bourke Street shared use path (Nyabing)	Design and construct	Following assessment between major service locations in Nyabing, Bourke Street was rated as the first priority in the town. This street connected houses to the school, library, shop, post office and local sports ground. It also allowed cyclists and pedestrians to move from the centre and eastern side of town to the school via a shared footpath.	Local
KE2	Carrie Street shared use path (Pingrup)	Design and construct	Following assessment between major service locations in Pingrup, Carrie Street was rated the first priority on town. This street contains a large number of residential houses which connects to the school. Currently, a number of school children reside along this street.	Local
Short-term				
KE3	Gaby Street shared use path (Pingrup)	Design and construct	Following assessment between major service locations in Pingrup, Gaby Street was rated the second priority in town. This street contains the largest number of residential houses and leads to the sporting ground. After Carrie Street is complete (in 23–24), this will link the local school, park, and local CRC to the sports ground via a shared footpath.	Local
KE4	Bourke Street shared use path (Nyabing) (between Hobley Street and Aspendale Street)	Design and construct	Following assessment between major service locations in Nyabing, Bourke Street was rated as the first priority in the town. This street connected houses to the school, library, shop, post office and local sports ground. It also allowed cyclists/ pedestrians to move from the centre and eastern side of town to the school via a shared footpath.	Local
KE5	Bike riding equipment (including, bike racks, bike maintenance stations and secure bike storing facility)	Planning	If the Rail Trail project continues, there will be infrastructure requirements for bike riders in Nyabing and Pingrup.	Transport

Shire of Kent continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KE6	Reid Street shared use path (Pingrup) (between Burston Street and Paterson Road	Design and construct	Following assessment between major service locations in Pingrup, Reid Street was rated a priority in town. This street contains a large number of residential houses which connects to the school. Currently, a number of school children reside along this street.	Local
KE7	George Street shared use path (Nyabing) (between Hobley Street and Richmond Street)	Design and construct	Following assessment between major service locations in Nyabing, George Street was rated a priority in town. Currently, a number of school children reside along this street and will allow the connection between their homes and the school.	Local
KE8	Bike riding equipment (including, bike racks, bike maintenance stations and secure bike storing facility)	Design and construct	If the Rail Trail project continues, there will be infrastructure requirements for bike riders in Nyabing and Pingrup.	Transport
Short-term				
KE9	Aspendale Street shared use path (Nyabing) (between Martin Street and Bourke Street)	Design and construct	Following assessment between major service locations in Nyabing, Aspendale Street was rated a priority in town. This street contains the most number of residents and school children who reside, and after all other footpaths are completed, will connect from school to all amenities and park in town.	Local

6.2.9 Shire of Kojonup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KO1	Kojonup Katanning Road shared use path	Construction	As per Shire of Kojonup Footpath plan. To provide a safe connection to St Bernard's' Primary School.	Local
KO2	Bagg Street shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a local connection to the main street without having to use the Albany Highway.	Local
KO3	Solider Road shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a link from the District High School to Myrtle Benn Reserve, incorporating aged care facility.	Secondary

Shire of Kojonup continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KO4	Donnybrook Kojonup Road shared use path	Planning	To provide safe road access to the District High School.	Secondary
Medium-term				
KO5	Forsythe Road shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a safe access to Kojonup–Katanning shared use path.	Local
KO6	Jones Road shared use path	Feasibility and design	To provide a local connection to the main street without having to use the Albany Highway.	Local

6.2.10 Shire of Plantagenet

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
P1	Lowood Road path upgrade	Design and construct	Pathway is completed and links highway to highway via centre of town, but excludes the shopping precinct. Requires another 100m to connect path to Mitchell Street.	Primary
P2	Mitchell Street shared use path	Feasibility and design	Plans underway to extend the cycle path from the town centre (Wilson Park) to Albany Highway, passing the mountain bike track in bushland near St Werburghs Road.	Transport
Short-term				
P3	McDonald Avenue shared use path	Planning	Path currently runs from Lowood Road to entry gate of Sounness Park. Preliminary discussions had re-extending to hockey stadium. Plans to connect to path around cricket ground and joined to a path on Menston street, connecting to Langton Road.	Local
P4	Langton Road shared use path and path upgrade	Feasibility and design	Path on south side from Eaton Avenue to hospital will be removed during upgrade to the road with treatments added.	Local
P5	Porongurup circuit tourist trail	Planning	New tourism trail to link National Park and nearby attractions. Limited by width of road reserve.	Transport
P6	All access signage on paths and trails	Planning	Implementation of recommendation of Disability Access Group regarding signage on paths and trails.	All

6.3 Regional priority projects

The following tables identify the regional strategic priorities for bike riding in the Great Southern region, if and when organisational and funding capacity permits. Broadly categorised as: Short-term (to commence within 1–3years); medium-term (to commence within 4–5 years); and long-term (to commence in 5+ years).

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term					
R1	Kojonup to Katanning to Pingrup Rail Trail	Feasibility	Complete business case and concept plan for Stage 1: Kojonup to Katanning rail trail. Funding for concept plan provided through DLGSC Trail Planning grant awarded to Shire of Kojonup.	Transport	Katanning, Kent, Kojonup
R2	Kojonup to Katanning to Pingrup Rail Trail	Planning	Advocate for Stage 2 of rail trail (Katanning to Pingrup).	Transport	Katanning, Kent, Kojonup
R3	Regional cycle tourism routes	Planning	Establish Project Working Group (PWG) to develop strategic plan for regional cycle tourism routes. The PWG will identify all proposed regional cycle tourism routes (rail trails, gravel routes, on-road and off-road trails), identify steps required to progress each route (including any infrastructure needs), and develop an action and implementation plan.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Main Roads, DBCA, Regional Tourism Organisation, Local Tourism Organisations, Visitor Centres
R4	Frankland River Bridge upgrade	Feasibility	Develop feasibility study to upgrade the Frankland River Bridge to ensure safe connectivity for pedestrians and cyclists from Nornalup village to the proposed new trail head west of the river. The bridge is an essential link in the new Valley of the Giants Trail Concept Plan, with trails due to open from 2023.	Secondary	Denmark, Manjimup, Great Southern Development Commission, South West Development Commission, Tourism WA, DBCA

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R5	Regional Cyclist Working Group	Planning	Establish and secure funding for a Regional Cyclist Working Group (RCWG). This group will be responsible for developing an implementation plan for the *Great Southern 2050 Regional Cycle Strategy*.	Not applicable	All LGAs, OGS, User groups, Peak bodies
R6	Professional development	Planning	Develop and deliver professional development for planners and decision-makers on Western Australia's Long Term Cycle Network (LTCN) to ensure effective, sustainable planning for cycling in the region. LGAs need assistance to undertake path audits, prepare cycle and/or integrated transport plan, and develop effective planning frameworks to support cycling infrastructure in new urban developments.	Not applicable	All LGAs, DPLH, DLGSC, Main Roads
R7	Kojonup to Katanning to Pingrup Rail Trail	Feasibility and design	Secure funding to develop Stage 1 the rail trail.	Transport	Katanning, Kent, Kojonup
R8	Tambellup to Gnowangerup Rail Trail	Planning	Advocate for the development of a rail trail using the rail corridor between Tambellup and Gnowangerup.	Transport	Broomehill-Tambellup, Gnowangerup
R9	Regional road cycle routes	Planning	Establish Project Working Group (PWG) to create designated road cycle routes throughout the region. The PWG will map routes and make recommendations for signage, infrastructure upgrades (e.g. sealing of road shoulders), and education programs.	Road cycling	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Cycling clubs, Main Roads, DoT

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R10	Regional cycle tourism routes	Planning	PWG to implement the initiatives outlines in the Regional Cycle Tourism Strategic Plan.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Main Roads, DBCA, Regional Tourism Organisation, Local Tourism Organisations, Visitor Centres
R11	Frankland River Bridge upgrade	Design and construct	Pending outcomes of feasibility study, design upgrade to Frankland River Bridge and secure funding to begin construction.	Secondary	Denmark, Manjimup, Great Southern Development Commission, South West Development Commission, Tourism WA, DBCA
R12	Activation Program Development	Planning	Regional Cyclist Working Group (RCWG) to advocate for funding to develop and deliver activation programs across the region; and promote existing programs (e.g. Your Move).	Not applicable	All LGAs, OGS
R13	Regional Active Travel Officer	Feasibility	Advocate for funding to support an Active Travel Officer role that is shared across multiple local government areas. The Active Travel Officer will be responsible for developing and implementing a range of activation, participation and behaviour change programs across the region. A shared role will make the position more viable for small local governments who lack the resources to fund a full-time position.	Not applicable	All LGAs

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R14	Kojonup to Katanning to Pingrup Rail Trail	Design and construct	Construct Stage 1 (pending funding outcomes).	Transport	Katanning, Kent, Kojonup
R15	Albany to Woodanilling Rail Trail	Planning	Establish a Project Working Group to explore the feasibility of a rail trail using the rail corridor along the active rail line from Albany to Woodanilling.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Katanning, Plantagenet, Woodanilling

6.4 Plan maintenance

Progress on the priority actions identified in Section 6 of this strategy will be reported to DoT on an annual basis by local government.

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

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.

Appendix A. Route Hierarchy

Reference to key planning document, the WA Cycle Network Hierarchy.

Department of **Transport**
Main Roads Western Australia
Public Transport Authority
GOVERNMENT OF WESTERN AUSTRALIA

WESTERN AUSTRALIAN CYCLING NETWORK HIERARCHY

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users. These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails. Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form. In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.

Appendix B. Desktop Analysis Summary

B1. Analysis of pedestrian and cyclist crash data (2017–2021)

Analysis was undertaken of the location of cyclist and pedestrian crashes occurring in the Great Southern region for the period 2017–2021. The data was sourced through the Main Roads Crash Map, which only captures reported incidents.

B1.1 Key findings

- There were no fatal crashes involving pedestrians or cyclists during the assessment period.
- There were more cyclist crashes (n=35) than pedestrian crashes (n=26);
- The majority of cyclist crashes involved minor property damage (n=22), rather than medical treatment (n=5) or hospitalisation (n=5);
- In contrast, the majority of pedestrian crashes required medical treatment (n=11) or hospitalisation (n=9); and
- Unsurprisingly, the majority of crashes occurred in the City of Albany, which is the major population centre in the region.

B1.2 Clusters

There were three clusters of pedestrian crashes:

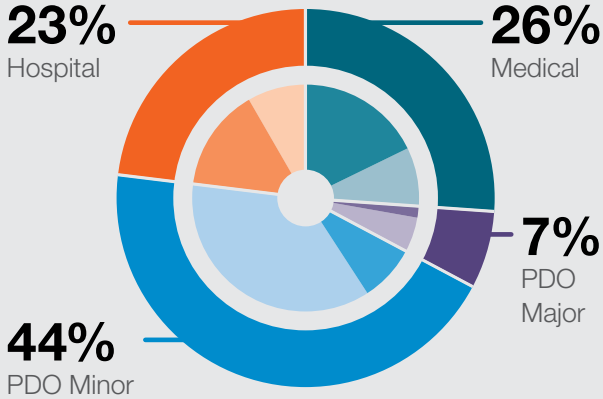
- York Street, Albany (the main shopping precinct in the CBD);
- Near the Chester Pass roundabout, Albany (Albany Highway and South Coast Highway intersection); and
- South Coast Highway, Denmark (between Ocean Beach Road and Hollings Road).

There were several clusters of cyclist crashes in Albany:

- York Street;
- Near Chester Pass roundabout;
- Albany Highway, opposite Albany Plaza;
- North Road and Campbell Road intersection; and
- Flinders Parade, Middleton Beach.

Number of Great Southern pedestrian and cyclist crashes by severity (2017–2021)

Severity	Pedestrian	Cyclist	Total
Medical	11	5	16
PDO Major	1	3	4
PDO Minor	5	22	27
Fatal	0	0	0
Hospital	9	5	14
Total	**26**	**35**	**51**



B2. Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was used to gain an understanding of which parts of the region's road and path network are most heavily used by cyclists.

Strava is a website and mobile app used to track activity via GPS. It is typically used by people who cycle for training and recreational purposes.

The following trends were noted in respect to the GPS travel data for the City and Albany and the Shires of Denmark and Plantagenet, which together are home to the majority of the region's population.

B2.1 High-levels of cycling activity

- Consistently high use of dual-use and cycle paths linking the Central Business Districts in Albany and Denmark to residential areas.
- Middleton Beach to Emu Point Dual-Use Path.
- Munda Biddi Trail and WOW Trail linking Ocean Beach, Lights Beach, and William Bay National Park.

B2.2 Long-distance cycling

- Munda Biddi Trail
- Denmark Nornalup Heritage Rail Trail
- WOW Trail to create loops with above

B2.3 Mountain biking

- High use in Mount Clarence/Mount Adelaide (Albany Heritage Park).
- Moderate use in Mount Melville.

B2.4 Popular road cycling routes

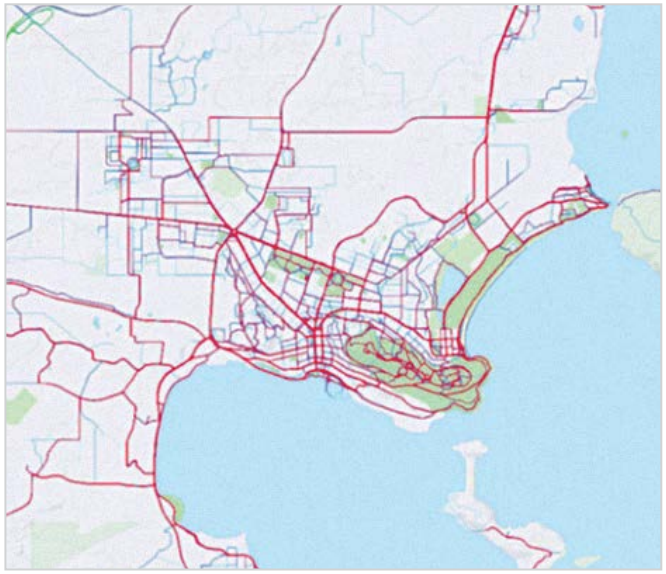
- Albany CBD to Gull Rock National Park and Two People's Bay Nature Reserve.
- Albany CBD to Little Grove, Quarannup Road, to Goode Beach.
- Robinson Precinct and Elleker, to Sand Patch and Mutton Bird in Albany.
- Mt Shadforth and Scotsdale Roads in Denmark.
- Lower Denmark Road to the Nullaki and Eden Road, including loops. Notably, few cyclists used the South Coast Highway between Lower Denmark Road and Rutherford Road (near Marbellup), preferring instead to use the Lower Denmark Road.
- Porongurup Road, Chester Pass Road and Yellanup Road to Narrikup.

B2.5 Walking trails

- Moderate to high level of cycling use of identified walking trails, including:
  - Luke Penn Walk (Albany); and
  - Denmark River trails (Mokare Trail, Karri Walk Trail and Community Park trails).

B2.6 Strava GPS Heat Maps – 2022

Map B.01 Albany – Urban Area



Map B.02 Albany Little Grove to Goode Beach

Map B.03 Albany – West

Map B.04 Albany – East

Map B.05 Denmark Township and Surrounds

Map B.06 Mount Barker To Porongurup and Narrikup

B3. Document review

A number of documents have been considered as part of the background review. This includes, but is not limited to:

- *Austroads National Cycling Strategy (2010)*
- *Cycling Aspects of Austroads Guides (2017)*
- *Main Roads WA Policy for Cycling Infrastructure (2000)*
- *State Planning Strategy 2050 (2014)*
- *Jina: WA Aboriginal Tourism Action Plan 2021–2025*
- *Western Australian State Disability Strategy 2020–2030*
- *Western Australian Bicycle Network Plan 2014–2031 (2017 update)*
- *Western Australian Strategic Trails Blueprint 2022–2027*
- *Western Australian Cycle Tourism Strategy (2018)*
- *Our Bike Path 2022–2026: A guiding framework for bike riding in Western Australia*
- *Great Southern Regional Investment Blueprint (2015)*
- *Great Southern Regional Trails Master Plan 2020–2029 (2019)*
- *City of Albany Strategic Community Plan – Albany 2032*
- *Cycle City Albany Strategy 2014–2019*
- *Shire of Broomehill-Tambellup Strategic Community Plan 2018–2028*
- *Shire of Cranbrook Strategic Community Plan 2021–2031*
- *Denmark 2027: Shire of Denmark Strategic Community Plan*
- *Shire of Denmark Bike Plan (2014)*
- *Shire of Gnowangerup Strategic Community Plan 2021–2031*
- *Shire of Jerramungup Strategic Community Plan 2021–2031*
- *Shire of Katanning Strategic Community Plan 2017–2027*
- *Shire of Kent Community Strategic Plan 2017–2027*
- *Shire of Kojonup Strategic Community Plan 2017–2027: 2027 Smart Possibilities*
- *Shire of Plantagenet Strategic Community Plan 2023–2033: Imagine Plantagenet*
- *Mount Barker Bicycle Master Plan (2017)*
- *Shire of Woodanilling Strategic Community Plan 2012–2022*

Appendix C. Community and Stakeholder Consultation

C1. Engagement overview

An engagement strategy designed to maximise input from the local community and key stakeholders was developed in partnership with the eleven local governments of the Great Southern region.

C1.1 Objectives

The objectives of the community and stakeholder engagement were:

- Disseminate information to stakeholders, residents and visitors to raise their awareness of the project;
- Increase understanding of the regional cycling strategy, including its context, aims, opportunities and constraints;
- Collect feedback from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. The engagement outcomes sought were:
  - Identify any existing barriers and constraints to the uptake of cycling as a transport mode;
  - Discover initiatives that would support people to cycle more frequently;
  - Establish the themes, opportunities and projects that are most prioritised by the community;
  - Develop aspirational, big picture ideas for the future of cycling in the Great Southern region;
  - Provide updates about the community consultation outcomes, to keep stakeholders informed;

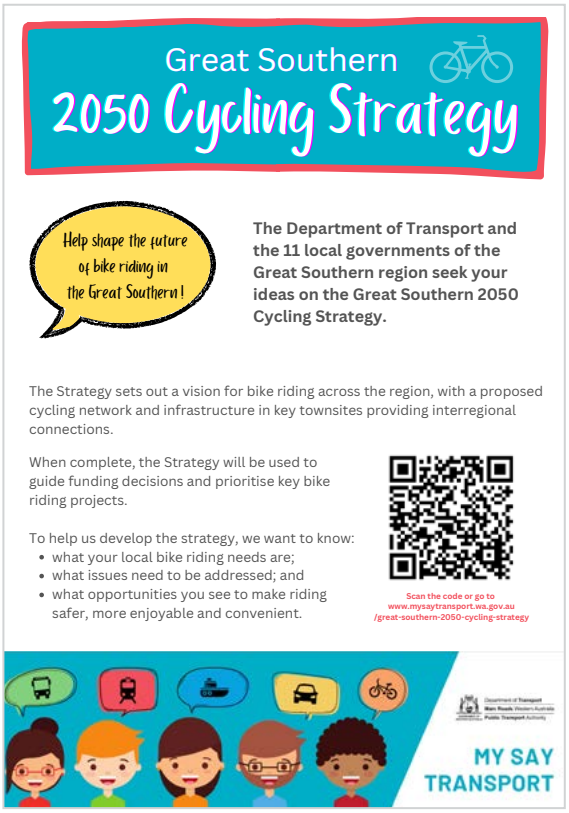
C1.2 Engagement overview

With the support of the eleven local governments in the Great Southern region, the following activities were completed as part of the consultation phase the project:

- **Awareness raising:** Information on the project and opportunities to offer feedback were provided via the online My Say Transport engagement platform. The project was promoted via a media release from the Minister for Transport, with follow-up social media posts by local governments and Outdoors Great Southern. The My Say Transport webpage was visited 640 times;
- **Community bike chat:** In partnership with the City of Albany, DoT and Outdoors Great Southern participated in a community bike chat as part of the Green Fair on the Square held in the Albany town centre on the 29 October 2022. This event coincided with the launch of the project online survey. As part of the bike chat, attendees were provided with information about the purpose of the regional cycle strategy; copies of the draft network maps and information sheets for the City of Albany; and access to the online survey. Approximately 60 people attended the bike chat stall as part of the fair;
- **Online survey:** To obtain feedback from the wider Great Southern community, an online survey was linked to the My Say Transport page. The survey was also available in hard copy format from the offices of each local government. The survey was open from 29 October to 2 December 2022. 140 people completed the survey;

- **Other feedback channels:** Draft network maps and community flyers were posted in the offices of each local government and at key tourism and recreation sites. Three people provided detailed feedback via email to the project consultant;
- **Stakeholder consultation:** Meetings were held with regional and state-level stakeholders in the government and non-government sectors. A workshop was held in Albany for regional representatives of state-government agencies on the 24 November 2022. It was attended by representatives of six agencies; and
- **Noongar consultation:** The project consultant provided a summary of key themes and high-level network concepts to the Great Southern Trails Master Plan Noongar Advisory Group on the 19 December 2022 in Bremer Bay.

Information collected during this phase of the project will be used to inform the final draft of the *Great Southern 2050 Cycle Strategy*.



Leaflet used to promote consultation
Credit: Department of Transport

C2. Community comment summary

C2.1 Survey results summary

Demographics

- 88 per cent of respondents to the survey are residents of the Great Southern, ten per cent are visitors, and two per cent are regular visitors (e.g. work in the region).
- The largest number of respondents (44 per cent) reside in the City of Albany, reflecting the city's status as the regional population centre'.
- Almost a third of the respondents are aged 46–55 years and a quarter are aged 56–65 years. The 18–45 year age bracket is under-represented at 24 per cent of the total number of respondents, compared to almost 32 per cent of the Great Southern total population.

Place of residence of respondents	Percentage (n=140)
City of Albany	44%
Shire of Broomehill-Tambellup	2%
Shire of Cranbrook	1%
Shire of Denmark	18%
Shire of Gnowangerup	2%
Shire of Jerramungup	1%
Shire of Katanning	4%
Shire of Kent	4%
Shire of Plantagenet	7%
Outside of region	12%
Not stated	7%

Gender of respondents	Percentage (n=140)
Female	53%
Male	42%
Prefer not to say	5%

Age of respondents	Number of respondents (n=138)
14–17 years	3
18–25 years	1
26–35 years	11
36–45 years	21
46–55 years	41
56–65 years	33
66–75 years	17
76–85 years	6
Prefer not to say	5

Bike riding habits

- The majority of respondents are frequent bike riders, with six per cent (n=9) riding everyday, 32 per cent (n=45) riding most days (i.e. 4–6 times a week), and another 28 per cent (n=39) riding a few times per week.
- 22 per cent are occasional riders with five people riding once a fortnight, four once a month and 15 riding 1–4 times in the last 12 months.
- The most frequently cited reason for riding a bike was for 'leisure, recreation or to get outdoors' (78 per cent); followed by 'for sport, health or fitness' (61 per cent).
- A significant number of respondents also rode a bike to 'get around when on holiday' (42 per cent).
- Just under one-third of respondents ride a bike to commute to work (31 per cent). Very few respondents ride a bike to a place of study, reflecting the low numbers of respondents who are engaged in secondary or tertiary education.
- About a third of respondents ride their bike to go shopping or run errands, and a third use a bike to visit friends or family.

Frequency of bike rides	Number of respondents (n=140)
Everyday	9
Most days (4–6 times)	45
A few (2–3 times) a week	39
Once a week	7
About once a fortnight	5
About once a month	4
Ridden a bike 4 or more times in the last 12 months	10
Ridden a bike 1–3 times in the last 12 months	5
Not ridden a bike in the last 12 months	6
Not ridden a bike in the last 2 years	1
I never do this activity	9

Reasons for riding a bike in the last 12 months*	Number of respondents (n=140)
For leisure, recreation or to get outdoors	109
For sport, health or fitness	85
To get around when on holiday	59
Commuting to or from work	44
Visiting friends or family	43
For shopping, appointments or other errands	38
Accompanying children to or from school	15
Multi-modal: as part of longer journeys (e.g. riding or walking to or from the train or bus station)	9
Commuting to or from a place of study (e.g. school, TAFE or university)	8
Other (please specify)	7

* Respondents could cite more than one reason.

Attitudes towards bike riding

- Over half of the frequent riders described themselves as 'happy to ride in most circumstances' (60 per cent); and one-fifth said that they would 'ride no matter what'. Interestingly, twenty per cent indicated that they would 'ride more if I felt more comfortable'.
- Of those who ride less frequently, almost half (47 per cent) said that they would 'ride more if I felt more comfortable' and 23 per cent said that 'would take up riding if I felt more comfortable with it'.
- The majority (76 per cent) of respondents stated that having 'Better paths, facilities and on-road safety features to provide for all ages and abilities' would enable them to ride more.
- Almost a third of respondents indicated that dedicated bike parking was also important to assist them to ride more.
- In addition to cycle infrastructure, respondents also placed a strong emphasis on information about local bike paths (29 per cent) and a free app that could assist with journey mapping (17 per cent).
- Socio-cultural factors were also important. This included:
  - Time and motivation;
  - Personal confidence levels;
  - Having someone to ride with; and
  - A bike friendly culture.

These responses suggest programs to improve individual skills and abilities, as well as encourage a culture of cycling are an important part of behaviour change.

Level of comfort with different types of cycle facilities (n=128)

Cycle facilities	Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable
On-road painted lanes	20%	31%	13%	24%	12%
Off-road protected bike lanes	34%	27%	14%	18%	7%
On the road in a shared space	9%	14%	17%	27%	33%
Shared bus and bike lanes	16%	18%	16%	21%	30%
Off-road cycle paths	62%	14%	6%	7%	11%
Off-road shared paths	41%	28%	10%	10%	10%

Factors that would enable respondents to ride more	Percentage (n=130)
Better paths, facilities and on-road safety features to provide for all ages and abilities	76%
Somewhere to park my bike at the places I want to go	29%
More information about biking paths in my local area	29%
Having the time	27%
Feeling more confident to ride my bike wherever I need to go	19%
Having a friend, neighbour, or family member to ride with in my neighbourhood	17%
Seeing more people outside bike riding in my neighbourhood	17%
A free journey planning app that I can use to plan my bike trips, which can tell me the route that is flattest, fastest or most traffic free	17%
Dedicated riding to school routes	13%
Bike racks on buses	12%
Motivation	10%
Knowing how to maintain my bike better	10%
Having a bike that suits my needs (e.g. comfortable, a basket to carry my things, in good working order)	8%
Having a bike that suits my fitness level (e.g. electric bike)	8%
More community bike skills training for adults	6%
More bike repair stations along the bike paths	6%
Not having to worry about commuting to work	6%
Nothing	5%

C2.2 Summary of consultation themes

During the initial round of consultation seven key themes emerged. Survey respondents were asked to rank these themes in order of priority.

When place of residence is considered, the ranking for Albany residents is similar to that for all respondents Outside of Albany, Great Southern residents placed more emphasis on improved planning for cycling, and less emphasis on developing safe cycle routes in town centres.

Themes ranked by order of priority (n=126)	All respondents	Albany only	Denmark and Plantagenet	Upper Great Southern
Improving safety for road cyclists	Priority 1	Priority 1	Priority 2	Priority 4
Connecting people to where they live, work, learn and play	Priority 2	Priority 3	Priority 1	Priority 2
Developing safe cycle routes in town centres	Priority 3	Priority 2	Priority 5	Priority 5
Encouraging cycling for people of all ages, abilities and backgrounds	Priority 4	Priority 4	Priority 6	Priority 3
Improving planning for cycling	Priority 5	Priority 5	Priority 3	Priority 1
Creating inter-regional cycle tourism routes along corridors	Priority 6	Priority 6	Priority 4	Priority 6
Developing unique cycle tourism experiences	Priority 7	Priority 7	Priority 7	Priority 7

Open ended questions

- 58 per cent of respondents provided additional open-ended (free text) comments regarding cycling in the Great Southern. These have been grouped into common responses.
- The most frequent comments related to suggestions for improvements to the regional cycle network (22 per cent), including upgrades or extensions to existing paths/trails, and locations for new shared use paths (seven per cent).
- Safety was a common concern, raised by 15 per cent of those who provided comments.

Network suggestion	Number of comments (n=81)
Network suggestion	18
Safety	12
Support MTB trails	12
Opposition to MTB trails	9
Other	7
Shared cycle paths	6
Road maintenance	3
Action	2
End-of-trip facilities	2
Education	2
Opposition to road cyclists	2
Gravel riding	2
All abilities	1
Tourism	1
Signage	1
Connectivity	1

Endnotes

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Shire of Katanning

BUSHFIRE RISK MANAGEMENT PLAN

2024-2026

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Document Control

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Document endorsements

This Bushfire Risk Management Plan has been assessed and endorsed by the Office of Bushfire Risk Management as consistent with the standards detailed within the *Guidelines for Preparing a Bushfire Risk Management Plan*.

The approval of the Bushfire Risk Management Plan by Shire of Katanning Council signifies support of the plan's implementation and commitment to working with risk owners to manage bushfire risk. Approval does not signify acceptance of responsibility for risk treatments or outcomes on land that is not managed by the Shire of Katanning.

Local Government	Representative	Signature	Date
Shire of Katanning Council	Cr Kristy D'Aprile		

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Chapter 1: Introduction

1.1. Background

This Bushfire Risk Management (BRM) Plan provides contextual information to inform a structured approach to identifying, assessing, prioritising, monitoring and treating bushfire risk. The document encompasses all land within the Shire of Katanning and has been written on behalf of all stakeholders within that area. The plan is informed by consultation and communication with land and asset managers that has occurred throughout its development to ensure an informed and collaborative approach to planning. The plan has been prepared by Shire of Katanning with due consideration of the principles in the international risk management standard *ISO 31000:2018 Risk Management* and is consistent with the standards outlined in the *Guidelines for Preparing a Bushfire Risk Management Plan* (the Guidelines) published by the Office of Bushfire Risk Management (OBRM).

1.2. Objective of the Bushfire Risk Management planning program

The objective of the BRM planning program is to support local governments to reduce the threat posed by bushfire. The Shire of Katanning BRM Plan will contribute to achieving the objective of the BRM program by:

- Guiding and coordinating a cross-tenure, multi-stakeholder approach to BRM planning.
- Facilitating the effective use of the financial and physical resources available for BRM activities.
- Supporting integration between risk owners, strategic objectives and tactical outcomes.
- Documenting processes used to monitor and review the implementation of treatment plans to ensure they are adaptable and that risk is managed to an acceptable level.

1.3. Legislation, policy and standards

Legislation, policy and standards that were applied in the development of this BRM Plan can be found in the *Bushfire Risk Management Planning Handbook – Appendix 1 – Summary of Related Legislation, Policy and Guidelines*.

Chapter 2: The Risk Management Process

The BRM planning process is a cycle of understanding the context and assessing and treating risks (Figure 1). Each of these steps is informed by communication and consultation and supported by monitoring and review. The three products produced during the BRM planning process are the BRM Plan, Asset Risk Register and Treatment Schedule (Figure 1).

Further details on the guiding principles and process for the development of this plan can be found in Chapter 2 of the Guidelines.

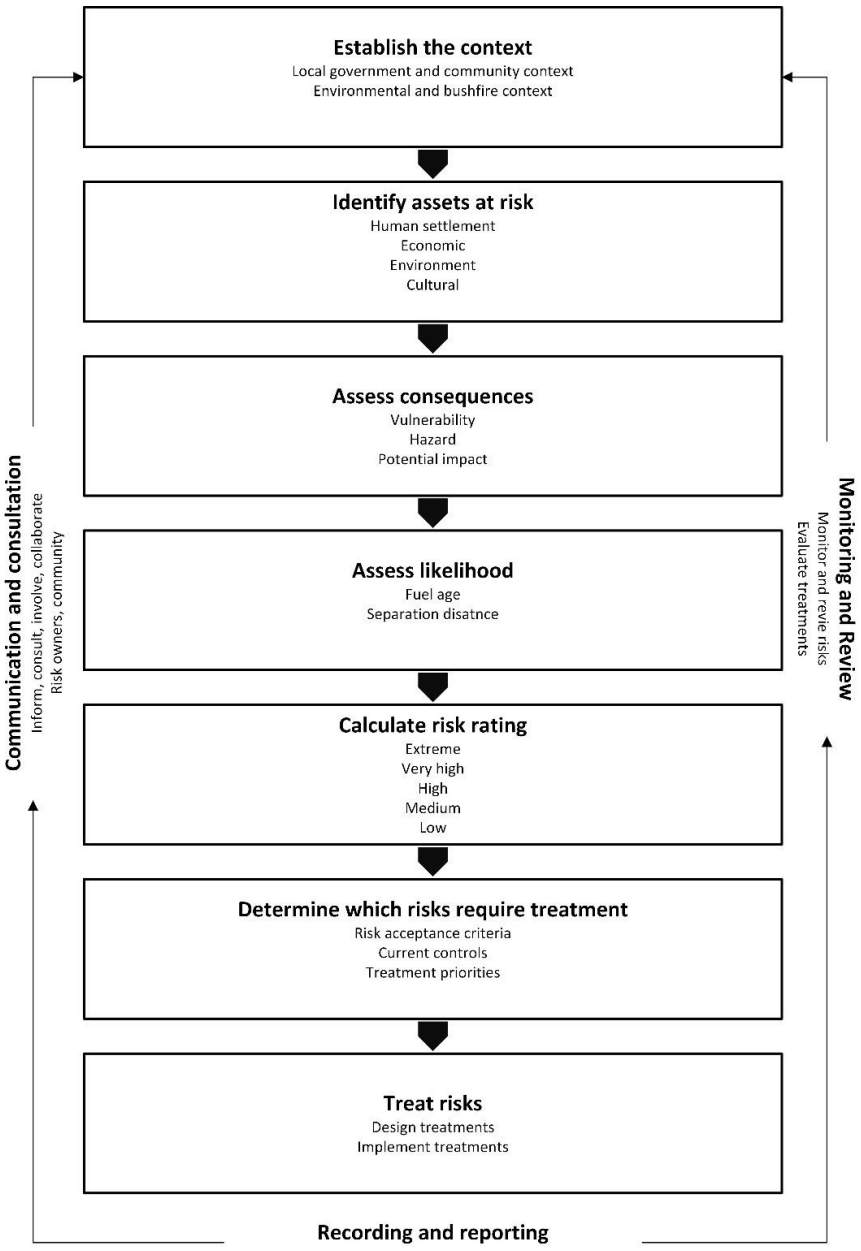


Figure 1. The Bushfire Risk Management planning process

2.1. Roles and responsibilities

The roles and responsibilities of the key stakeholders involved in the development of the BRM Plan are outlined in Table 1.

Table 1 – Roles and responsibilities in the Bushfire Risk Management (BRM) planning process

Stakeholder*	Roles and responsibilities
Local government	• Custodian of the BRM Plan. • Coordinate the development and ongoing review of the BRM Plan. • Undertake bushfire risk assessment of local government area. • Submit the draft BRM Plan to OBRM for review and endorsement. • Develop and implement a Treatment Schedule for local government managed land. • Encourage risk owners to treat identified risks.
DFES	• Contribute to the development and implementation of the BRM Plan. • Facilitate involvement of state and federal government agencies in the BRM planning process. • Undertake treatments on Unmanaged Reserves and Unallocated Crown Land within gazetted town sites. • By agreement, implement treatment strategies for other land managers. • Endorse BRM Plans as consist with the Guidelines, BRM Program and dynamic risk environment. • Administer the Mitigation Activity Fund Grants Program.
Department of Biodiversity, Conservation and Attractions (DBCA)	• Contribute to the development of the BRM Plan. • Implement their treatment program on DBCA managed land. • Provide advice on environmental assets and appropriate treatment strategies for their protection.
Department of Planning, Lands and Heritage	• Identify managed assets. • Provide advice on management of Aboriginal Cultural heritage.

Stakeholder*	Roles and responsibilities
Other State and Commonwealth Government agencies and public utilities	• Identify managed assets. • Provide advice on current risk treatment programs. • Contribute to the development of BRM Plans. • Undertake treatments on lands they manage.
Corporations and private land owners	• Identify managed assets. • Provide advice on current risk treatment programs. • Undertake treatments on lands they manage.

2.2. Communication and consultation

Communication and consultation are fundamental to the development, implementation and review of the BRM Plan. A Communication Plan to ensure appropriate and effective communication with relevant stakeholders at each stage of the BRM planning process is at Appendix C. A Communication Log summarising important stakeholder interactions is also provided.

Chapter 3: The Bushfire Risk Management Plan (BRMP)

As a crucial document, the BRMP provides regional and local data obtained during the assessment phase which have been used to determine the risk evaluation and treatments necessary to reduce the bushfire risk. In the development of this plan an emphasis has been placed on the message of 'Shared Responsibility'.

> *Shared responsibility refers to the idea that multiple parties or individuals have a role to play in addressing the bushfire risk. In this approach, each party takes on a portion of the responsibility to address this issue, rather than relying on a single entity or individual.*

In the context of bushfire risk management, shared responsibility involves state and local government agencies, private corporations/businesses, local community groups, residents and rate payers as a collective. Together, the collective work towards Identifying the bushfire hazards, participating in reducing the risk and preparing for emergencies.

The principle of shared responsibility recognises that many challenges are too complex or too significant to be addressed by one entity alone, and that collective effort is needed to achieve sustainable and effective solutions. By working together and sharing responsibility, stakeholders can bring their unique perspectives, resources, and expertise to bear, increasing the chances of success and improving outcomes.

Chapter 4: Establishing the Context

The term "context of bushfire in the landscape" encompasses a comprehensive understanding of the diverse physical, ecological, and societal factors that collectively shape the probability and consequences of bushfires. In the development of this Bushfire Risk Management Plan (BRMP), it is imperative to thoroughly grasp the specific context of bushfires within the Shire of Katanning. This understanding serves as a foundational element of the plan.

The forthcoming sections will provide an in-depth exploration of the Shire's distinctive attributes and framework, including its community dynamics, geographical landscape, environmental characteristics, industrial presence, climatic conditions, historical aspects, prevailing bushfire mitigation strategies, and the invaluable contributions of key stakeholders towards mitigating bushfire risks.

Section 8, labeled as "recommendations," offers guidance on areas of concern that have been identified within the preceding Section 4. While these concerns may not be directly addressed within the Bushfire Risk Management Strategy (BRMS), they are nonetheless recognised as pivotal opportunities for enhancing bushfire risk mitigation.

3.1 Local government and community context

Strategic and corporate framework

The Strategic and Corporate Framework of the Shire of Katanning is deeply entrenched in the fabric of local governance and community dynamics, showcasing a nuanced comprehension of regional characteristics and the diverse needs of residents. This community-driven document encapsulates the collective vision for a secure, vibrant, and inclusive town, placing emphasis on priorities such as safety, crime reduction, and social well-being. While the framework may not explicitly address bushfire risk, it indirectly contributes to these priorities. Therefore, the Bushfire Risk Management Plan plays a crucial role in strengthening and supporting the community's objectives, actively contributing to overarching goals such as community safety, environmental stewardship, infrastructure resilience, collaboration, adaptability, financial sustainability, and public trust.

At its core, the plan resonates with the shared commitment to community safety and well-being, addressing specific risks associated with bushfires while echoing the broader vision of fostering a secure and prosperous environment for residents. Developed with a focus on the strategic plan, particularly its sustainability goals, the Bushfire Risk Management Plan supports environmental sustainability objectives through initiatives like education on sustainable practices for managing native vegetation, promoting urban tree canopy, and supporting local biodiversity.

Moreover, the plan aligns seamlessly with risk management and governance objectives by employing rigorous risk assessments, establishing key performance indicators, and ensuring ongoing evaluation for a proactive and accountable approach. Beyond tangible measures, it plays a crucial role in building and maintaining public trust and

confidence, reinforcing the Shire's commitment to public safety through proactive measures and a collaborative approach to risk mitigation.

In addition to the strategic and corporate framework, the Shire utilises Local Emergency Management Arrangements (LEMA) as a foundational framework to coordinate and manage emergency response efforts within the area. These arrangements are essential for ensuring effective preparedness, response, and recovery from various emergencies, including bushfires. Through LEMA, the risks and vulnerabilities faced by the local community are assessed, response/action plans are developed, and resources are identified. This document guides the BRMP on how best to support the community for bushfire prevention.

Functioning as a bridge between the strategic plan, corporate framework, LEMA and bushfire risk management, this plan interlinks with the emergency management structures of the Shire, including the Local Emergency Management Committee (LEMC) and the Bush Fire Advisory Committee (BFAC). This plan provides essential information to the LEMC, guiding collaborative planning efforts that seamlessly integrate responses to bushfires with broader emergency management initiatives. Similarly, the BFAC draws upon the plan for policy development, community engagement strategies, and recommendations for ongoing updates. Consistent communication strategies, public awareness campaigns, and a feedback loop from real-time responses further solidify the linkages, fostering a dynamic and collaborative emergency management framework that prioritises community safety and resilience.

As an essential document, it guides collaborative planning efforts, integrating responses to bushfires with broader emergency management initiatives. Implementing this Bushfire Risk Management Plan delineates a clear direction for bushfire risk management within the Shire's boundaries, emphasising shared accountability and responsibility. Regular reviews and adaptations ensure ongoing relevance, enabling the community to enhance resilience, protect lives and property, and contribute to overall safety and well-being.

Shire of Katanning BRMP Implementation

This Bushfire Risk Management Plan (BRMP) serves as a comprehensive document designed to furnish the Shire, stakeholders, and the community with a lucid comprehension of bushfire risk within its boundaries. The primary objective is to elevate community awareness, education, and planned treatment activities in localities, facilitating the identification of treatment priorities and enabling future planning and budgeting. While the historical focus of bushfire risk management leaned heavily on response and recovery endeavors, there is now a paradigm shift towards a holistic risk management approach that encompasses preventive and preparatory measures. Continuous review and updates to this plan will ensure its ongoing relevance in the face of evolving bushfire risks.

Endorsed by both the DFES (OBRM) and the Shire of Katanning Council, the sustained execution, implementation, review, and amendment of this plan lie under the purview of the Shire of Katanning's Chief Executive Officer (CEO), Community Emergency Services Manager and advisory committee BFAC. Maintaining the data's relevance and currency is imperative for the Shire to uphold a transparent understanding of the ongoing endeavors directed at managing its responsibilities concerning bushfire risk.

Land use and tenure

The Shire of Katanning encompasses a diverse range of land tenures, from privately owned agricultural lands and residential lots to public amenities, reserves, and conservation areas. This varied landscape, detailed in Figure 2 and Table 2, underscores the complexity of risk ownership associated with bushfires. In a municipality where private landholders predominate, the decentralised nature of land management practices can heighten the risk of bushfires, particularly in a region primarily engaged in crop farming, forestry, and sheep husbandry. Land management becomes a pivotal factor in determining risk ownership, with responsibilities and accountabilities distributed between the Shire and individual landowners.

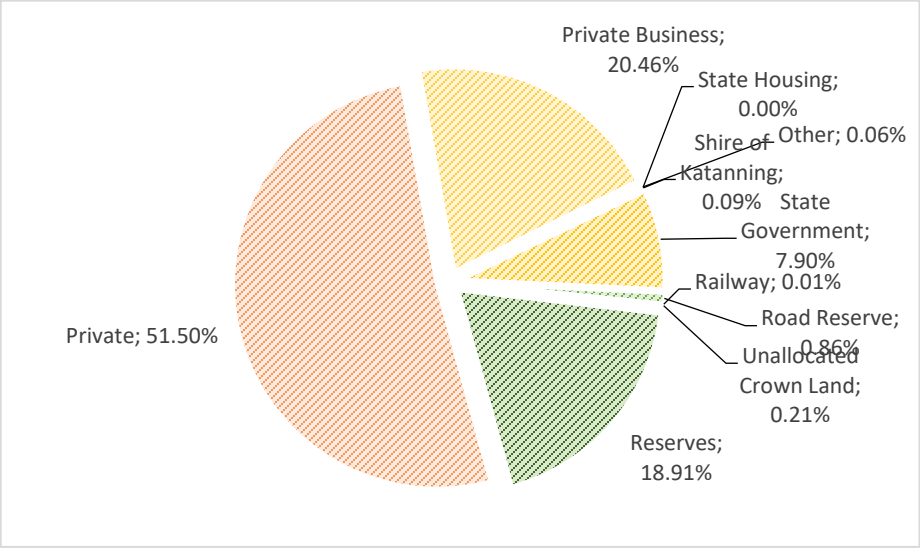


Figure 2 –The Shire of Katanning land tenure

Land Manager/Agency	Percent of Area
State Government	7.90%
Shire of Katanning	0.09%
Private	51.50%
Private Business	20.46%
Public Roads	0.86%
Railway	0.01%
Reserves	18.91%
Unallocated Crown Land	0.21%
Public Housing	0.00%
Other	0.06%
Total	1,541.06 km²

Table 3 – Summary of land management responsibilities within the Shire of Katanning.

The Shire takes a proactive role in managing public spaces, implementing practices such as firebreak maintenance, controlled burning, and vegetation clearance. Concurrently, private landowners bear the responsibility for adhering to firebreak notices and implementing mitigation measures on their properties. A collaborative approach is promoted, with the Shire providing guidelines and support to align land management practices with broader bushfire risk mitigation strategies.
The BRM Plan acknowledges challenges arising from the significant portions of the Shire managed by private landowners. These challenges necessitate strategic considerations:

Reduced Local Population for Fire Prevention:
The prevalence of privately managed land contributes to a diminished local population, impacting manpower for fire prevention and firefighting efforts.

Engagement of Private Landowners as Stakeholders:
Given the high percentage of privately owned land, proactive engagement with private landowners as key stakeholders is crucial. Education and consultation play pivotal roles in aligning their efforts with the BRM Plan and mitigation strategies.

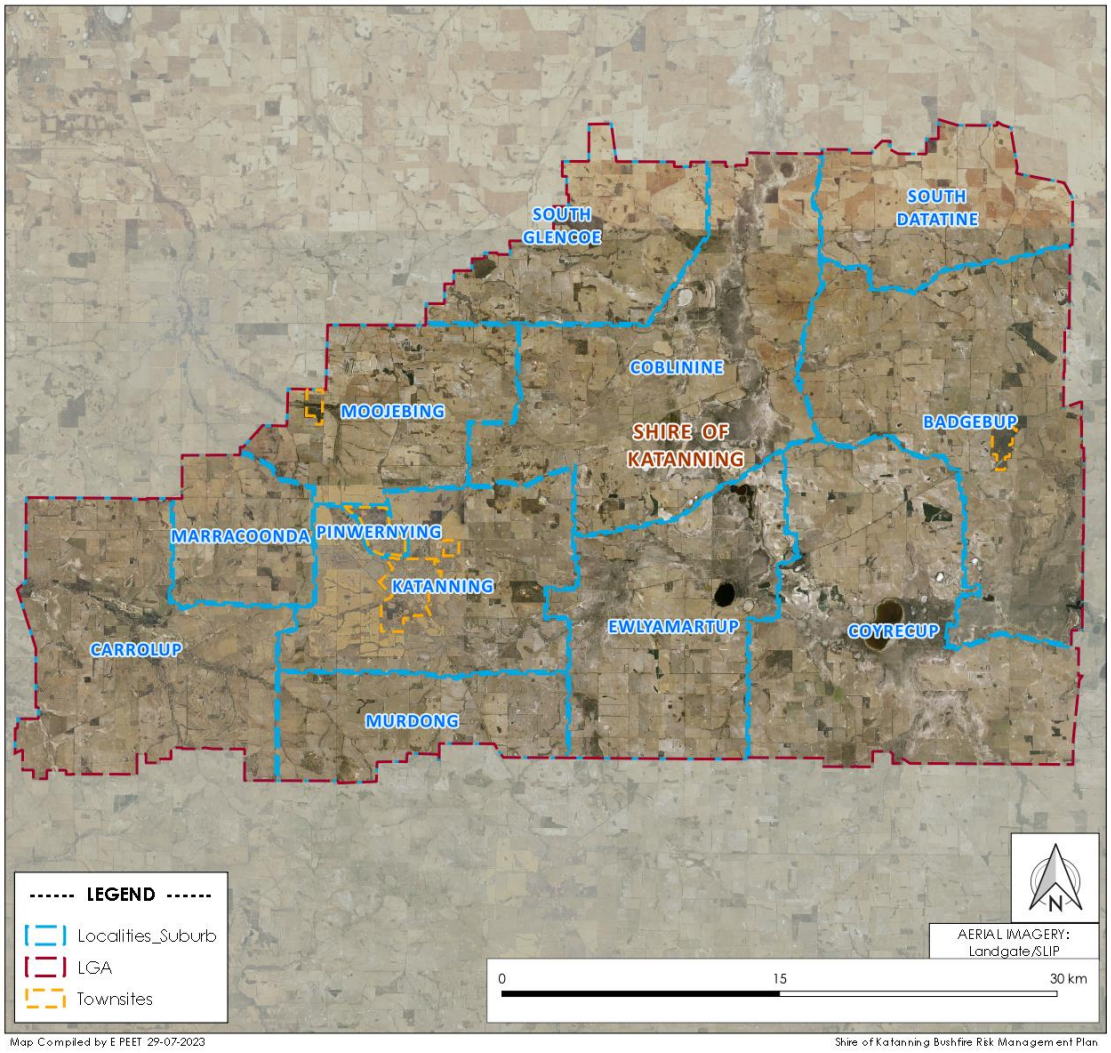
Risk Amplification from Non-Compliance:
Non-compliance with Council policies by one landholder poses an increased risk to neighboring landowners, emphasising the need for consistent adherence to regulations.

Economic and Social Implications of Farm Loss:
The potential loss of one farm, considering predominantly private land management, carries significant economic and social implications for the Shire, necessitating a comprehensive risk assessment.

Balancing Mitigation Impact and Productivity:
Balancing the impacts of mitigation and risk reduction must be carefully considered in the broader context of productivity and associated costs. Striking this balance is essential for sustainable and effective bushfire management practices within the Shire.

To address the bushfire risk posed by hazardous fuels on private land, the enforcement of the Firebreak Order in accordance with the Bush Fires Act remains a traditional yet effective strategy.

The Shire of Katanning stands out as a more developed and urbanised area compared to several other shires within the Great Southern region. The landscape is illustrated by a higher population density and a complex infrastructure network comprising residential, commercial, and industrial zones. The presence of critical facilities such as hospitals and schools adds an additional layer of complexity to the urban fabric. While this development brings certain advantages in terms of access to services and amenities, it also introduces specific risks in the context of bushfire planning. The intricate infrastructure layout and higher population density require meticulous planning for strategic routes and low fuel buffers. The urbanised nature of the Shire increases the potential impact on critical facilities, and the interface with natural vegetation poses challenges in managing ember attacks and rapid fire spread.



Clear communication, resource allocation, and community awareness become critical factors in mitigating the risks associated with bushfires in this more established and built-up environment. Balancing the benefits of expansion with the imperative of effective bushfire planning is a key challenge for the Shire of Katanning.

Additional concern towards the inconsistencies in land management priorities among government agencies owning/managing land within the Shire call for enhanced collaboration. The plan aims to bridge this gap by recognising key stakeholders, identifying relevant contacts, establishing accountability measures, and fostering collaboration. This approach ensures a more cohesive and coordinated strategy for bushfire risk reduction across both private and government-managed lands, fostering resilience and shared accountability within the Shire of Katanning.

Community demographics and values

The Shire of Katanning exhibits a rich and diverse demographic landscape, featuring a blend of agricultural communities and residents in various townships. This diversity is reflected not only in the mix of ethnicities but also in the linguistic tapestry that

characterises the community. Recognising and comprehending these linguistic variations is crucial for evaluating the community's resilience to bushfires, particularly considering potential language and cultural barriers that may impact communication and response strategies.

Managing bushfire risks in a large rural multicultural community like Katanning presents unique challenges due to the array of cultural backgrounds within the population. Communication becomes a focal point, given the multitude of languages spoken. Implementing effective communication strategies, including translation services and culturally sensitive materials, is essential to ensure that crucial information about bushfire risks and emergency procedures reaches all members of the community. Community engagement strategies need to be nuanced, considering diverse cultural practices and preferences.

Identifying vulnerable groups within this diverse population, such as the elderly or individuals with mobility challenges, becomes pivotal for tailoring risk mitigation efforts effectively. The dynamics in Katanning are notably complex, with a substantial portion of the population situated within the Katanning townsite (estimated at 3,700). This concentration necessitates a focused approach to managing bushfire risks around the townsite.

The surrounding rural environment poses both physical and secondary risks to the community. The potential lack of situational awareness during the bushfire season, stemming from a misunderstanding of urban lifestyle in a rural setting, can lead to complacency and non-compliance during heightened periods. This underscores the importance of targeted education and awareness campaigns to address these challenges.

A portion of the population residing in agricultural areas dedicated to farming highlights the necessity of understanding lifestyle and land use patterns. Crafting effective, community-specific bushfire risk management strategies requires an in-depth understanding of how residents in these areas operate and interact with their environment.

The most recent census reported a population of 4,057 for Katanning, indicating a substantial and largely populated rural area. While this characteristic carries inherent disadvantages in mitigating the risk of bushfires, such as increased challenges in managing external areas due to smaller response capabilities, it also offers some advantages. Fewer residents live in high-risk zones, resulting in fewer assets to protect. However, managing a larger population during evacuations requires more resources, facilities, and careful coordination, especially when factoring in cultural and language nuances. The higher number of structures and homes, both in urban-rural environment, poses challenges for emergency services, demanding a strategic and well-coordinated response to contain and extinguish fires effectively.

Table 3 below provides comparison data relating to the 2016 and 2021 Census (courtesy of Australian Bureau of Statistics) for the Shire of Katanning.

Categories	2016	2021	Difference
Population	4,151	4,057	- 2.3%
Median Age	40 years	39 years	- 1%
Over the age of 55	1257 (30.4%)	1278 (31.5%)	+ 1.1%
Under the age of 14	838 (20.3%)	784 (19.4%)	- 0.9%
Male Gender	51.1%	51.4%	+ 0.3%
Female Gender	48.9%	48.6%	- 0.3%
Indigenous Status	7.5%	9.4%	+ 2.1%
Born in Australia	65.8%	67.7%	+1.9%
Myanmar	3.7%	3.3%	- 0.4%
New Zealand	3.4%	3.3%	- 1%
Primary language: English	67.8%	70%	+ 2.2%
Malay	5.5%	5.0%	- 0.5%
Karen	4.1%	4.8%	+ 0.7%
Burmese	1.6%	1.4%	- 0.2%
Education: Completion of year 10 or beyond	63.2%	68.6%	+ 3.4%
Employed Residents	45.1%	58.5%	+13.4%
Meat Processing	16.5%	13.7%	- 3.2%
Primary Education	4.3%	4.6%	+ 0.3%
Hospitals	5.3%	4.6%	- 0.7%
Sheep/Cattle Farming	4.4%	4.0%	- 0.4%

Table 4 – 2016 and 2021 LGA Katanning Census

Farming and Backpackers

The Shire of Katanning has witnessed a significant shift in its agricultural landscape over time, marked by the trend of farm consolidation or amalgamation. This strategic move, driven by the pursuit of economies of scale, involves farmers acquiring or merging neighboring properties to create larger, more efficient farms. While farm consolidation presents economic advantages by spreading fixed costs across a broader area, it also introduces unique challenges to the local labor force.

The consequence of farm consolidation is a reduction in available local labor resources, leading to the outsourcing of labor for seasonal agricultural work. Backpackers, forming a significant part of this outsourced labor, contribute valuable services to the agricultural sector. However, this demographic brings with it factors that heighten the risk of bushfires in the region.

Various factors contribute to the increased bushfire risk associated with backpackers in agricultural settings. These include their limited farming experience, unfamiliarity with fire safety protocols, and ignorance of environmental factors that elevate the bushfire risk, language and communication challenges, inadequate training and supervision, and the short-term nature of their employment. Employers, at times, may fall short in providing adequate training and supervision due to the temporary and transient nature of backpacker employment.

As a result, the responsibility often falls on the local government or the Shire of Katanning to assume a crucial role in providing necessary resources and training for backpackers. This includes managing bushfire brigade memberships, supplying uniforms, and delivering the required training. Effectively addressing the challenges posed by backpacker employment in the agricultural sector requires ongoing management and collaboration between local authorities, employers, and the transient workforce.

Cultural Heritage

Within the Shire of Katanning's boundaries, the state recognises 19 heritage buildings, of which three are considered at bushfire risk. At a local level, the shire acknowledges 102 heritage areas, with 23 located within a bushfire risk area. These at-risk sites, both at the state and local levels, hold historic and social value to the community, necessitating additional measures for preservation.

The Shire of Katanning has adopted a robust Heritage Strategy, embodying a comprehensive approach that acknowledges and preserves all facets of cultural heritage. This strategy demonstrates adaptability, enabling the Shire to bolster its capacities and dedication to heritage conservation as responsibilities evolve over time. Given the community's profound attachment to the identified heritage assets, it is essential to vigilantly monitor and address any potential risks of damage or destruction. Leveraging the Bushfire Risk Management Plan (BRMP) and the Bushfire Risk Management System (BRMS) program, these assets have been systematically identified for streamlined risk assessment and continuous management.

Under the Aboriginal Cultural Heritage Act 1972, the Shire proactively seeks guidance for identifying and assessing areas of potential Aboriginal cultural heritage significance. The Shire maintains established relationships, actively collaborating with Aboriginal communities and Traditional Owners to safeguard cultural heritage during bushfire mitigation efforts. This commitment involves implementing precautionary measures, including potential adjustments to the timing, methods, or locations of activities to protect culturally significant sites.

Moreover, the Shire plays a vital role in raising awareness within the broader community about the existence of Aboriginal cultural heritage sites and the imperative to safeguard them during bushfire mitigation initiatives. The Shire has registered 11 sites on the Aboriginal Cultural Heritage Inquiry System, providing an additional tool to identify and assess potential impacts on Aboriginal cultural heritage sites. This comprehensive approach aligns with the Shire's dedication to upholding legal obligations while actively preserving and respecting Aboriginal cultural heritage.

Economic activities and industry

The Shire of Katanning, with its diverse economic activities, plays a pivotal role in shaping the local and regional economy. Agriculture, as the cornerstone of economic activity, not only supports the livelihoods of local residents but also contributes significantly to the regional supply chain. The fertile soils and favorable climate facilitate the cultivation of various crops and support livestock farming. Complementing agriculture, the abattoir for livestock, the agribusiness community provides essential services, and the region's role as a hub for retail, healthcare, education, and professional services further bolsters its economic resilience.

Effective bushfire risk management is of paramount importance due to the significant physical and financial consequences that severe bushfires can entail. These events

have the potential to devastate a wide array of assets including crops, livestock, infrastructure, transport routes, feed sources, and can increase the risk of topsoil erosion, exacerbating the overall impact.

A critical period in the bushfire risk calendar spans from mid-October to late November, coinciding with the curing of crops for harvest. This phase is particularly hazardous as matured crops become highly flammable, setting the stage for potential ignition. Subsequently, from late November to January, the commencement of the bushfire season presents heightened risks, especially during crop harvesting. Factors such as machinery operation, hot and dry weather conditions, and fully cured crops contribute to an elevated risk of fire, particularly given the grassland characteristics of many crops.

The regional economy heavily relies on agricultural practices, encompassing crop cultivation and livestock farming. Consequently, bushfires pose a direct threat to these agricultural assets, encompassing crops, livestock, and associated infrastructure. The destruction of farmland and crops can precipitate immediate and long-term consequences for local farmers and businesses. Additionally, the alteration of the landscape due to the loss of native vegetation and the introduction of non-native plant species as a result of agricultural practices has broader implications for ecosystem integrity and biodiversity. These changes can impact the tourism sector, which relies heavily on the region's natural beauty and biodiversity.

The Bushfire Risk Management Plan illuminates the inherent risks tied to economic activities, particularly agriculture and forestry. It identifies extensive landscape modifications, native vegetation removal, and the introduction of annual crops as contributing factors to heightened bushfire risks. Furthermore, the plan underscores the critical timing of key agricultural activities, such as crop curing, which significantly increases the region's vulnerability to bushfire incidents.

The economic significance of agriculture to the Shire's economy means that bushfires pose a direct threat to vital agricultural assets, including crops, livestock, and infrastructure. The potential loss of farmland and crops has immediate consequences for local farmers and businesses, with ripple effects extending to the broader community.

The economic vulnerability extends beyond immediate impacts, with potential repercussions for local businesses, including increased insurance premiums. The long-term recovery and rebuilding efforts after a bushfire incident demand significant financial investments and resources. The interconnectedness of the Shire's economic activities underscores the need for a comprehensive approach to bushfire risk management.

Considering the substantial size, facilities and resources Katanning provides, surrounding shires and towns heavily rely on these services. Any disruption to power or closure/destruction caused by a bushfire, would significantly challenge not only the locals but the surrounding communities too. This could lead to limited access to essential food and supplies, affecting the entire community and disproportionately impacting vulnerable populations. Water supply concerns, strain on medical and emergency services, and potential business disruptions would further compound the challenges. The psychosocial impact on residents, coupled with the extensive recovery process, underscores the need for robust planning, community support systems, and coordinated efforts to address the multifaceted consequences of a bushfire.

Moreover, the reliance on well-developed transportation networks, particularly the Great Southern Highway, is crucial for emergency services, commercial transportation, and tourism-related activities. The potential destruction or disruption of these critical transportation arteries could have cascading effects, including isolation, hindered emergency response, and economic disruptions that extend beyond the immediate aftermath of a bushfire.

In response to some of these challenges, the Shire has implemented measures outlined in the fire break notice, emphasising both prevention and rapid response strategies. The requirement for fire units during harvesting activities and bans on harvest and vehicle movements during high-risk weather conditions, demonstrating a proactive stance toward managing bushfire risks associated with economic activities.

Ultimately, the Shire of Katanning recognises the need for a multifaceted and collaborative approach to bushfire risk management, considering the economic, environmental, and social dimensions. The Bushfire Risk Management Plan serves as a crucial guide in aligning economic activities with broader risk mitigation strategies, fostering resilience, shared accountability, and the safety and well-being of the Shire's residents.

3.2. Environment and bushfire context

Topography and landscape features

The Shire of Katanning's vulnerability to bushfires is intricately tied to its geographic characteristics, predominantly shaped by extensive agricultural land use. The cultivation of crops and grasslands across the region creates vast expanses of dry and flammable vegetation, serving as potential fuel sources during the bushfire seasons. The variability in fuel loads is a nuanced interplay of factors such as the specific types of crops cultivated, prevailing weather conditions, and the agricultural practices implemented.

The undulating landscapes with low relief, while visually pleasing, introduce challenges for fire management. The combination of slopes and elevation changes can expedite the spread of fires, particularly under windy conditions. This dynamic terrain, when combined with dry vegetation, poses challenges for containment and control efforts. Extensive land clearing for agriculture has altered land use patterns, resulting in a mosaic of agricultural and remnant native vegetation. This mosaic landscape further complicates fire management strategies.

Proximity to urban areas adds another layer of complexity, as the interface between rural and residential areas increases the risk to communities. While breaks in dense fuels provide opportunities for fire response tactics, the delicate balance between utilising these breaks and addressing the negative ecological impacts of land clearing requires careful management.

The intricate composition and structure of the native vegetation within the Shire of Katanning significantly contribute to the overall fuel load in the region. Different types of vegetation exhibit varying intensities when burning, creating a mosaic of fire behaviours across the landscape. This diversity in fuel sources plays a pivotal role in shaping the dynamics and outcomes of bushfires.

Furthermore, the presence of continuous stream channels and colluvial processes in specific areas introduces additional complexities to fire movement and intensity. Stream channels can act as natural barriers, influencing the path of fires and potentially aiding in containment efforts.

The semi-arid Mediterranean climate further enhances the fire risk, as prolonged periods of high temperatures and low humidity create favorable conditions for ignition and rapid fire spread. Proximity to urban interfaces, where rural and residential areas meet, introduces a critical factor. The risk to communities increases in these zones, emphasising the importance of strategic planning, community education, and infrastructure protection.

Distinctive features, such as agricultural fencing, emerge as significant factors, creating obstacles for firefighting resources and limiting access to critical areas. The dense network of fences can impede the establishment of strategic control lines, hindering the movement of personnel and firefighting equipment. Addressing these fencing restrictions becomes paramount in planning and executing efficient bushfire response tactics.

The accumulation of unharvested crops poses a notable concern within the Shire of Katanning, contributing to an increased fuel load that elevates the risk and intensity of bushfires. The vast expanse of agricultural lands in the region further compounds this challenge, requiring meticulous planning and proactive measures to address the impact of unharvested crops on fire behaviour.

Unharvested crops act as readily available fuel sources, particularly during dry and hot conditions prevalent in the region. This situation intensifies the potential for rapid fire spread and poses significant challenges for effective fire management. The scale of extensive agricultural lands accentuates the need for strategic and comprehensive approaches to mitigate the consequences of unharvested crops on overall fire dynamics.

The reliance on dams as a crucial water source within the Shire of Katanning is substantial, emphasising their significance for firefighting efforts. However, the impact of the drying climate introduces challenges related to the availability of readily accessible water. The strategic placement and accessibility of dams present additional layers of complexity in responding to bushfires, given that an adequate and easily accessible water supply is paramount for effective firefighting.

The drying climate accentuates the importance of preserving and managing water resources efficiently. The reduced water levels in dams can limit the availability of firefighting water, making it imperative to strategise and optimise the use of existing water reservoirs. Furthermore, the location and accessibility of dams become critical factors in determining the effectiveness of firefighting operations.

In responding to bushfires, the accessibility of water points, such as dams, plays a pivotal role in ensuring a swift and efficient firefighting response. Challenges arising from the remote or challenging terrain can hinder the timely deployment of firefighting resources and equipment. Adequate planning and coordination are essential to overcome these challenges, involving measures such as establishing firebreaks and access points to facilitate the movement of firefighting teams and equipment.

Mitigation strategies need to consider all aspects of the shire's bushfire risks and be tailored to address the specific challenges posed by the region's topography, vegetation, climate, and land use patterns. This comprehensive approach aims to enhance overall preparedness and resilience in the face of bushfire threats.

Climate and weather

The Shire of Katanning is confronted with an elevated risk of bushfires due to its distinctive Mediterranean climate, marked by pronounced seasonal variations. Summers in the region are characterised by high temperatures and low humidity, creating an environment conducive to the rapid ignition and rapid spread of fires. The prevailing wind patterns, primarily from the south/southwest direction, significantly influence the dynamics of fire expansion. These winds, coupled with their strength, have the capability to transport embers across considerable distances, sparking spot fires ahead of the main front and introducing challenges to predictive firefighting strategies.

The heightened bushfire risk is further exacerbated by the prevalence of thunderstorms during the summer months. These storms bring with them the potential threat of lightning strikes, acting as ignition sources that can initiate fires in remote and challenging terrains. Fires originating in less accessible locations pose formidable challenges for firefighting efforts, requiring vigilance for containment and suppression.

Critical to understanding the bushfire risk is the impact of heatwaves, which are prevalent during prolonged summer conditions. These heatwaves contribute to a reduction in soil moisture, rendering vegetation more susceptible to ignition and intensifying the overall fire danger. The seasonal nature of strong prevailing winds persists throughout the entire bushfire season, primarily occurring in the late afternoon. This necessitates strategic planning for risk mitigation, considering the specific challenges posed by wind-driven fires.

Over the years, fire brigades across the Shire have proactively engaged in vegetation management, employing hazard reduction burns as one of the primary strategies. Ideally conducted in autumn or spring, these controlled burns aim to mitigate fuel loads and reduce the risk of uncontrolled Bushfires. However, achieving consistency in implementing these burns has been challenging due to various factors, including volunteer availability and competing priorities, especially during critical agricultural phases such as seeding and harvesting.

In navigating the intersection of land management priorities, careful planning and coordination become imperative to optimise the effectiveness of vegetation management strategies within the Shire. This includes aligning hazard reduction efforts with seasonal considerations, volunteer availability, and broader community engagement initiatives. The Shire's approach to bushfire risk management acknowledges the intricacies of its climate, emphasising proactive and adaptive measures to enhance overall resilience and protect the community and environment from the pervasive threat of bushfires.

Bushfire Season

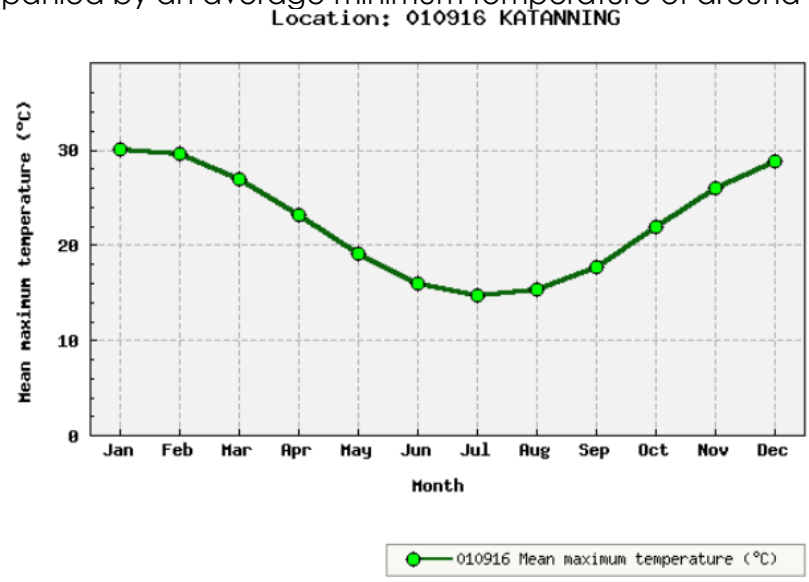
The bushfire season in the Shire of Katanning typically spans from December to March, coinciding with the region's hot and arid summer climate. These months pose a heightened risk of bushfires due to the prevailing weather conditions characterised by high temperatures and low humidity levels.

The peak of fire danger usually occurs from late spring through early autumn, as the vegetation on the ground becomes increasingly dry following the winter rains. This period sees the convergence of heat troughs, particularly in proximity to the Pilbara region, along with the influx of hot air masses from the interior, creating an environment conducive to hazardous fire weather conditions.

As a guide, here are some key characteristics of the average climate in the Shire of Katanning:

Temperature

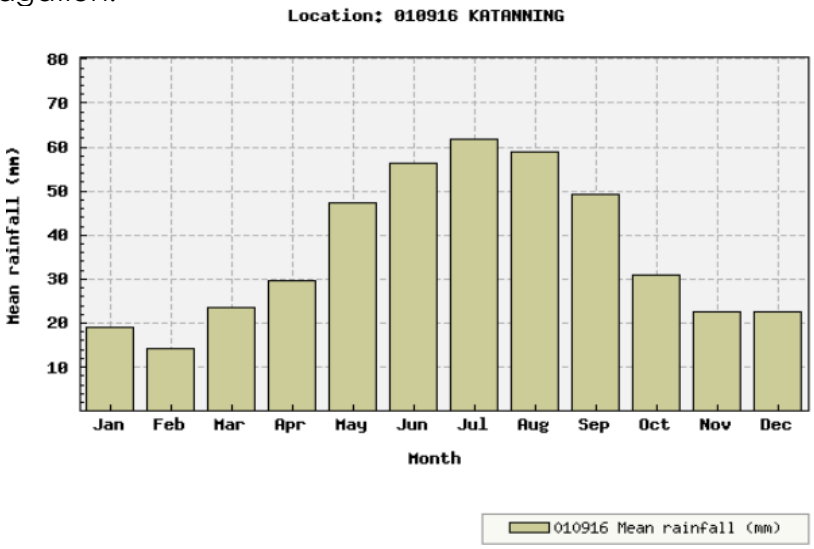
The local climate experiences notable seasonal temperature patterns, with distinct variations throughout the year. In the summer months (December-February), the average maximum temperature remains around 30°C, as depicted in Graph 1. Correspondingly, the average minimum temperature during this period is approximately 15°C. In contrast, during the winter months (June-August), a significant shift occurs, with the average maximum temperature decreasing to approximately 16°C, accompanied by an average minimum temperature of around 9.2°C.



Graph 1 – Mean maximum temperature line graph

Rainfall

On an annual basis, the Shire experiences an average rainfall of approximately 436 millimeters, with the majority of rainfall concentrated during the winter months. Noteworthy trends include January and February emerging as the driest months, while July and August register as the wettest, as illustrated in Graph 2. Understanding this seasonal precipitation pattern is crucial for assessing bushfire risk, as it directly impacts vegetation moisture levels and the overall susceptibility of the landscape to ignition and fire propagation.



Graph 2 – Mean rainfall bar graph

Wind

The Shire of Katanning is susceptible to strong winds throughout the year, with peak wind speeds commonly observed in spring and summer. Prevailing winds predominantly blow from the west-southwest direction in the afternoon, as depicted in Figure 4 and Graph 3. Understanding these wind patterns is essential for evaluating bushfire risk, as they influence the direction and speed of fire expansion, and can carry embers over considerable distances, complicating firefighting efforts.

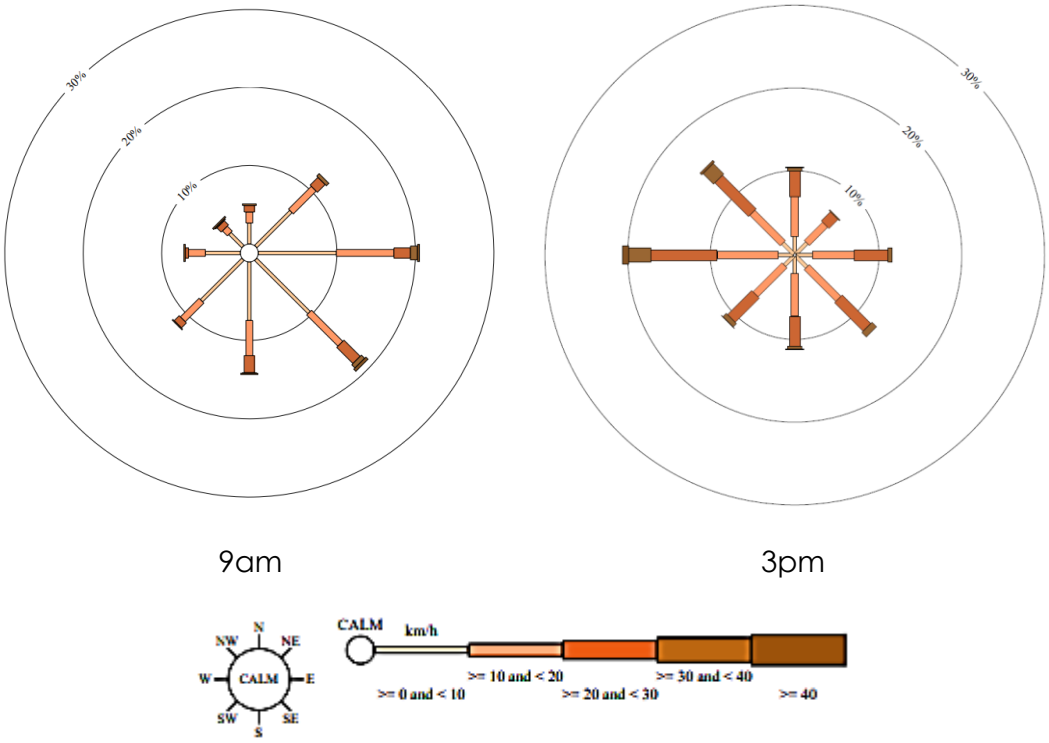
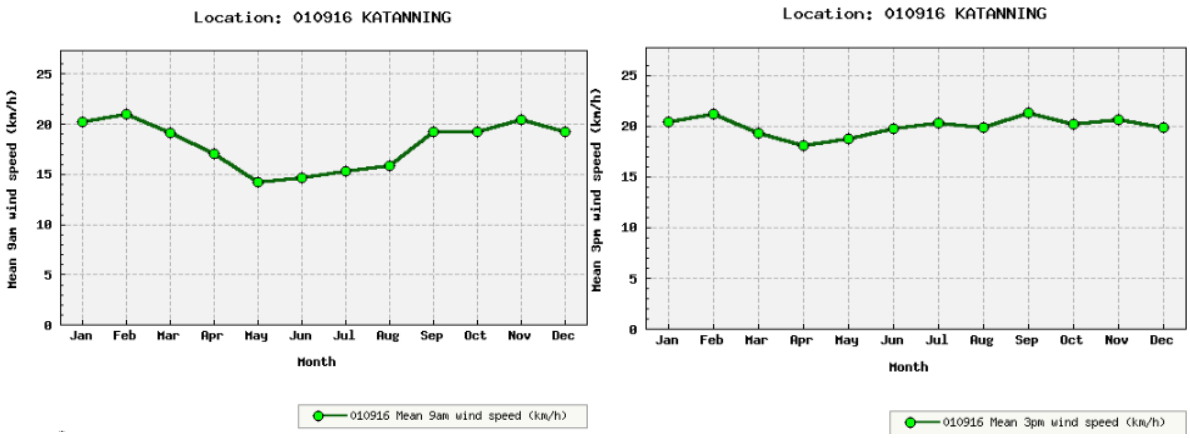


Figure 4 – Wind rose 9am & 3pm



Graph 3 – Mean 9am & 3pm wind speed

Historical weather data is a crucial tool for predicting future patterns, but the dynamic impacts of climate change introduce uncertainties into long-range predictions. Evolving atmospheric variables, shifts in rainfall patterns, and rising sea levels, along with natural phenomena like El Niño and La Niña events, contribute to unpredictable weather patterns.

Between 2020 and 2023, Australia experienced an extended La Niña climate pattern, resulting in cooler and wetter conditions, particularly in Western Australia. While La Niña reduced the risk of bushfires during this period, the conclusion of this cycle and the potential onset of an El Niño cycle pose a heightened threat of grassfires and major forest fires. El Niño induces warmer and drier conditions, reducing rainfall and elevating bushfire risk.

A Climate Council report from February 2023, titled "Powder Keg: Australia Primed to Burn," highlighted future weather predictions and the increased risk of major grass fires. The report emphasised the agricultural nature of the Katanning Shire, making it imperative to consider future risks.

Key findings from the report include:

- The La Niña cycle during 2020-2023 reduced bushfire risk due to cooler and wetter weather patterns, promoting increased vegetation growth.
- Australia anticipates the conclusion of La Niña with the potential onset of El Niño, intensifying the threat of grassfires and major forest fires.
- Historical instances of prolonged La Niña events resulted in prolific vegetation growth followed by extensive fires.
- Recent global events underscore the danger of grass fires, particularly in hot and dry conditions, posing a significant risk to people, wildlife, and property.

To proactively manage these risks, the Shire of Katanning, along with relevant authorities, monitors weather and fire conditions. Timely warnings and alerts are issued as needed, and residents are strongly advised to take preventative measures, including ensuring the bushfire resilience of their properties and having a well-prepared bushfire survival plan in place.

Native Vegetation

The Shire of Katanning contends with the enduring consequences of extensive land clearing conducted for agricultural purposes, resulting in significant challenges for the sustained viability and, in the event of bushfires, the subsequent regeneration of indigenous flora. This widespread clearance has not only affected native habitats but has also contributed to the emergence of salinity issues across the region. Salinity persists as a pervasive concern in both natural and cultivated landscapes, owing to the absence of natural barriers to salt incursion amidst fluctuating water table levels. Consequently, these areas become unsuitable for agricultural utilisation and witness the degradation of indigenous vegetation. The management of these landscapes profoundly influences their susceptibility to bushfires, with some areas becoming highly combustible due to the presence of dead or dying vegetation, while others transform into barren expanses. The response to bushfire risks must be tailored to the specific conditions of each area, considering the impact of prior land use practices and the resultant landscape modifications on fire behaviour and mitigation strategies.

Native Vegetation Distribution

The extensive land clearing conducted for agricultural purposes has resulted in the fragmentation and isolation of native vegetation within the Shire, presenting both challenges and opportunities. While the breaks in dense vegetation offer additional options for fire response tactics and potentially reduce overall bushfire risk, the introduction of agricultural environments surrounding these vegetated areas has adversely impacted the ecological integrity and survival of native flora. This introduction of non-native plant species has led to various issues, including invasive

species outcompeting native flora, alterations in nutrient and soil composition, and accelerated post-fire regeneration, resulting in changes to vegetation structure and heightened fuel loads. Moreover, the fragmentation and isolation of these areas pose significant risks to the survival of vegetation and biodiversity. Hindrances to species recolonisation, genetic bottlenecking due to reduced genetic diversity, and disruption of natural seed distribution mechanisms exacerbate these challenges. Furthermore, the integration of agricultural practices around vegetated areas has further compounded these ecological impacts, underscoring the need for comprehensive strategies to mitigate the adverse effects on native vegetation and promote ecosystem resilience.

Vegetation Systems

The following vegetation system definitions provide a better understanding of the different formation of native vegetation found in the Shire of Katanning. Figure 5 visually shows the boundaries of the vegetation systems.

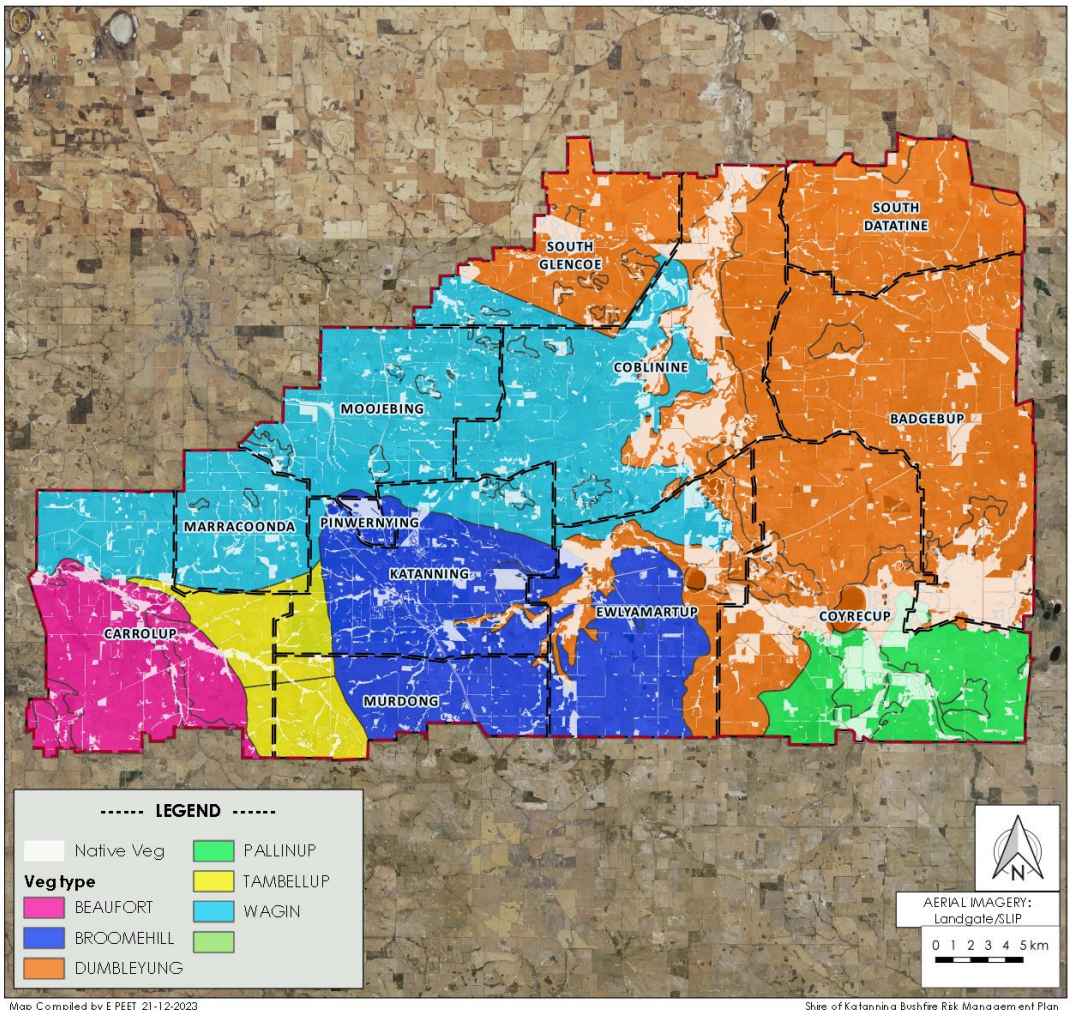


Figure 5 –The Shire of Katanning Vegetation map

Dumbleyung Vegetation:

The eastern boundary of the system corresponds with Mallee country, exhibiting a gently undulating landscape with scattered alternation cappings, particularly in the northern region. The predominant landscape features Dryandra-dominated heath on laterite residuals, encompassing woodlands

characterised by York gum, red morrel, salmon gum, and wandoo on undulating terrain. Mallee and teatree patches are observed on salt flats, accompanied by scrub-heath and low woodland on low-level sandplains.

Wagin Vegetation:

The topography is undulating and well dissected, featuring small remnants of laterite capping on ridges and mesas, as well as granite domes, tors, and broad valleys containing salt marshes. The dominant vegetation includes a mosaic of brown mallets and wandoo woodland on laterite mesas and breakaways, with low woodlands comprised of York gum and wandoo on the slopes of undulating country. Brown mallet, often joined by red morrel, is observed on breakaways near the Katanning townsite. Scattered patches of heaths, occasionally associated with wandoo but more frequently with Drummond's gum, are dispersed throughout the system, with Dryandra species generally dominating the heath vegetation.

In close proximity to the Katanning townsite, native vegetation primarily falls into two categories: Forest and Woodland formations. Situated on the southwest side of town, an expanse of 85 hectares comprises forest vegetation, predominantly dense sheoak stands, nestled between rural residential lifestyle blocks and the rural-urban interface. Adjacent to the township's northern side lies a 285-hectare expanse of forest vegetation, characterised by a mix of eucalypts, acacias, sheoaks, and other low shrubs and grasses. This vegetation arrangement conforms to the criteria for forest classification, with distinct tiers evident in the landscape.

In various patches surrounding the town, areas of wandoo/mallet woodlands are scattered, featuring a diverse array of wandoo/mallet boles and sporadic understory of shrubs and grasses. Within the shire's expanse, eucalypt woodlands, mallee country, and Wheatbelt acacias (scrub-type vegetation) are also present. Structurally, the mallee and scrub-type vegetation typically comprise wooded foliage reaching up to five meters in height, with crown cover ranging from 30 to 100%. Beneath the canopy, a ground layer of herbaceous plants or grasses completes the ecosystem composition.

As illustrated in Figure 5, the white lines demarcate the boundaries delineating the extent of the remaining native vegetation within the Shire.

Fire behaviour:

In contrast of agricultural farmland, native vegetation areas exhibit more varied fuel structures and compositions. Dense vegetation patches interspersed with open areas or natural fire breaks create a mosaic landscape that influences fire behaviour. The topography and landscape configuration of native vegetation areas, including hills, valleys, can further impact fire behaviour by altering wind patterns and fire spread rates. Human activities and infrastructure, such as roads, buildings, and machinery, also play a role in shaping fire behaviour, with agricultural areas typically more heavily influenced by human interventions.

native vegetation often contains a more diverse landscape with varied fuel types, including trees, shrubs, and grasses, which may not burn as quickly or uniformly as agricultural crops. Additionally, native vegetation may feature natural breaks such as rocky outcrops, streams, or patches of less flammable vegetation, which can impede the fire's progress and slow its spread.

Understanding these differences is crucial for effective fire management and mitigation strategies tailored to each specific environment. While agricultural

farmland and native vegetation areas both pose fire risks, variations in fuel characteristics, management practices, landscape configuration, and human influences necessitate distinct approaches to fire prevention, preparedness, and response.

Species Vulnerability:

While indigenous plants in the Shire of Katanning possess an inherent resilience to fire, it's essential to recognise that overlooking vulnerability or implementing an incorrect fire regime can have detrimental effects on vegetation, ecosystems, and the survival of specific species. Several endemic native plants in the region exemplify susceptibility to fire, emphasising the need for careful consideration in bushfire risk management:

Grass Trees:

- Various species with diverse attributes, including trunks or no trunks and varying leaf sizes.
- Dead leaves contain valuable nutrients released through burning or decay.
- Burning dead leaves promotes the development of a flower spike, crucial for regeneration.
- The skirts of grass trees provide refuge for many animals and insects during extreme weather conditions.

Wandoo Eucalyptus:

- A medium to large-sized tree that regenerates by seeding into an ash bed.
- Resilient to mild or moderate-intensity fires but susceptible to high-intensity bushfires.

Banksia Species:

- Various forms exhibiting varying degrees of susceptibility to fire.
- Seeds require heat from fire and nutrients from ash for germination; smoke may further promote seed germination.

Mitigation planning in the Shire considers two fundamental principles: ecological management of vegetation and the abatement of fire hazard. Correctly managing the remaining native vegetation is paramount. During the planning stages of future mitigation works, careful assessment of native species and their vulnerability will guide appropriate courses of action to ensure the preservation of ecological integrity and effective fire risk reduction.

Introduced Vegetation

A substantial 91%, with ongoing clearing, of the native vegetation in Katanning has been removed to make way for farmland and agricultural use. This trend aligns with broader patterns observed across various regions in Australia, including Western Australia. The loss of native vegetation is a consequence of extensive land clearance driven by agricultural expansion, urban development, and other human activities.

Plantation:

Eucalypt and pine plantations, commonly cultivated for timber production, pose specific and heightened bushfire risks due to their unique characteristics. These risks include high fuel loads with highly flammable foliage and bark, rapid biomass

production rates, and the presence of volatile essential oils in eucalyptus trees. The needle-like leaves of pine trees can easily ignite and contribute to the spread of fire, potentially leading to more intense crown fires. Additionally, these plantations are often monoculture, increasing vulnerability to widespread damage in the event of a fire.

The dense stands in these plantations can create challenging conditions for firefighting efforts, limiting access for firefighting resources. Proximity to urban areas raises concerns about potential impacts on human lives and property, emphasising the need for effective fire prevention and response measures. The combustibility of eucalypts and pine trees increases the risk of ember transport during a fire, potentially igniting new areas and exacerbating the overall fire risk. Effective risk management for these plantations involves a combination of preventive measures, such as firebreaks and thinning, along with preparedness measures, early detection, community education, and collaboration with firefighting agencies. Land-use planning and zoning regulations are crucial for minimising the impact of these plantations on nearby communities.

Agriculture:

The extensive clearance for agricultural purposes, covering approximately 91% of the Shire, necessitates a meticulous understanding and efficient management of introduced vegetation, encompassing crops, plantations, orchards, and weeds. This understanding is crucial in the context of mitigating the risk of bushfires. The following section provides an in-depth examination of key characteristics and considerations pertinent to agricultural land use.

In the realm of agricultural practices, the cultivation of ryegrass, wheat, oats, lupins, and canola is predominant. Each crop presents its own set of characteristics influencing bushfire risk, with variability contingent on factors such as the specific crop type, prevailing climate conditions, and the farming practices employed.

Oats (Cereal Grain):

Oats find applications in both animal feed and human consumption, such as oatmeal or granola. Characterised by a biomass production rate similar to wheat, oats generally carry a lower fuel load than ryegrass, contributing to a nuanced risk profile.

Wheat (Cereal Grain):

This cereal grain, cultivated for human and animal consumption, exhibits a lower biomass production rate compared to ryegrass. While generally associated with a lower fuel load, variations may arise based on the specific wheat type and farming practices.

Ryegrass:

Frequently utilised for forage, pasture, or as a cover crop, ryegrass serves purposes beyond direct human consumption. Notably, its high biomass production rate can result in a substantial fuel load, thereby influencing its impact on bushfire risk.

Lupins (Legumes):

Commonly grown for animal feed and soil improvement, lupins contribute to soil fertility through nitrogen fixation. Characterised by a lower biomass production rate compared to cereal grains, lupins are associated with a potentially lower fuel load.

Canola (Oilseed):

Recognised for its applications in cooking oil and biodiesel production, canola generally exhibits a lower biomass production rate. The specific characteristics of canola contribute to its unique impact on bushfire risk, requiring further exploration for comprehensive risk assessment.

As a general trend, cereal grains like oats and wheat typically entail higher fuel loads compared to legume crops such as lupins or oilseed crops. The precise fuel load of a specific crop is contingent upon several factors, including the particular crop variety, prevailing growing conditions, and farming practices implemented.

In addition to inherent crop characteristics, critical considerations arise from practices employed during the curing or harvesting process, further influencing the overall bushfire risk associated with agricultural activities. These considerations underline the complexity and multifaceted nature of managing bushfire risk in the context of agricultural land use within the Shire.

Chemicals play a pivotal role in agricultural practices, serving purposes like expediting curing processes and suppressing weeds or pests. However, the residue of certain herbicides, when used depending on growing conditions, can possess flammable properties, contributing to the ignition of plant material. Notably, the burning of specific crops, such as canola, with chemical residue can release additional toxins into the air, including polycyclic aromatic hydrocarbons (PAHs) and dioxins. These compounds are associated with an increased risk of cancer, emphasising the importance of considering chemical residues in comprehensive bushfire risk assessments.

In addition to chemical considerations, diseases also pose a notable risk to cereal crops, particularly rye. The presence of diseases, such as the ergot fungus, introduces an additional layer of complexity to agricultural risk management. The ergot fungus produces toxic compounds known as ergot alkaloids and thrives in warm and humid conditions, typically during flowering and grain development. To mitigate the impact of this fungus on the harvest, farmers adopt a strategy of cutting crops higher during seasons with higher rainfall. While this approach aids in reducing the overall abundance of the fungus, it inadvertently results in a higher fuel load during the

subsequent bushfire season. This intricate interplay of agricultural practices, diseases, and fire risk underscores the need for nuanced risk assessment and tailored risk mitigation strategies within the Shire.

Fire behaviour:

The dynamics of fire behaviour differ notably between agricultural farmland and native vegetation due to a myriad of factors influenced by land use and vegetation characteristics. In agricultural settings, crops, grasslands, and pastures emerge as primary fuel sources, particularly during dry seasons or harvest phases. These cultivated lands typically exhibit uniform and contiguous fuel loads, with expansive swathes of crops and grasses providing uninterrupted coverage. Consequently, fires in such environments tend to propagate more swiftly compared to native vegetation. The denser and more consistent fuel distribution sustains continuous combustion, accelerating fire spread. Moreover, agricultural practices often entail the utilisation of dry, combustible materials such as crop residues or hay, which readily ignite and exacerbate fire progression.

Management protocols like plowing, harvesting, and grazing exert a profound influence on fuel characteristics and distribution within agricultural landscapes. Harvested fields, for instance, often leave behind stubble or crop residue, which serve as readily ignitable fuel sources, intensifying fire spread. Grazing activities may mitigate fuel loads in certain areas but can render others more susceptible to fire, contingent upon the timing and intensity of grazing practices.

Overall, the combination of densely packed, uniform fuel sources and open landscapes in agricultural areas creates conditions conducive to rapid intense fire spread, highlighting the importance of effective fire management strategies in these environments.

Important species and communities

The Shire of Katanning encompasses diverse ecosystems that harbor a variety of species and communities safeguarded by both state and Commonwealth legislation. This safeguarded realm extends to include potentially threatened or endangered plant and animal species, as well as distinctive ecological communities. These designated areas play a crucial role in augmenting the overall biodiversity of the region and are subject to meticulous conservation measures. Preservation and stewardship of these protected areas form an integral aspect of the Shire's commitment to environmental sustainability and biodiversity conservation.

Threatened Flora:

Endangered flora within the Shire encompasses plant species that have undergone assessments categorising them as being at risk of extinction. In the Western Australian context, these species hold the official designation of "Declared Rare Flora" (DRF), indicating their critical status and the need for specific protection measures due to their vulnerability to extinction, rarity, or the necessity for specialised safeguarding measures. The Shire, recognising the importance of preserving biodiversity, has identified several priority plant species within its jurisdiction. A detailed reference of these specific species is meticulously cataloged in Table 4, facilitating easy and comprehensive consultation for conservation and management efforts.

Species	Common Name	Conservation Status	
Caladenia luteola	Lemon Spider Orchid	T	CR

Table 5 – Katanning's Threatened Flora

Threatened Fauna:

The Biodiversity Conservation Act of 2016 intricately defines "threatened fauna" as fauna that is either rare or faces imminent extinction. These species earn the designation of "threatened" subsequent to thorough surveys confirming their rarity, precarious status, or the necessity of specialised protective measures. Additionally, the Act extends its protective umbrella to various other categories of fauna, encompassing migratory birds safeguarded under international agreements, species presumed to be extinct, and other fauna with specific protective designations. A comprehensive inventory of both threatened and specially protected fauna within the jurisdiction of the Shire is meticulously detailed in Table 5. This underscores the imperative of conservation efforts in preserving the diverse and vulnerable wildlife in the region.

Scientific Name	Common Name	Conservation Status	
Calidris ferruginea	Curlew Sandpiper	T	CR
Calyptorhynchus banksii naso	Forest red-tailed black cockatoo	T	VU
Calyptorhynchus baudinii	Baudin's cockatoo	T	EN
Calyptorhynchus latirostris	Carnaby's cockatoo	T	EN
Calyptorhynchus sp. 'white-tailed black cockatoo'	white-tailed black cockatoo	T	EN
Dasyurus geoffroii	chuditch, western quoll	T	VU
Leipoa ocellata	malleefowl	T	VU
Macrotis lagotis	bilby, dalgyte, ninu	T	VU
Myrmecobius fasciatus	Numbat, walpurti	T	EN
Pseudocheirus occidentalis	western ringtail possum, ngwayir	T	CR

Table 6 – Katanning Threatened Flora

Red/White-tailed, Carnaby, and Baudin Cockatoos, recognised as protected species, have been observed within the Shire, relying on wandoo and other endemic flora as habitat for nesting and residence. In the planning and execution of mechanical and planned burning mitigation works, a meticulous assessment of potential impacts on habitat becomes imperative, particularly in recognised or isolated areas of significance. Careful consideration must be given to the effects of habitat destruction and disturbance, acknowledging the vital role these areas play for Cockatoos and various other native fauna species. Preserving native environmental pockets during mitigation works becomes a priority, contributing significantly to the conservation of habitat for a diverse range of native fauna.

To achieve this conservation objective, the implementation of a strategy involving identifying habitat trees and creating a protection zone by raking the surface and duff fuel away from the tree before undertaking slower, mosaic burning, would be highly recommended. This approach creates security of future long term nesting, while providing additional time for animals and insecta, including the Cockatoos, to find refuge in unburnt pockets. Moreover, it ensures the creation of areas of refuge, facilitating the movement of animals through the landscape once burning activities are completed. Adopting such practices becomes a critical balancing act, effectively conserving essential habitat for Cockatoos and the broader native fauna community in Katanning, while still addressing the imperative need for bushfire risk mitigation. This thoughtful and strategic approach underscores the Shire's commitment to preserving biodiversity and maintaining a delicate equilibrium between conservation efforts and necessary risk mitigation measures.

Threatened Ecological Communities:

The term "Ecological Community" refers to naturally occurring biological groupings that inhabit specific habitat types. Within this ecological context, Threatened Ecological Communities (TECs) are identified and categorised based on the degree of threat they face, with classifications ranging from "Presumed Totally Destroyed" to "Critically Endangered," "Endangered," and "Vulnerable." Notably, certain TECs, such as the nationally recognised "Eucalypt Woodlands of the Western Australian Wheatbelt," situated within the Shire's boundaries, are accorded legal protection under the Environmental Protection and Biodiversity Conservation Act of 1999 (Cth). This legal safeguard underscores the importance of preserving and managing these ecological communities to maintain biodiversity and contribute to broader conservation efforts.

Scientific Name	Common Name	Conservation Status
Eucalypt woodlands of the Western Australian Wheatbelt	Wheatbelt Woodlands	P3 CE

Table 7 – Katanning's Threatened Ecological Communities

Eucalypt woodlands stand as iconic features within the Wheatbelt landscape, comprising 62 distinct vegetation communities, each characterised by unique species compositions and structural features. Dominated by eucalypts with single trunks (not mallees), the understorey exhibits a diverse range, from open grassy areas to shrubby patches. Serving as crucial habitat for numerous plant and animal species, these woodlands provide shelter and sustenance, while also offering essential ecosystem services such as the regulation of local water tables and salinity levels.

Table 6 serves as a comprehensive reference, outlining Threatened Ecological Communities (TECs) within the Shire, detailing their classifications and underscoring the importance of conservation efforts to safeguard these vital habitats.

In areas subject to frequent burns, the suitability of habitats for specific plant and animal species may be compromised. While effective bushfire risk management is integral to species preservation, a meticulous evaluation of potential consequences from these practices is imperative to prevent adverse outcomes.

Due to the confidential nature of information related to protected flora and fauna, a judicious approach has been taken in documenting data. Engaging subject matter experts is essential for verification of the location of environmental assets within the Shire's jurisdiction and assessing potential impacts of mitigation and response strategies.

The Shire places particular emphasis on the significance of flora and fauna, recognising them not only as valuable environmental assets but also as influencers of treatment options for identified risks associated with other assets. The careful selection of treatments is crucial, considering implications for environmental and heritage considerations.

Inadequate treatment selection carries the potential for adverse consequences, including harm to environmentally sensitive areas, loss of biodiversity, destruction of habitats, and impairment of natural, historical, and indigenous values. Consequently, all treatments must undergo assessment in accordance with specified requirements for identified flora and fauna. Furthermore, relevant authorities must be consulted before initiating any mitigation work.

The Shire is committed to reminding landowners and managers, whenever feasible, of their obligation to secure necessary clearances and approvals before undertaking vegetation-based treatments. This obligation extends to areas designated as Environmentally Sensitive Areas, habitats for Threatened Fauna, locations housing Declared Rare Flora, and other designated Threatened Ecological Communities (TECs). This commitment underscores the Shire's dedication to responsible environmental stewardship and sustainable land management.

Historical bushfire occurrence

Recorded Incidents

Fires within the Shire of Katanning are documented through the DFES Incident Reporting System (IRS). It's important to note that the data obtained from this system has inherent limitations, as not all ignitions are reported and recorded within the IRS. Additionally, figures may not comprehensively capture incidents attended solely by the DBCA – Parks and Wildlife Service within the Shire.

In the context of this record, a bushfire is defined as any vegetation fire (bush, grass, scrub, forest) of any size, while a "fire (large)" refers to a bushfire exceeding one hectare in size.

Between July 1, 2012, and June 30, 2022, a total of 228 bushfire incidents were recorded within the Shire. The primary ignition source during this period was suspicious/deliberate fires, accounting for a total of 66 incidents. The second-highest contributor, escaped Burn offs combining for an additional 32 fires. Being the most populated area within the shire, Katanning townsite is the most affected by fire incidents.

These statistics provide insights into the prevalence and sources of bushfires within the Shire of Katanning, though it's important to acknowledge the potential underreporting and the influence of other factors that may impact the accuracy and completeness of the data. The coinciding data can be found in Tables 7, 8, 9.

Historic Bushfires of Katanning

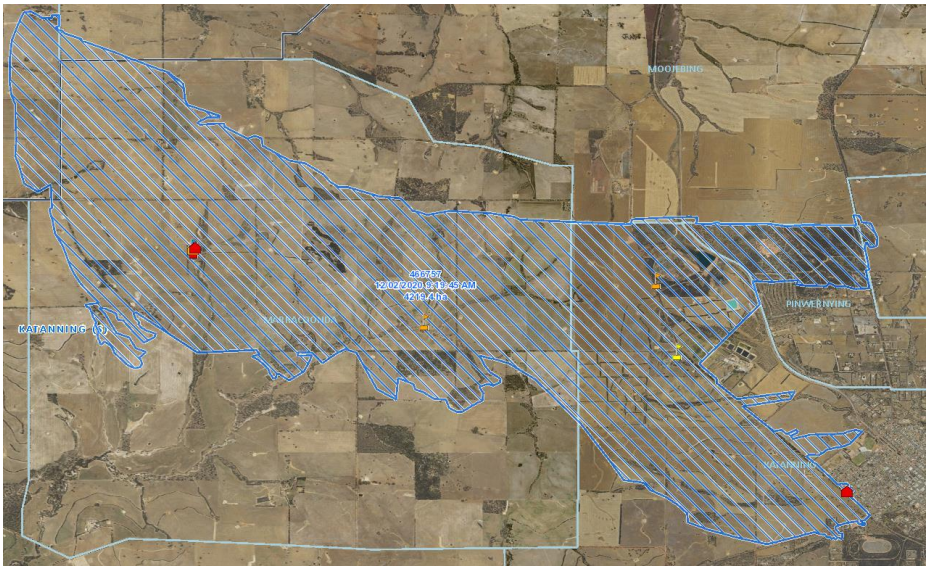
Historical fires have played a pivotal role in shaping the Shire's approach to bushfire risk management. Lessons drawn from these events have been instrumental in refining strategies to effectively address future challenges. Several notable fires, their impacts, and the insights gained have contributed to a more nuanced understanding of risk mitigation.

The Katanning Shire has encountered numerous fires over the years, with one significant event illustrating distinct characteristics and key takeaways for future planning and preparedness.

February 2020:

Cause	Lightning	Vegetation	Unknown
Locality	Katanning	Area	4,220 hectares burnt
Response	300 + personnel including Great Southern strike team, two water carters, Lat and water bombers.		

	40 degrees + temperatures and strong winds, the fire produce a lot of smoke as it jumped between tree branches, reducing visibility and impacting the way in which the fire could be fought, ground crew had difficulties in keeping up with the fire. The fire took 4 days to contain and control.
Narrative	300 locals evacuated to the designated centre during emergency warning. A harvester destroyed, two properties lost habitable buildings, one house became inhabitable, and one shed was destroyed with three others receiving various levels of damage. 450 livestock destroyed. 80+ kilometers of fencing destroyed.



Several key observations emerged from this event, shedding light on critical aspects of fire behaviour and response strategies. The exceptionally high temperatures exceeding 40 degrees Celsius, coupled with strong winds, exacerbated fire behaviour, leading to rapid fire spread and challenging firefighting conditions. The fire's intensity generated substantial smoke, significantly reducing visibility and impeding ground crews' ability to effectively combat the blaze. This underscores the importance of anticipating and adapting to dynamic fire conditions, including visibility challenges, to optimise response efforts.

Furthermore, the incident resulted in significant property damage and livestock loss, highlighting the profound impact of bushfires on local communities and livelihoods. The destruction of infrastructure, including habitable buildings, sheds, and fencing, underscores the importance of proactive measures to safeguard assets and enhance resilience against future fire events. Additionally, the evacuation of over 300 locals to designated centers during emergency warnings underscores the critical role of community preparedness and evacuation planning in ensuring public safety.

Reflecting on this historic event, it becomes evident that comprehensive risk assessment, robust response planning, and community engagement are paramount in mitigating the impact of bushfires. Analysing the causes, responses, and outcomes of past fires provides invaluable insights into local fire dynamics and informs the development of targeted mitigation strategies. By leveraging lessons learned from past experiences, authorities can enhance their preparedness, response, and recovery efforts, fostering a more resilient and adaptive approach to bushfire risk management.

The historical data from the mentioned incident offers valuable insights into local fire dynamics. Analysing the causes, responses, and outcomes of past fires is crucial for making informed decisions. This historical context helps identify areas with a higher risk of fire initiation and discern underlying patterns or trends. Such knowledge is instrumental in developing and implementing effective treatment strategies to mitigate the impact of future bushfires. It underscores the significance of continuous assessment and adaptation of strategies based on lessons learned from past experiences.

Table 8 – Department of Fire and Emergency Services Significant sized Bushfire Record:

Incident Date	Suburb	Street	Cause of Ignition	Size (Ha)
31/10/2012 10:30	CARROLUP	PUNCHMIRUP NORTH RD	Cigarette	20
21/11/2012 12:13	MOOJEBING	ROBINSON RD	Cigarette	50
16/01/2014 09:07	CARROLUP	KOJONUP-KATANNING RD	Power lines	15
13/02/2014 12:34	CARROLUP	KOJONUP-KATANNING RD	Power lines	40
14/03/2014 10:47	KATANNING	WARBURTON RD	Power lines	30
31/10/2014 16:30	KATANNING	SCHULTZ RD	Vehicles (incl. Farming Equipment/Activities)	16
30/03/2015 14:43	MARRACOO NDA	GREAT SOUTHERN HWY	Burn off fires	10
29/04/2015 12:46	KATANNING	POLICE POOLS RD	Campfires/bonfires/outdoor cooking	25
27/11/2015 15:05	CARROLUP	HUTTON RD	Vehicles (incl. Farming Equipment/Activities)	10
02/12/2017 09:28	SOUTH GLENCOE	RIVER RD	Electrical distribution (excl. power lines)	15
16/12/2017 14:46	BADGEBUP	KATANNING-NYABING RD	Vehicles (incl. Farming Equipment/Activities)	90
29/04/2018 12:57	MARRACOO NDA	GREAT SOUTHERN HWY	Burn off fires	20
15/05/2019 14:41	MOOJEBING	KATANNING-DUMBLEYUNG RD	Burn off fires	30
06/02/2020 08:27	BADGEBUP	WARREN RD	Weather Conditions - Lightning	15
07/02/2020 11:24	**KATANNING**	**GREAT SOUTHERN HWY**	**Weather Conditions - Lightning**	**4,220**
22/11/2020 14:15	KATANNING	WITHERS RD	Yard maintenance, hand held equipment	10
14/12/2020 09:36	MOOJEBING	KATANNING-DUMBLEYUNG RD	Vehicles (incl. Farming Equipment/Activities)	15
03/12/2021 14:29	KATANNING	FAIRFIELD RD	Vehicles (incl. Farming Equipment/Activities)	15
07/12/2021 13:24	MARRACOO NDA	WARBURTON RD	Vehicles (incl. Farming Equipment/Activities)	15
02/05/2022 10:36	KATANNING	TRIMMER RD	Campfires/bonfires/outdoor cooking	25

Table 9 – Department of Fire and Emergency Services Incident attendance Record:
Dates: 01/07/2012 to 30/06/2022

No. of Incidents Attended	**2012/2013**				**2013/2014**				**2014/2015**				**2015/2016**				**2016/2017**				**2017/2018**				**2018/2019**				**2019/2020**				**2020/2021**				**2021/2022**				**Total**
This report shows the number of Incidents attended in any capacity. It does not count multiple turnouts to the same Incident. Note: Bushfire (lge) is a fire greater than 1 hectare	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	Fire - Bushfire (lge)	Fire - Bushfire (sml)	Fire - Other	**TOTAL**	
Brigade Name																																								
BADGEBUP BFB	0	0	0	**0**	1	1	0	**2**	2	0	1	**3**	1	0	0	**1**	1	1	1	**3**	2	1	1	**4**	2	1	0	**4**	2	2	0	**4**	4	1	0	**5**	6	2	1	**9**	**35**
CARROLUP BFB	1	1	1	**3**	3	1	0	**5**	2	1	1	**4**	1	2	0	**4**	2	2	0	**4**	4	3	0	**9**	3	3	3	**9**	4	1	1	**9**	4	1	1	**6**	8	1	0	**10**	**63**
KATANNING CENTRAL BFB	6	0	1	**7**	3	3	5	**13**	5	3	2	**10**	2	4	1	**7**	3	5	2	**11**	2	3	1	**8**	3	1	1	**6**	2	2	1	**8**	4	1	0	**6**	4	1	0	**7**	**83**
MERRIBIN BFB	2	0	1	**3**	0	1	0	**1**	4	2	1	**7**	3	1	0	**5**	1	1	0	**2**	2	1	2	**6**	2	2	0	**5**	1	4	1	**7**	3	1	0	**4**	6	1	0	**7**	**47**
TOTAL YEAR COMBINED	2012/13			**13**	2013/14			**21**	2014/15			**24**	2015/16			**17**	2016/17			**20**	2017/18			**27**	2018/19			**24**	2019/20			**28**	2020/21			**21**	2021/22			**33**	

Table 10 – Department of Fire and Emergency Services Ignition Causes Record:
Dates: 01/07/2012 to 30/06/2022

Ignition Cause	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Children misadventure	0	0	0	0	0	0	0	0	0	1	**1**
Electrical distribution (excl. power lines)	0	0	0	0	0	1	0	0	0	0	**1**
Hot works (grinding, cutting, drilling etc..)	0	0	1	0	0	0	0	0	0	0	**1**
Yard maintenance, hand held equipment	0	0	0	0	0	0	0	0	1	0	**1**
Equipment - Mechanical or electrical fault	0	1	0	0	0	0	0	1	0	0	**2**
Human Error (Left on, knock over, unattended etc.)	0	0	1	0	0	0	0	1	0	0	**2**
Cigarette	2	0	0	0	1	0	0	0	0	0	**3**
Undetermined	0	3	0	0	0	0	0	0	0	0	**3**
Unreported	2	0	0	1	0	0	0	0	0	0	**3**
Reignition of previous fire	0	0	0	0	1	1	0	1	0	1	**4**
Campfires/bonfires/outdoor cooking	2	0	1	0	0	0	2	1	0	1	**7**
Other open flames or fire	3	1	0	0	2	2	1	1	0	0	**10**
Power lines	0	5	0	1	2	1	0	1	0	2	**12**
Vehicles (incl. Farming Equipment/Activities)	1	1	2	1	2	1	0	0	1	3	**12**
Weather Conditions - Lightning	6	0	1	3	1	0	3	4	0	2	**20**
Burn off fires	3	3	4	3	3	5	2	3	2	4	**32**
Suspicious/Deliberate	0	14	6	19	8	4	3	5	7	0	**66**
Total Number of Bushfires:	***19***	***28***	***16***	***28***	***20***	***15***	***11***	***18***	***11***	***14***	***180***

Common Sources of Ignition:

The Shire of Katanning encounters a diverse range of ignition sources and bushfire-prone areas, presenting a multifaceted challenge for effective fire risk management. Lightning strikes, especially prevalent during regional thunderstorms, stand out as a common source of ignition. Human activities, including arson, electrical pole failures, and agricultural equipment use, further contribute to the overall ignition risk landscape.

The regions prone to bushfires within the Shire primarily comprise expansive agricultural lands, characterised by dry vegetation that serves as fuel, especially during specific seasons. Crop residues, grasslands, and dense vegetation in these areas are particularly susceptible to ignition. The interplay of dry environmental conditions, prevailing winds, and ongoing agricultural operations heightens the risk, underscoring the need for a comprehensive approach to address ignition sources and implement strategic measures.

To enhance preparedness and prevention strategies, the Shire's bushfire risk management plan prioritise addressing these key ignition sources and vulnerable regions. By focusing on these aspects, the Shire continuously develops measures to try and mitigate the risk effectively.

Suspicious/Deliberate fires:

The influence of suspicious or deliberate ignition causes on bushfires in the Great Southern region is profound, introducing significant challenges to fire dynamics and exacerbating the consequences of these incidents. One notable impact is the heightened frequency of fires, placing considerable strain on firefighting resources and impeding the prompt response to emerging incidents. The extension of the fire season, attributed to human-induced ignitions, necessitates year-round fire management efforts, adding complexity and resource demands.

Deliberate fire spreading emerges as a particularly concerning aspect, fostering the rapid escalation of uncontrollable blazes that pose substantial threats to both property and lives. Beyond the immediate firefighting challenges, these intentional ignitions divert resources away from proactive fire management measures, such as hazard reduction burns. These controlled burns are pivotal for mitigating the overall fire risk in the region, and their neglect due to deliberate ignitions can have far-reaching consequences.

The economic impact of these intentional ignitions is considerable, encompassing costs related to firefighting operations, property damage, insurance claims, and the loss of tourism revenue. Moreover, the psychological and societal repercussions are profound, as deliberate fires instill fear, uncertainty, and distress within communities, disrupting the social fabric and fostering an atmosphere of unease.

Table 8 highlights the alarming incidence of 66 deliberate or suspicious fires documented over the years, underscoring the urgency of addressing the root causes and implementing measures to mitigate intentional fire initiations in the Great Southern region.

Machinery caused fires:

Vehicle-induced fires have emerged as a significant concern within the Shire of Katanning, with farm machinery identified as a primary contributor to bushfires in the region. The causes of these fires are multifaceted, often stemming from avoidable situations that require minimal negligence or complacency. Key factors include machinery contact with dry vegetation or crops during harvest and the accumulation of plant debris on equipment. Various causes of machinery fires have been identified, each carrying inherent risks:

Electrical Issues:
Faulty wiring, frayed wires, or short circuits leading to electrical sparks.

Fluid Leaks:
Oil or fuel leaks that can ignite upon contact with a hot surface in the engine compartment.

Overheating:
Engine running too hot due to issues like a malfunctioning cooling system, blocked radiator, or non-functioning fan.

Improper Maintenance:
Failure to adequately maintain the vehicle, neglecting worn-out or damaged parts, using incorrect fluids, or irregular oil changes. Additionally if not managed buildup of fine fuels while harvesting will ignite from heat and static.

Collision:
Contact with power lines, stationary items, or fence posts that can result in sparks igniting nearby materials like crops or vegetation.

In the period between 2013 and 2022, the Shire of Katanning documented a minimum of 12 machinery-caused fires. However, it's important to note that the actual number may be underreported due to machinery/equipment fires falling within the broader category of vehicle fires.

Escaped burns:

The Shire of Katanning's recorded instances of 32 escaped burn-off fires underscore a significant concern in the realm of bushfire risk management planning. These incidents, where controlled burns extend beyond their intended areas, pose substantial risks to the community, environment, and property. The increased frequency of such events indicates potential challenges or shortcomings in the planning and execution of hazard reduction activities. Adequate planning, coordination, and monitoring are crucial to ensure that controlled burns serve their intended purpose without escalating into uncontrolled bushfires.

One of the main causes for escaped burn is Crop burning, also referred to as agricultural or stubble burning. The intention of igniting crop residues or leftover agricultural vegetation on farmland. This method is employed for various agricultural purposes, such as removing crop residues, weed control, disease prevention, and preparing fields for the subsequent planting season. While crop burning serves essential agricultural functions, it presents considerable bushfire risks due to the dry and highly flammable nature of stubble. The rapid spread of fires originating from crop burning poses a significant threat to surrounding areas, including vegetation and properties. Additionally, the smoke emitted during stubble burning can compromise air quality, potentially impacting the health of nearby communities.

Despite being conducted during the permit season when risks are perceived as more manageable, crop burning places a substantial responsibility on landowners to comprehend and fulfill their duty to the safety of surrounding residents. This highlights the imperative for landowners to exercise caution, adhere strictly to regulations, and implement robust safety measures when engaging in crop burning activities. Moreover, fostering community awareness and maintaining effective communication channels are pivotal in mitigating the risks linked to this practice, ensuring the safety of both agricultural operations and neighboring residents.

Electrical pole fires

Pole top fires, occurring in electrical power transmission and distribution systems, result from a combination of environmental factors and equipment-related issues. A primary cause involves the accumulation of contaminants like dirt, dust, and salt on insulators or other electrical components on the pole top. These contaminants create a conductive path, enabling electricity to arc across insulators or jump to the pole, leading to sparks or flames that can ignite nearby materials.

Aging or faulty equipment contributes to pole top fires, with factors such as cracked or damaged insulators, overloaded or overheating transformers, and frayed or exposed wiring playing a role. Environmental conditions, including high winds, lightning strikes, and extreme temperatures, can damage electrical equipment and create conditions conducive to igniting nearby materials.

Animal contact with power lines is another potential cause, where birds, lizards, or small mammals can create an electrical arc by touching different parts of the electrical system simultaneously. This can result in sparks or electrical arcs igniting nearby flammable materials like dry vegetation.

Referring to Table 9, the Shire of Katanning recorded a minimum of 12 electrical pole-caused fires between 2013 and 2022. While the natural environment influences these incidents, key stakeholder Western Power's contribution to long-term assistance in mitigating the bushfire risk associated with public electrical poles.

Lightning caused fires

Lightning-induced fires pose a substantial threat in regions characterised by dry vegetation and hot, arid weather conditions. The intense heat generated by electrical discharges during lightning strikes can readily ignite flammable materials on the ground, resulting in the rapid escalation of bushfires. This risk is particularly pronounced in areas with a Mediterranean climate, such as the Great Southern region of Western Australia.

In the Great Southern region, where prolonged dry summers prevail, the conducive conditions make lightning strikes a prevalent cause of fires. The landscape, comprising extensive grasslands, forests, and crop lands, provides abundant fuel for fires to propagate. Table 8 indicates that the Shire of Katanning, situated within the Great Southern region, has documented a minimum of 34 instances of bushfires caused by lightning strikes between 2013 and 2022, underscoring the frequency and impact of such incidents in the area.

Given the susceptibility of the region to fire outbreaks, it is imperative for local authorities, communities, and emergency services to maintain a vigilant stance. Implementing effective prevention and response measures is essential in mitigating the risks associated with lightning-induced fires. Strategies may include early detection systems, strategic land management practices, and public awareness campaigns. By prioritising these initiatives, the safety of residents can be ensured, and valuable natural resources protected from the devastating effects of bushfires.

Current bushfire risk management controls

The Shire of Katanning grapples with a myriad of ignition sources and areas susceptible to bushfires, necessitating a nuanced approach to fire risk management. Lightning strikes, particularly prevalent during regional thunderstorms, stand out as a notable source of ignition. Human activities, including arson, discarded cigarettes, and the use of equipment in agriculture, further contribute to the diverse landscape of ignition risks.

The regions prone to bushfires within the Shire predominantly comprise extensive agricultural lands, characterised by dry vegetation that acts as fuel, especially during specific seasons. Crop residues, grasslands, and dense vegetation near watercourses emerge as particularly vulnerable areas. The convergence of dry environmental conditions, prevailing winds, and ongoing agricultural operations heightens the overall risk, underscoring the imperative to address ignition sources and implement strategic measures.

To fortify preparedness and prevention strategies, the Shire's bushfire risk management plan should prioritise addressing these key ignition sources and vulnerable regions. By concentrating efforts on these aspects, the Shire can develop targeted interventions to mitigate risks and enhance its ability to respond effectively to potential bushfire incidents.

Shire of Katanning

The Shire of Katanning is dedicated to proactively mitigating the impact of bushfires through a multifaceted approach. Taking on the responsibility of overseeing fire mitigation and hazard reduction measures on its land, including parks, reserves, road reserves, recreation areas, and drainage reserves, the Shire implements an annual Bushfire Preventive Works program. This program encompasses various activities such as mechanical works, slashing, chemical spraying, and pruning, strategically designed to minimise fire risks and bolster overall fire safety.

In addition to these preventive measures, the Shire employs prescribed burning as a proactive strategy when needed. Prescribed burns are conducted under controlled conditions to reduce fuel loads, curb the rapid spread of fires, and support biodiversity. This method is executed with precision to achieve specific ecological and fire prevention objectives.

Consistently implementing these fire prevention and hazard reduction measures underscores the Shire's commitment to creating a safer environment for residents, safeguarding valuable assets, and contributing to the community's overall resilience in the face of bushfire risks.

The Shire's contribution to bushfire risk management controls extends to regulatory measures and community engagement:

Fire break Notices:

> The Shire issues Section 33 fire management notices under the Bush Fires Act 1954, providing directives for firebreaks, hazard reduction, and preventive measures.
>
> Restricted Burning Times and Prohibited Burning Times: Governed by the Bush Fires Act 1954, Sections 17 & 18, the Shire manages restricted and prohibited burning times to regulate controlled burns, aligning with seasonal conditions and weather patterns.

Vehicle Movement Bans:

Harvest vehicle movement bans are enforced during heightened fire danger periods to restrict the movement of agricultural vehicles, reducing the risk of fires caused by machinery operation.

Bushfire Advisory and Local Emergency Management Committees:

The Bushfire Advisory Committee offers expert advice for prevention, preparedness, and response, while the Local Emergency Management Committee coordinates efforts for all emergencies, enhancing community resilience.

Volunteer Bushfire Brigades:

The Shire boasts four strategically located volunteer Bushfire Brigades, including Katanning Central, Merribin, Badgebup, and Carrolup. These brigades play a crucial role in early detection, containment, and suppression efforts.

Through this comprehensive array of measures, from regulatory directives to community engagement and firefighting resources, the Shire has established robust bushfire risk management controls, prioritising overall safety and resilience.

Other Local Government Wide Controls:

State Government Legislation:

State Planning Policy 3.7 (SPP 3.7) stands as a foundational framework established by the Western Australian State Government to systematically address and mitigate bushfire risks. This policy framework is specifically designed to govern construction activities within areas identified as prone to bushfires, with the overarching objective of minimising risks to individuals, properties, and the environment. The implementation of SPP 3.7 lies within the purview of local governments, involving a meticulous process of identifying and regulating new developments in these designated areas. This is achieved through third-party assessments, enabling local governments to prescribe planning and construction standards aimed at reducing the inherent bushfire risks. SPP 3.7, as a governing mechanism, enforces strict compliance with recognised standards, including the Australian Standard AS 3959:2018. In tandem with this policy, the Guidelines for Planning in Bushfire Prone Areas, meticulously crafted by the Department of Planning, Lands, and Heritage, serves as a complementary resource. Together, these documents create a robust regulatory framework, contributing significantly to the overarching objective of minimising the impact of bushfires on communities and the natural environment.

Total Fire Bans:

Western Australian Total Fire Ban Declarations constitute official proclamations issued during periods of heightened fire danger. These declarations are strategically crafted to impose restrictions or prohibitions on specific fire-related activities within designated areas. The primary purpose is to prevent the outbreak of uncontrolled wildfires by curbing activities such as open-air fires, the usage of equipment prone to sparking, and certain industrial processes. Adherence to these bans is of paramount importance for public safety. Communication of the bans is effectively disseminated through official channels, including announcements and social media platforms.

Shire of Katanning Historic Total Fire Ban Days												
2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
1	0	2	1	11	2	1	0	10	5	3	3	1

Table 11 – Shire of Katanning Total Fire Ban Record

A list of local government wide controls for reducing bushfire risk in Shire of Katanning is provided in Appendix B.

Key Stakeholders Mitigation Activities

During the assessment phase, consultations with the following key stakeholders were initiated to identify an appropriate point of contact and to ascertain the policies, guidelines, practices, and contributions they are implementing towards bushfire risk mitigation within the Shire of Katanning.

Department of Fire and Emergency Services

The Department of Fire and Emergency Services (DFES) plays a vital role in reinforcing the Shire of Katanning's comprehensive bushfire risk management controls through various programs and financial support mechanisms. As part of the Bushfire Risk Management Program, DFES offers industry expertise, guidance on best practices, and financial support to strengthen the Shire's strategies for mitigating bushfires. In the Community Emergency Service Manager Program, DFES supports training initiatives and provides resources for Community Emergency Service Managers, enhancing their ability to coordinate local emergency services and bolster community resilience efforts.

For unallocated Crown land and unmanaged reserves, DFES collaborates with the Shire, offering planning support and potential financial assistance to implement effective risk reduction measures. Katanning's Volunteer Fire and Rescue Service Brigade receives full financial support from DFES, ensuring they have the necessary resources for operational readiness, training, and equipment. In the event of a bushfire incident exceeding the Shire's capabilities, DFES mobilises resources, coordinates emergency responses, and provides operational support to manage the situation effectively.

This multifaceted collaboration underscores DFES's unwavering commitment to enhancing community safety and resilience in the face of bushfire risks.

Department Biodiversity, Conservation and Attractions

The Department of Biodiversity, Conservation, and Attractions (DBCA) plays a pivotal role in bushfire mitigation through a multifaceted approach. Their actions encompass managing fires in accordance with relevant laws and guidelines, maintaining the capability for prescribed burning and bushfire mitigation, utilising records and mapping systems, preparing and reviewing regional fire plans, conducting prescribed burning and fuel management, integrating fire management with broader conservation efforts, establishing fire breaks and access tracks, fostering collaboration with stakeholders for cooperative fire management, incorporating traditional knowledge when possible, and providing comprehensive fire management training to staff and operators.

The primary objectives of these efforts are to minimise the risk of losing threatened species, critical habitat, and important natural and cultural values from inappropriate fire regimes. During bushfire mitigation and suppression activities, the department prioritises

the protection of human life and property, subsequently focusing on preserving the natural environment and cultural heritage.

Key bushfire mitigation strategies employed by the department include early suppression of bushfires (excluding high-value assets), implementing fire management measures to protect biodiversity assets, ensuring the safety of threatened species, limiting the construction and maintenance of internal fire access tracks, assessing the need for perimeter access tracks, avoiding vegetation modification unless there is a significant risk, and establishing temporary fire control lines when necessary. These strategies collectively contribute to a comprehensive and proactive approach to bushfire mitigation within the department's purview.

Main Roads Western Australia (MRWA)

Main Roads actively fulfills its duty in bushfire risk management and mitigation, demonstrating a strong commitment to minimising potential hazards. The organisation engages in a collaborative effort with Local Governments, actively participating in the development and execution of Bushfire Risk Management Plans. This joint approach ensures that strategic planning incorporates Main Roads' assets and infrastructure into the broader framework of bushfire risk management.

To effectively manage bushfire risks, Main Roads conducts comprehensive assessments to identify potential impacts on its assets, pinpoint vulnerable areas, and evaluate risks to critical infrastructure such as roads, bridges, and facilities. These risk assessments empower Main Roads to implement targeted measures that mitigate and manage potential bushfire impacts on its assets. Strategies may include incorporating design features that enhance fire resistance, adopting maintenance practices with a specific focus on bushfire risk, and collaborating with stakeholders to develop comprehensive emergency response plans.

Main Roads actively discharges its duty of care by contributing to the development of Bushfire Risk Management Plans, conducting rigorous risk assessments, and implementing proactive measures to minimise the impact of bushfires on its operations. This approach ensures the protection of infrastructure, prioritises the safety of road users, and enhances the overall resilience of the wider community.

In its commitment to effective bushfire risk management, Main Roads has identified critical assets within bushfire-prone areas, including 24-hour rest bays, timber and timber hybrid traffic and pedestrian bridges, and regional offices along with operationally crucial facilities in depots. Specific actions in the Great Southern Region involve herbicide spraying and brush cutting on bridge structures, vegetation clearing for Bridge Fire Mitigation, and Fire Hazard Reduction slashing in open areas within the road reserve. Additionally, parking bays under Main Roads' management undergo scheduled grass and weed control activities, reflecting a proactive approach to maintaining a fire-resilient environment.

Public Transport Authority

The Public Transport Authority (PTA) assumes a proactive role in mitigating bushfire risk on PTA Land, collaborating closely with local governments and fire authorities to ensure the safety of passenger and freight rail lines, stations, depots, and associated facilities. Their comprehensive approach involves fuel reduction activities, maintenance of firebreaks, and the implementation of procedures to minimise bushfire risk stemming from

maintenance operations. The PTA also responds to fire protection notices, supports emergency response measures, and maintains open communication with fire authorities and local governments to formulate and execute efficient bushfire mitigation strategies. Active participation in the development of Bushfire Risk Management Plans initiated by local governments and fire authorities underscores the PTA's commitment to effective risk reduction.

Key strategies employed by the PTA include contributing to comprehensive bushfire risk assessments and implementing tailored mitigation measures. The PTA's fuel reduction strategies prioritise conservation, infrastructure, and cultural values. Collaborative efforts with local governments and land managers result in the development of long-term bushfire mitigation plans that incorporate proactive measures for bushfire preparedness, including controlled access, adherence to safe operating procedures, and the establishment of asset protection zones. The PTA further supports bushfire hazard reduction through donations, funding for fuel reduction activities, and active participation in rail safety access initiatives, with a focus on protecting areas of high conservation value and Aboriginal sites.

While overseeing a redundant railway in the north-west corner of the shire, connecting the adjacent shires of Kojonup and Katanning, the PTA envisions future plans for the development of a heritage rail trail from Kojonup townsite to Katanning. Although no mitigation works have been undertaken within the rail reserve at present, the PTA expresses a commitment to collaborate with the shire to reduce bushfire risk within the Katanning community.

St Patrick's School (SPS)

As the St. Patrick's School (SPS) is governed by Catholic Education Western Australia (CEWA), it does not qualify for state government assistance in assessing the bushfire risk of its school grounds, as indicated in "The Principal's Guide to Bushfire." However, CEWA has proactively addressed this limitation by implementing third-party services for all of its schools situated within high bushfire risk environments. These services are designed to conduct comprehensive assessments of the properties and formulate tailored bushfire risk management plans, similar to those provided for state government schools.

"The Principal's Guide to Bushfire," a resource supplied by the Department of Education, serves as a valuable tool for school principals and leaders in managing bushfire risk within their schools and communities. Covering a spectrum of topics related to bushfire management, the guide encompasses understanding bushfire risks, preparation strategies, response protocols, and recovery processes.

This guide imparts knowledge about various types of bushfires, their origins, and the contributing factors to their propagation. It further elucidates how schools can evaluate the bushfire risk in their vicinity and take proactive measures, including the development of a comprehensive bushfire plan, regular drills, and identification of safe evacuation routes.

In the event of a bushfire, the guide offers guidance on critical actions to take, such as activating the bushfire plan, effective communication with staff, students, and parents, and ensuring safe evacuations. Additionally, the guide outlines the recovery process post-bushfire, addressing both the physical and emotional needs of the school community, accessing government support, and facilitating the reconstruction of the

school and its community. CEWA has aligned itself with these principles, incorporating them into its own structure and hierarchy.

The implementation of a Bushfire plan at SPS demonstrates a proactive approach, indicating the school's awareness of its contribution to bushfire risk and its commitment to established mitigation processes.

Western Power

The Western Power Corporation, responsible for managing Western Australia's electricity network, employs a comprehensive strategy to proactively mitigate the risk of bushfires. This strategy encompasses several key elements:

Regular Maintenance and Inspections:

Prioritising the regular maintenance and inspections of its infrastructure, including power lines, poles, and transformers.
Conducting annual inspections from March to August to identify potential hazards and promptly address issues by repairing or replacing equipment.

Vegetation Management:

Actively engaging in vegetation management practices to reduce the risk of vegetation interfering with power lines, a potential trigger for bushfires.
Implementing measures such as tree trimming, vegetation removal, and the judicious use of herbicides.
Applying these practices to areas vested in crown land or under the Corporation's control.

Collaboration with Emergency Services:

Establishing close collaboration with emergency services to ensure coordinated and effective responses to bushfire incidents.
Providing support for firefighting operations to address and manage bushfire incidents promptly.

Community Education and Awareness:

Conducting education and awareness campaigns to actively involve and empower the community.
Encouraging proactive steps within the community to reduce bushfire risks.
Urging community members to report any observed potential hazards near the electricity network.

Western Power Corporation's multifaceted approach involves proactive infrastructure maintenance, vegetation management, collaborative efforts with emergency services, and community-focused education. This holistic strategy aims to collectively address and mitigate the bushfire risk associated with the operation of its electricity network in Western Australia.

Chapter 5: Asset Identification and Risk Assessment

Assets at risk from bushfire in Shire of Katanning are recorded in the *Asset Risk Register* in the BRMS. Assets are divided into four categories: human settlement, economic, climate, and cultural. Each asset has been assigned a bushfire risk rating between low and extreme based on the risk assessment methodology described in the Guidelines and Handbook.

4.1. Local government asset risk profile

A summary of the risks assessed in Shire of Katanning is shown in Table 3. This table shows the proportion of assets at risk from bushfire in each risk category at the time the BRM Plan was endorsed. This table was correct at the time of publication but may become outdated as risks are treated or additional risks are identified and assessed. A report may be generated from the BRMS to provide the most current risk profile.

Table 12 – Local Government Asset Risk Summary

Asset Category	Risk Rating					
		Low	Medium	High	Very High	Extreme
	Human Settlement	1%	8%	18%	34%	21%
	Economic	0%	1%	3%	3%	7%
	Environmental	0%	0%	0%	0%	0%
	Cultural	0%	0%	1%	0%	2%

Chapter 6: Risk Evaluation

6.1. Risk acceptance criteria

The acceptable level of risk for each asset category is shown in Table 4. A risk that is assessed as exceeding these limits will be considered for treatment.

Table 13 – Risk acceptance criteria for bushfire risk in Shire of Katanning.

	Asset category			
	Human settlement	**Economic**	**Environmental**	**Cultural**
Acceptable risk level	**Medium**	**Medium**	**High**	**high**

Risks below the acceptable level do not require treatment during the life of this BRM Plan. They will be managed by routine local government wide controls and monitored to detect any increase in their risk rating.

6.2. Treatment priorities

The treatment priority for each asset is automatically assigned by BRMS, based on the asset's risk rating. Table 5 shows how consequence and likelihood combine to give the risk rating and subsequent treatment priority for an asset. The treatment priority assigned in BRMS will help inform decision making for risk acceptability and development of the Treatment Strategy and schedule.

Table 14 – Treatment priorities

Likelihood	**Consequence**				
		Minor	**Moderate**	**Major**	**Catastrophic**
	Almost Certain	3D (High)	2C (Very High)	1C (Extreme)	1A (Extreme)
	Likely	4C (Medium)	3A (High)	2A (Very High)	1B (Extreme)
	Possible	5A (Low)	4A (Medium)	3B (High)	2B (Very High)
	Unlikely	5C (Low)	5B (Low)	4B (Medium)	3C (High)

Chapter 7: Risk Treatment

The purpose of risk treatment is to reduce the potential impact of bushfire on the community, economy and environment. This is achieved by implementing treatments that modify the characteristics of the hazard, the community or the environment to make bushfires less likely or less harmful.

7.1. Treatment Strategy

The Treatment Strategy outlines the comprehensive approach to managing medium to long-term bushfire risk in the Shire of Katanning. Shaped by factors such as risk distribution, community values, stakeholder programs, and treatment constraints, this strategy plays a crucial role in guiding the development of integrated annual treatment schedules.

In the context of bushfire risk management in the shire, the treatment strategy is instrumental in aligning treatment preferences with the vulnerability of elements such as land use patterns, sensitive industries, vegetation types, and resource accessibility. This ensures a targeted and risk-informed approach to treatment selection.

Recognising the diverse ecosystems and landscapes within the district, the treatment strategy emphasises the need for individualised methods tailored to effectively manage and reduce bushfire risk. Different parts of the district require interventions that align with their unique characteristics, emphasising a strategic and adaptive approach to bushfire risk treatments.

Presented below are two distinct hierarchical processes, wherein the initial numbering establishes the priority for implementation, while the delineation of land areas enables customised treatment options. The numerical scale, ranging from one (most critical) to five (least critical), designates the prioritisation of land use areas for treatment execution within the Shire. The development of this structure is primarily influenced by population density considerations within the Shire.

The tables articulate a structured framework with three discernible levels: Primary, Secondary Response, and Last Resort. The preference levels are crafted with thoughtful consideration of the following components:

Land Use Characteristics:
The nature and purpose of land use in a specific area impact factors such as fuel load, accessibility, and vulnerability to bushfires.

Land Transformation and Development:
Changes in land development, such as urbanisation or agricultural expansion, alter the natural state of the landscape, influencing fire behaviour and treatment selection differently.

Vegetation Characteristics and Composition:
Different vegetation characteristics and types contribute variably to managing fuel load, the viability/quality of vegetation, biodiversity, and whether it consists of native or introduced species. Mismanagement of these factors can have potential negative long-term impacts on the environment and fuel load.

Localised Capabilities:

The availability of resources, infrastructure, and personnel within a specific locality influences the feasibility of certain response measures. Understanding local capabilities ensures the formulation of realistic and achievable strategies.

The Primary Response encompasses the initial and preferred methods for managing bushfire risk within the addressed environment, presenting a range of appropriate tasks to mitigate the risk. In instances where primary measures prove insufficient, the Secondary Response can be considered. These methods may entail additional risks (environmental, social, or physical) that render them inappropriate for primary response. However, with justification, they can complement the initial primary response approach.

Reserved for extreme scenarios due to the associated risks and decisive actions required, the Last Resort is positioned as the lowest intervention for treatment response. This hierarchical structure ensures a methodical and adaptable approach, commencing with preventive measures and escalating interventions as necessary. Consequently, it offers a comprehensive and effective strategy for bushfire risk management.

1) Shire managed land within Gazetted Townsites:

Preference	Method type	Description:
Primary response	Vegetation management	Modify or remove excess vegetation to create breaks and reduce fuel density.
	Firebreaks/Access Tracks	Removal of vegetation to create vehicle accessible tracks.
Secondary response	Herbicide	Targeted use of herbicides to control invasive or highly flammable plant species.
Last resort	Controlled Burns	Prescribed burns to reduce accumulated fuel loads and prevent the spread of large, intense fires.

2) Rural Urban Interface:

Preference	Method type	Description:
Primary response	Community Planning	Educating defensible space around homes
		Community education programs around preparedness and household bushfire plan creation.
		Implementing and educating SPP 3.7, AS3959 and other associated resources for new developments
	Building Design and Retrofitting	Educate, construction and retrofitting of structures with fire-resistant materials and features.
	Ember-Resistant Landscaping	Educating, selecting and maintaining vegetation that is less likely to ignite from embers.

	Fire break notice	Compliance to the Shire of Katanning Firebreak notice.
Secondary response	Herbicide	Targeted use of herbicides to control invasive or highly flammable plant species.
	Vegetation management	Modify or remove excess vegetation to create breaks and reduce fuel density.
	Firebreaks/Access Tracks	Removal of vegetation to create vehicle accessible tracks.
Last resort	Controlled Burns	Prescribed burns to reduce accumulated fuel loads and prevent the spread of large, intense fires.

3) Agricultural Environment:

Preference	Method type	Description:
Primary response	Community Planning	Educating defensible space around homes
		Implementing and educating SPP 3.7, AS3959 and other associated resources for new developments
	Building Design and Retrofitting	Educate, construction and retrofitting of structures with fire-resistant materials and features.
	Ember-Resistant Landscaping	Educating, selecting and maintaining vegetation that is less likely to ignite from embers.
	Fire break notice	Compliance to the Shire of Katanning Firebreak notice.
	Vegetation management	Modify or remove excess vegetation to create breaks and reduce fuel density.
	Firebreaks/Access Tracks	Removal of vegetation to create vehicle accessible tracks.
	Herbicide	Targeted use of herbicides to control invasive or highly flammable plant species.
Secondary response	Controlled Burns	Prescribed burns to reduce accumulated fuel loads and prevent the spread of large, intense fires.

4) Road reserves:

Preference	Method type	Description:
Primary response	Herbicide	Targeted use of herbicides to control invasive or highly flammable plant species.
Secondary	Vegetation	Removal of excess vegetation to

response	management	create breaks and reduce fuel density.
Last resort	Controlled Burns	Prescribed burns to reduce accumulated fuel loads and prevent the spread of large, intense fires.

5) Woodland/Reserves Environment:

Preference	Method type	Description:
Primary response	Understory Management	Modifying understory vegetation to break up fuel continuity.
	Firebreaks/Access Tracks	Removal of vegetation to create vehicle accessible tracks.
Secondary response	Selective Thinning	Removal of excess vegetation to create breaks and reduce fuel density.
	Herbicide	Targeted use of herbicides to control invasive or highly flammable plant species.
Last resort	Controlled Burns	Prescribed burns to reduce accumulated fuel loads and prevent the spread of large, intense fires.

An essential aspect to contemplate within this treatment strategy is the implementation of controlled burns. However, executing this practice in a native environment entails intricate planning, substantial knowledge, and selecting appropriate times for its execution, which can pose challenges in terms of resource allocation. One of the primary considerations is the timing of these burns, with the optimal period typically coinciding with seeding or harvest seasons. This temporal alignment is pivotal in minimizing disruptions to agricultural activities and mitigating potential risks associated with poorly timed or inadequately resourced burns. Therefore, controlled burns are designated as a last resort measure, aimed at alleviating additional burdens on emergency services and circumventing the potential for ill-informed or inadequately supported burn operations.

The treatment strategy for bushfire risk in the Shire of Katanning recognises the significance of non-physical mitigation measures, encompassing community engagement, educational programs, and regulatory approaches. Emphasising a comprehensive framework, the strategy acknowledges that effective risk treatment involves a synergy of these strategies, relying on factors like community involvement, continuous monitoring, and adaptability to changing conditions. Successful bushfire risk management necessitates collaboration among land managers, communities, and fire authorities.

The Shire of Katanning's treatment strategy adopts a flexible approach to bushfire risk management. By addressing unacceptable risks, considering various influencing factors, engaging the wider community, and incorporating diverse treatments, the strategy aims to bolster overall resilience and minimise the impact of bushfires on the district.

Under the umbrella of a holistic strategy, the Shire consistently invests in the development of long-term approaches for sustained bushfire risk reduction. This involves initiatives such as land-use planning, community education, and policy changes, all contributing to the creation of a resilient and fire-safe environment.

7.2. Treatment Schedule

The Treatment Schedule is a list of bushfire risk treatments recorded within BRMS. Shire of Katanning will be focusing on developing a program of works that covers activities to be undertaken within the two years after the approval of the BRM Plan. The Treatment Schedule will evolve and develop throughout the life of the BRM Plan.

The Shire of Katanning Treatment Schedule is a live document managed on BRMS. It is designed by the outcome of the risk assessment process and Treatment Strategy. The Treatment Schedule was developed in broad consultation with land owners and other stakeholders.

Land managers are responsible for implementing treatments on their own land. This includes any costs associated with the treatment and obtaining the relevant approvals, permits or licences to undertake an activity. Where agreed, another agency may manage a treatment on behalf of a land owner. However, the onus is still on the land owner to ensure treatments detailed in this BRM Plan's Treatment Schedule are completed.

Chapter 8: Recommendations

The suggestions outlined in Table 13 offer alternative approaches for mitigating and managing bushfire risks beyond the scope of BRMS and related programs. These alternatives propose proactive measures aimed at minimising the potential impact of bushfires on lives, property, and the environment.

Each recommendation in this section represents a crucial component of the overarching risk management strategy, addressing specific concerns and delineating practical steps to be taken. These recommendations are finely tuned to the distinctive characteristics of the region, encompassing factors such as vegetation types, weather patterns, population density, and existing infrastructure.

They offer guidance on preventive measures, encompassing activities like fuel reduction and modifications to infrastructure, as well as emergency response protocols, community education initiatives, and the facilitation of interagency coordination.

Implementing these recommendations necessitates a collaborative approach, engaging various stakeholders, including government agencies, emergency services, local communities, and landowners. This collective effort ensures a comprehensive and tailored approach to bushfire risk management.

Table 15 – Table of Recommendations for the Shire of Katanning

Subject	Recommendation
Habitable Buildings with build date pre-2015	Considering the generational nature of the town and the existence of buildings predating current bushfire-prone area policies, it is recommended that the Shire continues and strengthens its efforts in providing advice and education to the community. Encourage voluntary upgrades, repairs, or additions to buildings aimed at enhancing protection against potential bushfires. Specifically, the Shire should emphasise practical measures such as installing gutter guards, sealing exterior gaps, inspecting exposed timber beams, upgrading evaporative air-conditioning systems, maintaining solar panels, and using fire-resistant materials for fly screens and non-flammable materials for external facades. This proactive approach aims to create a safer and more resilient community, aligning with the Shire's commitment to comprehensive bushfire risk management. Additionally, promoting awareness through educational resources will play a crucial role in fostering a collective understanding of the importance of these measures in mitigating the impact of bushfires on both property and lives.
Asbestos buildings	To enhance community safety and resilience in the face of bushfire risks associated with potential asbestos-containing materials, a focused education initiative is recommended. This program should enlighten residents about asbestos identification, associated health risks during and after a fire, and proper emergency responses. Key aspects include recognising asbestos in older structures, understanding its behaviour in fires, and the importance of professional assistance for identification and removal. By equipping residents with this knowledge, the Shire can promote informed decision-making, ensuring a safer environment and strengthening community preparedness against bushfire-related challenges.
Identifying fire period/seasons	To address the risk of accidental fires caused by inadequate awareness of prohibited/permit times, a proactive recommendation is to enhance public communication and signage along main roads within the Shire. Implementing visible signage that clearly indicates the necessity of permits or the prohibition of fire-related activities during specific times of the year can significantly mitigate the risk. This strategy aims to improve public awareness, educate road users, and reduce the likelihood of unintentional fire incidents. Collaborating with relevant authorities and stakeholders to design and install informative signage can contribute to a safer environment and minimise the occurrence of accidental fires.
Fire danger ratings	To enhance the effectiveness of the newly introduced "AFDRS" system and improve public understanding during permit seasons, it is recommended to implement clear and updated signage displaying the current fire danger rating. These informative signs should be strategically placed to provide real-time information to the community,

	reducing the risk of accidental fires on days with unfavourable weather conditions.
Fire break notice	Streamline communication and ensure clarity for residents, a proactive recommendation involves conducting yearly reviews of fire break notices. This review process should include an assessment of the terminology used in notices from surrounding shires and cities. By maintaining consistency and updating terminology as needed, this practice can facilitate easy understanding, especially for new or temporary residents, and contribute to a more effective and harmonised approach to fire risk management across regions. Coordination with neighbouring jurisdictions is essential for the success of this initiative.
Fire break notice	In order to address the unique challenges posed by the predominant agricultural land use within the Shire, it is strongly recommended to incorporate a specific provision into the firebreak order. This provision would focus on the management of crop fuel loads during harvest, particularly for crops located on the border of a farm. The proposed addition to the firebreak order suggests a practical measure wherein the crop adjacent to the fence is to be cut lower to 100mm, with a designated width of 15m from the fence. This targeted action aims to minimise the risk of fires escaping properties during the critical periods of harvest and the bushfire season. Implementing such a measure demonstrates a proactive approach to fire risk management, considering the specific characteristics of the Shire's landscape and land use patterns. Coordination with local farmers and stakeholders will be crucial for the successful adoption and implementation of this additional provision.
Suspicious/Deliberate fires	To address the impact of deliberate fire-setting, the Shire should focus on robust public education. Collaborate with DFES for effective advertising and engage the community through regular fire safety sessions at schools. Build community networks to encourage vigilance and reporting, and coordinate patrols with local police in recently burned areas to deter suspicious behaviour. This multi-pronged approach aims to raise awareness, foster community responsibility, and actively discourage deliberate ignition, contributing to effective bushfire risk management.

Chapter 9: Monitoring and Review

Monitoring and review processes are in place to ensure that the BRM Plan remains current and based on the best available information.

9.1. Monitoring and review

Shire of Katanning will monitor the BRM Plan BRMS data to identify any need for change. The Plan and BRMS data will be reviewed at least every two years to ensure it continues to reflect the local context, assets at risk, level of risk and treatment priorities.

9.2. Reporting

The Shire of Katanning CEO or their delegate will provide to OBRM the outcomes of biennial reviews of the BRM Plan. This is required to maintain OBRM endorsement of the Plan.

The Shire of Katanning will contribute information about their BRM Program to the annual OBRM *Fuel Management Activity Report*.

Glossary

Asset	A term used to describe anything of value that may be adversely impacted by bushfire. This may include residential houses, infrastructure, commercial, agriculture, industry, environmental, cultural and heritage sites.
Asset category	There are four categories that classify the type of asset – Human Settlement, Economic, Environmental and Cultural.
Asset risk register	A component within the Bushfire Risk Management System (BRMS) used to record the consequence, likelihood, risk rating and treatment priority for each asset identified in the BRM Plan.
Bushfire	Unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires both with and without a suppression objective.
Bushfire risk management	A systematic process to coordinate, direct and control activities relating to bushfire risk with the aim of limiting the adverse effects of bushfire on the community.
Bushfire risk	The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value.
Consequence	The outcome or impact of a bushfire event.
Land owner	The owner of the land, as listed on the Certificate of Title; or leaser under a registered lease agreement; or other entity that has a vested responsibility to manage the land.
Likelihood	The chance of something occurring. In this instance, it is the potential of a bushfire igniting, spreading and impacting on an asset.
Risk acceptance	The informed decision to accept a risk, based on the knowledge gained during the risk assessment process.
Risk analysis	The application of consequence and likelihood to an event in order to determine the level of risk.
Risk assessment	The systematic process of identifying, analysing and evaluating risk.
Risk evaluation	The process of comparing the outcomes of risk analysis to the risk

	criteria in order to determine whether a risk is acceptable or tolerable.
Risk identification	The process of recognising, identifying and describing risks.
Risk treatment	A process to select and implement appropriate measures undertaken to modify risk.
Systemic risk	The impacts of bushfire on the interconnected systems and networks that support community function. It is a product of the disruption caused by fire to normal life and its effects may be felt far from the direct impacts of the fire in both time and space.
Treatment objective	The aim to be achieved by the treatment. Treatment objectives should be specific and measurable.
Treatment priority	The order, importance or urgency for allocation of funding, resources and opportunity to treatments associated with a particular asset. The treatment priority is based on an asset's risk rating.
Treatment Schedule	A report produced within the BRMS that details the treatment priority of each asset identified in the BRM Plan and the treatments scheduled.
Treatment Strategy	The general approach that will be taken to managing bushfire risk, in consideration of the local government context and objectives.
Treatment type	The specific treatment activity that will be implemented to modify risk, for example a planned burn.

Common abbreviations

AFAC	Australasian Fire and Emergency Services Authorities Council
BFAC	Bush Fire Advisory Committee
BRM	Bushfire Risk Management
BRM Branch	Bushfire Risk Management Branch (DFES)
BRM Plan	Bushfire Risk Management Plan
BRMS	Bushfire Risk Management System
DBCA	Department of Biodiversity, Conservation and Attractions
DFES	Department of Fire and Emergency Services
DPLH	Department of Planning, Lands and Heritage
LEMC	Local Emergency Management Committee
OBRM	Office of Bushfire Risk Management (DFES)
SEMC	State Emergency Management Committee
TEC	Threatened Ecological Community
UCL	Unallocated Crown Land
UMR	Unmanaged Reserve
WA	Western Australia

Appendices

Appendix A Local government wide controls

Appendix B Communication Plan

Appendix C Annual review checklist

Appendix A – Local government wide controls

	Control	Action or activity description	Lead agency	Other stakeholder(s)	Notes and comments
1	Firebreak Notice (Bush Fires Act 1954)	Annual LG Firebreak Notice	Shire of Katanning	Landowners Land Managers Shire of Katanning Ranger	Published Annually. Inspect local properties. 'Fire Access Track' has the same meaning as 'Fire Break', in the Bush Fires Act 1954.
2	Prohibited, Restricted Burning Times and Total Fire Bans. Bush Fire Control (Bush Fires Act 1954)				
3	Total Fire Ban Declaration	Restriction of activities that may cause or contribute to the spread of a bushfire	DFES	Shire of Katanning Western Power Water Corporation Local Residents	A Total Fire Ban (TFB) is declared because of extreme weather conditions or when current operational commitments have reduced statewide resources / capabilities. A TFB is declared by DFES following consultation with the LG.
4	Harvest and Vehicle Movement Bans	Restricting the movement of vehicles during harvesting in the Bushfire Season.	Shire of Katanning	Shire of Katanning Western Power Local Residents	A Harvest and Vehicle Movement Ban may be imposed for any length of time but is generally imposed for the 'heat of the day' periods and may be extended or revoked by the local government should weather conditions change.
5	Townsite UCL/UMR land management	Preparedness, mitigation work conducted on lands owned by Department of Planning, Lands and Heritage (DPLH) and managed by DFES.	DFES	Bushfire Brigades DPLH	Annual funding is allocated to UCL/UMR land within gazetted boundary with priorities identified in consultation with stakeholders and managed through DFES.
6	Rural UCL/UMR land management	DBCA's indicative burn program, conduct mulching and other mechanical treatments to reduce fuel load or provide	DBCA		Plans can be accessed via the DBCA website.

	Control	Action or activity description	Lead agency	Other stakeholder(s)	Notes and comments
		fire access.			
7	Shire land management	Shire program to maintain access tracks, reduce fuel load and remove hazards as required.	Shire of Katanning	Katanning Bushfire Brigades	Fuel reduction program on all SoK reserves. This includes access track installation and maintenance, weed reduction (slashing, spraying), vegetation thinning and removal and prescribed burning.
8	State planning framework and local planning schemes	Implementation and compliance with SPP3.7 and the Bushfire Protection Criteria of the Guidelines for Planning in Bushfire Prone Areas where required	Shire of Katanning DPLH	WAPC Landowners	State planning framework and local planning schemes, implementation of appropriate subdivision and building standards in line with DFES, WAPC and Building Commission policies, guidelines and standards
9	State-wide arson prevention programs	Police infringement and reward schemes to prevent arson. various awareness campaigns and information packages	DFES WAPOL	Shire of Katanning General Public	Participation as required. The Shire participates in campaigns for arson prevention. The LG assists in the promotion of Arson prevention campaigns
10	Public School Bushfire Management	A plan designed to assist staff to prepare for a total fire ban, catastrophic fire danger rating, or a bushfire.	Dept of Education	DFES Shire of Katanning	This plan was developed in accordance with the Emergency and Critical Incident Management Policy

Appendix B – Communication Plan

This Communication Plan supports the development, implementation and review of the Shire of Katanning Bushfire Risk Management (BRM) Plan. It should document the:

- Communication objectives.
- Roles and responsibilities.
- Key stakeholders engaged in the development of the BRM Plan and Treatment Schedule.
- The implementation and review of the BRM Plan including: target audiences and key messages at each project stage; communication risks and strategies for their management; and communication monitoring and evaluation procedures.

Communication objectives

The communication objectives for the development, implementation and review of the BRM Plan for the Shire of Katanning are as follows:

1. Key stakeholders understand the purpose of the BRM Plan and their role in the BRM planning process.
2. Stakeholders who are essential to the BRM planning process, or can supply required information, are identified and engaged in a timely and effective manner.
3. Relevant stakeholders are involved in decisions regarding risk acceptability and treatment.
4. Key stakeholders engage in the review of the BRM Plan as per the schedule in place for the local government.
5. The community and other stakeholders engage with the BRM planning process and as a result are better informed about bushfire risk and understand their responsibilities to address bushfire risk on their own land.

Roles and responsibilities

Shire of Katanning is responsible for the development, implementation and review of the Communication Plan. Key stakeholders support the local government by participating the Communication Plan as appropriate. An overview of communication roles and responsibilities follows:

- CEO Shire of Katanning is responsible for requesting OBRM endorse the BRM Plan.
- Community Emergency Services Manager for Shire of Katanning is responsible for communication of the BRM Plan to the community.

- *Community Emergency Services Manager for Shire of Katanning is responsible for communication between the Shire and the Department of Fire and Emergency Services.*

Key Stakeholders for Communication

The following table identifies key stakeholders in BRM planning process, its implementation and review. These are stakeholders that are identified as having a significant role or interest in the planning process or are likely to be significantly impacted by the outcomes.

Stakeholder	Role or interest	Level of impact of outcomes	Level of engagement
Shire of Katanning (Inc BFB, BFAC & LEMC)	• Asset owner & vested Reserves • Bushfire Risk Management Plan Custodian • Responsible for development, implementation and review of treatments as a proprietor and land manager.	High	Inform, Educate, Collaborate, Empower
Local Governments bordering the Shire of Katanning	• Shared Experience	Low	Inform
Department of Fire and Emergency Services (Inc Brigades, OBRM & BMB)	• Asset Owner & Land Manager • Bushfire Risk Management Plan Governance and Advice • Support role in treatment implementation • Responsible for development, implementation and review of treatments as a Land Manager.	High	Inform, consult, involve, collaborate
Department of Biodiversity, Conservation and Attractions	• Vested Reserves & Land Manager • Bushfire Risk Management Plan Consultation and Advice • Responsible for development, implementation and review of treatments as a Land Manager.	High	Inform, consult, involve, collaborate
Department of Planning, Lands and Heritage	• Vested Reserves • Land Management Governance and Advice	Low	Inform & consult
Department of Water and Environmental Regulations	• Land Management Governance and Advice	Low	Inform & consult

Water Corporation	• Asset Owner, Vested Reserves & Land Manager • Bushfire Risk Management Plan Consultation and Advice	Medium	Inform, consult, involve, collaborate
Main Roads	• Asset Owner, Vested Reserves & Land Manager • Bushfire Risk Management Plan Consultation and Advice • Critical Infrastructure Owner	Medium	Inform, consult, involve, collaborate
Western Power	• Asset Owner, Vested Reserves & Land Manager • Bushfire Risk Management Plan Consultation and Advice • Critical Infrastructure Owner	Medium	Inform, consult, involve, collaborate
Public Transport Authority	• Asset Owner, Vested Reserves & Land Manager	Medium	Inform, consult, involve, collaborate
Catholic Education Western Australia	• Asset Owner, Land Manager	Low	Inform, consult, involve, collaborate, empower
Telstra	• Asset Owner, Land Manager	Medium	Inform & consult
Asset Owners, Business Owners, Private Land Owners & Katanning Community	• Asset Owner, Land Manager	High	Inform, consult, involve, collaborate, empower

Contact Information for Key Stakeholders

In the context of BRM planning, this table provides contact details for key stakeholders who have a significant role in planning, implementation, and review, or who will be greatly affected by the outcomes.

Stakeholder	Point of Contact/Position	Contact Email	Contact Number
CBH	Timothy Roberts Lead - Planning and Approvals	Timothy.Roberts@cbh.com.au	(08) 9216 6061
Department of Biodiversity, Conservation & Attractions	Mitch Davies Regional Operations Manager	mitchell.davies@dbca.wa.gov.au	0427 193 556
Forest Products Commission	Greg Hodgson Manager Fire Protection	greg.hodgson@fpc.wa.gov.au	0429 206 600
Main Roads	Cameron Linton Vegetation Manager – Great Southern Region	cameron.linton@mainroads.wa.gov.au	0467 784 037
Public Transport Authorities	Mudji Nielsen Land & Property Administrator	mudjijono.nielsen@pta.wa.gov.au	0477 927 461
Telstra	Andy Boutell Emergency Services Liaison Officer	andrew.boutell@team.telstra.com	N/A
Water Corporation	Natalie Nazzari Senior Advisor Customer and Stakeholder - Great Southern Region	Natalie.Nazzari@watercorporation.com.au	0436 933 609
Western Power	Natashya Cox Senior Project Delivery Specialist - Network Maintenance Planning & Delivery	natashya.cox@westernpower.com.au	08 9326 4077

Communications log

This Communications log captures the communications with key internal and external stakeholders that occurred during the development of the BRM Plan and associated Treatment Schedule, recording any significant conversations, community engagement events, emails, meetings, presentations, workshops and other communication initiatives.

Timing of communication	Stakeholders	Purpose	Summary	Communication method	Lesson Identified	Follow up
Development of the BRM Plan						
When did this communication occur?	Who was the stakeholder or target audience?	What was the purpose of the communication?	What topics were discussed?	What communication method did you use?	Were there any issues or lessons identified?	Was there any follow up required?
Oct 2022 - Current	DFES/OBRM/BRMB	BRMP Development	Development of BRMP	Email/Teams Meetings/Phone call	N/A	Ongoing for support and advice
Oct 2022 - Current	Shire of Katanning (inc BFB/BFAC)	BRMP Development	Development of BRMP	Email/Teams Meetings/In person Meetings/Phone call	N/A	Ongoing for support, feedback and advice
Jan 2023	Mainroads	Identify point of communication	Contribution to BF risk within SoKA	Email	N/A	Yearly follow up
Mar 2023	Dept of Biodiversity, Conservation and Attractions	Identify point of communication	Contribution to BF risk within SoKA	Email Phone call In person Meeting	N/A	Yearly follow up
Dec 2022	Forest Product Commission	Identify point of communication	Contribution to BF risk within SoKA	Email Phone call	N/A	Yearly follow up
Jan 2023	Water Corporation	Identify point of communication	Contribution to BF risk within SoKA	Email	N/A	Yearly follow up

Timing of communication	Stakeholders	Purpose	Summary	Communication method	Lesson Identified	Follow up
Jan 2023	Western Power	Identify point of communication	Contribution to BF risk within SoKA	Email Phone call Teams meeting	N/A	Yearly follow up

Communication Plan

This Communication Plan outlines the key communication initiatives that will be undertaken during the implementation of the BRM Plan.

Timing of communication	Stakeholders	Communication Objective(s)	Communication Method	Key Message or Purpose	Responsibility	Identified Risks to Communication	Strategy to Manage Risks	Monitoring and Evaluation Method
What is the timeframe or date for this communication?	Who is the stakeholder(s) or target audience?	Which communication objective(s) does this activity support or achieve?	How are you communicating (e.g. email, meetings) and how often? What resources are required?	What is the key message or purpose that needs to be understood?	Who is responsible for planning and undertaking the communication activity?	What could reduce the effectiveness of the communication?	What will be done to reduce the likelihood of this happening?	How will you know if your communication was successful?
Life of Plan	DFES/OBRM/BRMB	ALL	Email Teams Meetings Phone call	Inform Consult Progress update Issues identification and action planning	CEO or Delegate	• Time constraints • No clear message • Incorrect audience • Conflicting priorities	• Careful planning • Time management	Feedback, questions and level of support received
Life of Plan	Shire of Katanning (inc BFB/BFAC)	ALL	Email In Person Meetings Phone call	Inform Consult Progress update Issues identificati	CEO or Delegate	• Time constraints • Availability • Lack of understanding	• Preparation • Time management • Clarify misunderstandings and	Feedback, questions and level of support received

Timing of communication	Stakeholders	Communication Objective(s)	Communication Method	Key Message or Purpose	Responsibility	Identified Risks to Communication	Strategy to Manage Risks	Monitoring and Evaluation Method
				on and action planning		• Budget (for LG mitigation) • Resource constraints • Stakeholder's willingness to participate	intentions of plan	
Life of Plan	Other significant Stakeholders	1-3 & 5	Email In Person Meetings Phone call Presentations Community engagement	Inform Consult Progress update	CEO or Delegate	• Time constraints • Availability • Lack of understanding • Resource constraints • Stakeholder's willingness to participate	• Preparation • Time management • Clarify misunderstandings and intentions of plan	Feedback, questions and level of support received

Appendix C – Annual review checklist

Correspondence

☐	Cover letter from local government Chief Executive Officer or delegate to Director OBRM with this form completed and attached.

Bushfire Risk Management Plan

Chapter 1	☐	BRM Plan objectives are still relevant.
Chapter 3	☐	Content of 'Local government and community context' reflects current bushfire risk to community and local economy.
	☐	Content of 'Environmental and bushfire context' reflects current factors of bushfire hazard and describes environmental values within local government area.
Chapter 4-7	☐	Figures and tables have been updated to reflect current data in Bushfire Risk Management System (BRMS).
Chapter 6	☐	Treatment Strategy informed by community values and local strategic priorities.
Appendix A	☐	Local government wide controls includes current non-asset specific treatment programs in local government area.
Appendix B	☐	Communication Plan has been updated to include planned stakeholder engagement and communication activities for the next planning period.

Bushfire Risk Management System

☐	Significant assets are accurately mapped in BRMS.
☐	Risk assessment data is current and accurate.
☐	Post treatment risk assessments have been completed.
☐	The Treatment Schedule includes planned treatments for at least the next 12 months.

FOR A SAFER STATE

MITIGATION ACTIVITY FUND GRANTS PROGRAM

Guidelines for Applicants

Version 6.0

MARKED UP VERSION

Opening Date:	**Wednesday 13 March 2024**
Closing Date and Time:	**12 noon on Wednesday 24 April 2024**
Submission Address:	**BRMS or MAFGP@dfes.wa.gov.au**

These guidelines must be read and understood before filling out an application.

Regardless of the manner of submission, the application MUST be received by DFES Bushfire Mitigation Branch no later than the above close time and date. After this time, the grants module will be locked and the system unable to accept applications.

Do not commence the treatment activities under the assumption the application will be successful AND the Grant Agreement has been signed by all parties.

Document Control

Current from	25 January 2024
Approved by	Murray Carter – 24/023450
Version	Version 6.0
Replaces	All Previous Versions
For review	On completion of each MAFGP round
Officer responsible	Rural Fire Division - Bushfire Risk Development Coordinator

Amendments

Version	Amendment	Date
V6.0	• New Objective • New section - Objective Criteria • Amendments to Funding Rounds • New Section - BRMO Responsibilities • New Section - Regional Superintendents Responsibilities • New Section - Application Consultation with BRMO • Amendments to Long Term Treatment Strategies • Amendments to Application Limit • Amendments to Treatment Limit / Baseline Costs • Amendments to Ineligible Costs • Amendments to Eligible Land • New Section – Fences and Gates • New Section – Treatment Criteria • New Section – Treatment Criteria Specific for Verges • New Section – Application Process • New Section – Application Signatures • Amendments to Photographic requirements • New Section – Three Year Funding Program • New Section – Pre-assessment Team • Changes to Variation requirements and process • Minor amendments to Acquittal Section • Appendix's – All new or amended • MAFGP Grants Module in BRMS • Various Minor modifications	25 Jan 2024

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Section 1 - About the Guidelines

1. The Guidelines

These Guidelines outline details regarding application, assessment and acquittal of the Mitigation Activity Fund Grants Program (MAFGP).

The Guidelines are reviewed following every round to address issues that have been highlighted during the funding round and to incorporate recommendations from the Office of Bushfire Risk Management (OBRM) assurance review. In addition, a survey is run annually to ascertain the level of satisfaction and feedback for all users of the program to ensure continuous improvement and efficiency of the grants program.

The version of the Guidelines when a local government (LG) submits an application, applies to that allocation.

Work that is currently being undertaken to evolve the MAFGP within DFES includes:

- Improvement to the Bushfire Risk Management System (BRMS).
- Review of arrangements regarding the capping for funding rounds.
- Planned Burn allocation.
- Pilot of a three-year grant for long term mitigation strategies.

This document is divided into the following sections that cover all aspects of the MAFGP:

- Section 1 - About The Guidelines
- Section 2 - The Grants Programs
- Section 3 – Funding
- Section 4 – Eligibility Requirements
- Section 5 – Application
- Section 6 – Three Year Fund
- Section 7 – Assessment
- Section 8 – Successful Applications
- Section 9 – Variations & Supplementary Funding
- Section 10 – Acquittals
- Appendix's – Instructions and Forms

The MAFGP is managed and administered by DFES Rural Fire Division (RFD) – Bushfire Mitigation Branch (BMB).

There has been considerable investment in the MAFGP and as such, governance and accountability are a key focus in administering the grant program.

1.1. Local Government Obligations

When applying for funding, local governments need to anticipate the additional burden of accountability, record keeping and transparency in decision making that accompanies the spending of public monies.

LGs must be able to maintain BRMS records, acquit funds in accordance with the procedures and provide a progress report during the funding round.

Treatment works undertaken utilising MAFGP should form part of a local government's treatment schedule (not the entire schedule). LG's self-funded

program of annual works (undertaken on their own land with their own budget), DFES and DBCA programs (including UCL/UMR programs), and activities undertaken by other government agencies or private landowners and managers will also contribute to the full range of treatment activities undertaken within the LG.

1.2. Helpful Documents

There are many documents available that will assist with the grant process and also to assist when making decisions in assessing and identifying areas for potential bushfire mitigation works. Some examples of the available documents are listed below (but not limited to):

Bushfire Risk Management System

- BRMS User Guide
- BRMS Quick Reference Tool

Bushfire Risk Management Planning Tools

- Bushfire Risk Management Planning Handbook
- Bushfire Risk Management Planning – Risk Assessment Tools

Field Guides

- Guide to Mechanical Bushfire Mitigation
- DFES Burning Grass Tree Information Sheet
- Firebreak Location, Construction and Maintenance Guidelines
- Mechanical Bushfire Mitigation Guide
- Black Cockatoos and Development in South West WA

These documents are available by contacting your Bushfire Risk Management Officer (BRMO), Bushfire Risk Mitigation Coordinator (BRMC), or the grants team at MAFGP@dfes.wa.gov.au.

1.3. Enquires and Feedback

Feedback to make the process as user friendly and efficient as possible is always welcomed and appreciated. DFES will aim to release a survey on an annual basis to solicit feedback. Alternatively, comments and enquiries can be sent to MAFGP@dfes.wa.gov.au.

Section 2 - The Grants Program

The Grant Process

DEVELOP TREATMENT STRATEGY

- Develop a treatment strategy in consultation with the BRMO.

GRANT OPENS

- DFES will forward an email to eligible LGs and advertise in the WALGA News.
- The LG submits a grant application.

GRANT APPLICATION ASSESSMENT

- DFES review eligibility including land tenure and high-cost treatments.
- A Pre-Assessment Team will review applications to ensure eligibility requirements are met and provide recommendations to the Grants Committee.
- The BRMO will be requested to provide advice on treatments presented by the LG.

GRANT DECISIONS MADE

- The Grants Committee meet to assess and endorse the recommendations.
- Approval by Executive Director Rural Fire Division.

NOTIFICATION OF OUTCOME

- The LG will be requested to enter into a Grant Agreement
- The LG will be asked to provide an invoice for the 1st 50% of the allocation for the approved treatments.

DELIVERY OF TREATMENTS

- The LG undertakes the treatment activities as set out in the Grant Agreement.
- DFES will request a progress report six months after the allocation.

ACQUITTAL

- The LG will be asked to provide a final report, evidence of payment and evidence of treatments undertaken.
- The BRMO will be requested to advise if treatments have been completed satisfactorily.
- DFES finalise the grant and pay or seek reimbursement for the final amounts.

2. About the Grants Program

2.1. Purpose

The risk to communities from bushfire hazards on State owned land across Western Australia is recognised as a high priority for mitigation. The impact of a bushfire can be reduced through the delivery of mitigation activities that reduce bushfire fuels.

The Western Australian Government established the MAFGP to reduce bushfire hazards that present an extreme, very high or high risk to assets, in combination with the progressive rollout of the Bushfire Risk Management (BRM) Program. The combination of these two programs has greatly assisted in ensuring that community bushfire risks are systematically assessed, prioritised and mitigated.

LGs undertake a tenure blind BRM planning process across their respective jurisdictions to ensure unacceptable bushfire risks are identified and appropriately managed.

In many cases, land presenting a significant bushfire risk to communities is Crown land, falling under the LG's care, control and management either through Management Orders issued under Part IV of the *Land Administration Act 1997*, or via operation of section 3.53 of the *Local Government Act 1995*. It is this Crown land managed by an LG that the MAFGP is intended to address. There are various alternative funding sources to manage bushfire risks on other land tenures.

2.2. Objective

The Mitigation Activity Fund Grant Program objective is to reduce the hazard or exposure to identified assets that are at risk from the occurrence of bushfire on Local Government managed Crown land.

2.3. Objective Criteria

The following criteria are to be used to assess if a treatment meets the objective:

- Does the treatment reduce (or manage) the bushfire risk to an identified asset?
- Is the treatment tailored to the identified risk and location?
- Is the treatment cost effective?
- Is the treatment achievable (changes in fuel age, separation distance, reduction in risk level)?
- Is the treatment part of an integrated strategy?

2.4. Funding Source

The MAFGP consists of two funding sources, Royalties for Regions (RfR) and the Emergency Services Levy (ESL). LGs will be allocated funding under the MAFGP and unless specifically requested, will not be advised which source of funding they have been allocated.

In regional areas it is likely to be a mixture of both RfR and ESL funding. In the Perth metropolitan area, RfR funds are NOT available for use.

2.5. Funding Rounds

There will be two MAFGP rounds scheduled for 2024/25 plus a pilot of the three-year grant round.

2024/2025

- 24/25 Round 1 – Open Mar 2024 – Close Apr 2024 – Notification Jul 2024 – Project Completed Jul 2025
- 24/25 Round 2 – Open Aug 2024 – Close Sep 2024 – Notification Nov 2024 – Project Completion Nov 2025
- 2024 – MAF3Y Pilot - Sep 2024 – Project Complete Nov 2027

In 2025/26 the MAFGP will transition to one yearly round and one three-year round. Scheduled dates are as follows:

2025/26

- 25/26 Round 1 – Open Mar 2025 – Close Apr 2025 – Notification Jul 2024 – Project Completed Jul 2026
- 2025 MAF3P – Open August 2025 – Close September 2025 – Notification Nov 2025 – Project Complete 30 Jun 2028

When a round opens, an email advising the round details and associated documents will be sent to the eligible LGs – addressed to the attention of the CEO. A copy will also be sent to each of the regional DFES BRMOs, BRMCs and BRPCs.

An article is published in WALGA News advising of the round opening dates. The article recommends that if an LG does not receive an email, but considers they are eligible to apply for funding, they should email MAFGP@dfes.wa.gov.au.

2.6. Who can Apply?

Any LG who has a current OBRM endorsed BRM Plan is eligible to apply for a MAF grant.

Note: Council approval of the BRM Plan is not an eligibility requirement. That is a decision for the LG based on their internal policy and process. The application form asks for the date the BRM Plan was approved by Council. However, it also states that it is not an eligibility requirement and is for statistical use only.

2.7. Acquittal of Previous Funding Round

The LG can apply for the next round of funding even if they currently have an open round. However, they must acquit their current round prior to receiving additional funding or signing of the new grant agreement. In essence this means that an LG can only have one grant open at a time.

If the LG takes more than three months from the notification of success to have the Grant Agreement signed, the allocation for the new round may be withdrawn.

2.8. BRMO Responsibilities

The Bushfire Risk Management Officer (BRMO) is available to assist LGs to develop their treatment strategies, ensuring that the treatments:

- meet the objective and objective criteria of the MAFGP.
- follow best practice, and
- are realistic for the individual LGs needs and resources.

BRMOs provide a coordination function by liaising with regional based Area and District Officers who are overseeing LG and/or UCL Bushfire risk.

On request by the MAFGP team, during the acquittal phase, the BRMO (or District Officer (DO) if no BRMO available) will provide advice and confirmation that the treatment activities have been undertaken and objectives met sufficiently to allow final payments to be made.

2.9. Regional Superintendent Responsibilities

The DFES Regional Superintendent will ensure that mitigation is a component of the regional priorities and BRMOs (and/or DOs) are available to support the LG in the development of their mitigation treatment strategy.

During the application process, the Superintendent will liaise with the BRMO (and/or DO), to ensure they have an understanding of the treatments applied for prior to signing the Application Form.

2.10. Local Government Responsibilities

Award of a MAF grant does not alter the statutory responsibilities of LGs to fund and manage a range of land management, community safety and planning activities.

Legislative responsibilities must be adhered to including (but not limited to) the following:

- *Aboriginal Cultural Heritage Act 1972*
- *Biodiversity Conservation Act 2016*
- *Bush Fires Act 1954,*
- *Land Administration Act 1997,*
- *Local Government Act 1995*.
- *Native Title Act 1993 (Cwlth)*

All required permits and approvals are the responsibility of the LG to obtain (including, but not limited to clearing permits, heritage surveys, management plans and environmental surveys).

Timeframes for these types of activities should be considered at the planning stage to ensure the proposed mitigation activities included in the MAFGP application are achievable within the grant period.

When planning or undertaking mitigation activities that may modify a Threatened Ecological Community (TEC), LGs are to ensure all potentially affected TECs are properly identified, with any potential modifications to TECs minimised or avoided.

It is the LGs responsibility to ensure protection of all sites. Appropriate stakeholder engagement should be undertaken on matters of environmental and cultural significance. For example:

- Detrimental impacts to known, or probable sites, of cultural significance,
- Detrimental environmental impacts, such as the removal or modification of native vegetation, or impacts to protected flora and fauna and threatened ecological communities, and
- The sustainability of proposed activities on ongoing bushfire mitigation, i.e. will the proposed action result in detrimental impacts over multiple applications or extended timeframes?

The State Government amended the *Aboriginal Cultural Heritage Act 1972*. Any planned work in an area of Aboriginal Cultural Heritage should:

- Check the Aboriginal Cultural Heritage Inquiry System to ensure proposed works are not within an Aboriginal heritage area.
- Consult local Aboriginal custodians or knowledge holders about any significant ground-disturbing works in potentially significant areas.
- Remain vigilant for any signs of Aboriginal Cultural Heritage when planning and conducting works.
- Ensure contractors are aware of any Aboriginal Cultural Heritage in work areas, and the steps required to avoid harm to it.

If Aboriginal Cultural Heritage occurs in an area where works are to be undertaken, you must contact the DPLH for advice and obtaining permission to proceed.

Please note that there can be significant penalties applicable for not adhering to legislation.

2.11. Application Consultation with BRMO

Consultation with the BRMO is essential and applications deemed to have not undergone appropriate engagement will not be approved. The following timelines for consultation are highly recommended:

- 4 weeks prior to application close: Ensure all treatments are in BRMS and meet with DFES BRMO to discuss proposed treatments.
- 2 weeks prior to application close: draft application submitted to DFES BRMO for review, feedback and signature.
- 1 week prior to application close: final application documents submitted to Regional Superintendent and CEO for signature.

Note: This timeline is recommended as the minimum requirement. The majority of BRMOs manage multiple LGs and may require additional time to review the application. Additionally, regional DFES staff may be impacted by operational priorities. Contact with your DFES Regional Office early is critical to ensuring that your application process goes smoothly.

2.12. Long Term Treatment Strategies

LGs are encouraged to develop treatment plans that form part of a broader, strategic fuel management plan. For example, increasing separation distance between assets and vegetation is a proven method of reducing bushfire risk. However, without subsequent fuel modification the effectiveness of the treatment method is reduced.

The BRMS has been configured with the functionality to select the funding source for grant rounds up to three years in advance by selecting the funding year and round. Note at this time, funding is only approved for a year at a time and treatments are not automatically rolled over. However, a pilot process will commence in 2024 to provide 3-year funding grants.

The implementation of the 3-year grant will require the LG to more broadly consider their treatment strategy and the overall approach that will be taken to managing bushfire risk. This may include:

- Specific details on focus areas, timeframes for delivery and what is being prioritised

- The order that treatments should be implemented if resources don't permit treatment of all high priority risks or treatments need to be sequenced for operational reasons.
- What sort of treatments are suited to different parts of the local government area or in different environmental settings. And conversely what types of treatments are not appropriate.

Section 3 – Funding

3. Funding

3.1. GST

Under the Tax System (*Goods and Services Tax) Act 1999 Section 9-17*, payments for a supply between government entities are specifically excluded from GST where the supply meets the following conditions:

- Payment between government related entities - condition met as payment is between DFES (State Government department and Local Government).
- Payment is covered by an appropriation - condition met as DFES MAF expenditure is appropriated via State Government legislation.
- Satisfy the non-commercial test - condition met as the grant payment must not exceed the anticipated or actual cost of the LG in making the supplies or performing the work. The agreement provides for unspent funds to be returned to DFES within 30 days of the acquittal.

All MAF grants are GST exclusive (No GST). GST is refunded to LGs by the Australian Taxation Office via their Business Activity Statement so there are no out of pocket expenses.

3.2. Application Limit

An LG cannot apply for more than $500,000.00. With the number of eligible LGs increasing each year, the application process is becoming more competitive. It is unlikely the MAFGP will have sufficient funds to cover all requested treatments as more LGs become eligible to apply.

Where the total funds requested for eligible treatments during a round, exceed the allocated budget, the Grants Committee may set a percentage allocation for LGs (for example, all LGs will receive 80% of their requested funding).

This percentage can only be determined once all applications for the round are received. The percentage applied to each round will differ depending on the number of LGs applying and the total cost of the treatments they are applying for. For this reason, a predetermined percentage is not set.

If a percentage is set, the LG will be asked to prioritise which of the eligible treatments they want to undertake. The treatments not initially selected, may be applied for through a variation (noting that the original allocated amount cannot be increased).

3.3. Treatment Limit / Baseline Costs

There is no limit on the cost of any one treatment. However, when applications are reviewed during the assessment process, treatment costs are considered against a baseline figure.

The baseline cost has been determined based on the data collected from previous rounds. It does not take into consideration the location or who will be undertaking the treatment. LGs should NOT use this figure as a determination of how much a treatment will cost and is provided as a guide only.

When applying for the grant through the BRMS Grants Module, if the estimated treatment cost is over the baseline cost, the treatment will be flagged.

LGs must enter a reason in the “LG Comments” field if the treatment is to be included in the application. If a comment is not provided, the LG will be unable to save or submit the application.

The justification is about providing enough detail for the Assessment Team and Grants Committee to be able to make a decision. Failure to provide a justification, will result in the non-approval of the treatment.

The baseline costs for MAFGP 2024/25 are:

Treatment Type	Baseline costs
Mechanical Works - by Hectare	$5,000.00
Chemical Works - by Hectare	$1,000.00
Planned Burn - by Hectare	$1,000.00
Firebreaks - by Kilometre	$3,500.00
Fire Access Road / Track - by Kilometre	$15,000.00
Fencing - by Kilometre	Justification required
Gates	Justification required

3.4. High-Cost Treatments

To ensure that funding is awarded fairly, achieves value for money and is an effective and efficient use of public resources, any treatment over $100,000 will require additional information. This will enable the Grants Committee to make a more informed decision regarding the allocation of funding for that treatment. Details required include:

- Problem to be addressed,
- Success Criteria and Measurable Outcomes,
- Potential impact of not undertaking treatment,
- Treatment Activities and Timeline, and
- Budget.

If a treatment is allocated funding however the actual cost goes over $100,000, a high cost form will be required to be completed prior to acquittal.

The high cost treatment template is at Appendix 6 – MAF Additional Information Form

3.5. Multiple Treatments

Treatments that include multiple types of works under one activity (e.g. mulching, burning and spraying within a single treatment) should be entered into BRMS as separate treatments in accordance with the BRMS business rules. This allows DFES to report on the number of kilometres and hectares of specific on-ground treatments.

3.6. Commencement and Completion dates

Work on treatment activities **MUST NOT** commence until the Grant Agreement has been signed by the Executive Director Rural Fire Division (ED RFD) (as per the declaration on the application form).

Funding is allocated for a 12-month period. The completion date is annotated in the Grant Agreement. This is the date all treatments must be completed by, and the acquittal documents forwarded within two weeks of that completion date.

DFES may provide an extension to the completion and acquittal date up to a maximum of 12 months. However, the LG will need to seek approval (via email) and will be unable to receive further funding until the round is fully acquitted.

3.7. Assurance Program

The Office of Bushfire Risk Management (OBRM) and BMB undertake an assurance program to review MAF grant activities.

The review is intended to provide a level of assurance that the grants program achieves its objectives by contributing to the management of bushfire risk in WA. It will also identify opportunities for continuous improvement in the delivery of MAFGP funded activities.

The MAFGP Assurance Review includes:

- Comparison of the grant application summary with the treatment methods implemented.
- Assessment of the suitability and cost effectiveness of the treatment methods for reducing the threat posed by bushfire risk to communities.
- Checking the delivered treatments against written or expected standards.
- Assessment of social, environmental and cultural impact of treatments.
- Review of unplanned events resulting from mitigation treatments.
- Identification of opportunities for continual improvement that can be considered in future funding rounds.
- Consideration of the effectiveness of the MAFGP's controls for risks associated with all the above.

The MAFGP Activities Review will NOT include:

- Financial audit.
- Funding acquittal procedures.

Section 4 – Eligibility Requirements

4. Eligibility Criteria

There are various eligibility criteria that governs the allocation of MAF. The following points outline what can and cannot be funded. However, there are always new and evolving scenarios. If there is a treatment that is not covered, contact the MAFGP team for clarification.

4.1. Eligibility to apply

For an LG to be eligible, they must ensure that:

- They have a current OBRM endorsed BRM Plan (endorsed at time of application*). **Please note that OBRM must be given a minimum of four weeks to endorse a BRM plan prior to the opening of the round.*** If this time is not provided, OBRM endorsement cannot be guaranteed*.*
- The mitigation activities (treatments) can only be undertaken on State-owned land managed by the LG (the land must not be managed by another State Agency or freehold).
- The funding requested must be used to deliver mitigation activities that address extreme, very high or high bushfire risks to assets.
- The mitigation activities to be undertaken are of a physical nature (i.e. on-ground).
- The works are otherwise unfunded (MAF funding cannot be used as a substitute but may be used to augment other existing funding where the latter is insufficient to reduce the risks to an acceptable level).
- Previous MAF grants are fully acquitted – including completion of all updates in the BRMS and submission of evidence of expenditure.
- Work must not commence until the Grant Agreement with DFES has been executed.
- Works can be delivered within 12 months.
- Applications are received by the closing date and time.

4.2. Eligible Costs

Eligible costs are considered to be expenditures fulfilling the following criteria:

- Incurred on approved treatment activities.
- The cost of labour, material, machinery, equipment, and expenses **directly** related to the approved treatment.
- Incurred within the period of the Grant Agreement's duration, i.e. from the day of signing the agreement until the day of project completion.
- Allowing for verification (e.g. invoices), and
- Conforming with the Grant Agreement.

The program does allow for payment of supporting activities borne by the project where the activities are required for the on-ground works such as seeking environmental, heritage and aboriginal heritage clearances/permits. This does not include any associated planning costs (such as boundary surveys or management plans) as this should have been done prior to applying for funding.

There are circumstances where it is not clear whether an activity is considered as planning or a support activity. For example, a fauna survey may be required as part of a planned burn. This could be considered a planning cost, however, it is also the

cost of doing a planned burn and therefore a support activity. In this example, MAF can fund the fauna survey provided it was a requirement of the permit from DWER or DBCA, or a requirement set by a state agency as part of the requirements prior to burning. MAFGP cannot fund such activities if they are being undertaken at the request of the LG's Environmental Officer or to comply with the LG's own internal policies and procedures. In this case, the activity would be considered a planning cost, as it's not a legislated or state government requirement, so would be payable by the LG.

In respect of surveys and design for the installation of fire access tracks or culverts, these are considered planning costs and are not paid by MAF.

If you are unsure if the expenditure on the proposed treatment activities is eligible for grant funding, email MAFGP@dfes.wa.gov.au seeking clarification. The Chair of the Grants Committee will make a final decision if required.

4.3. Ineligible Costs

Costs associated with planning and managing MAF treatment activities is not funded through the grants process. Fire prevention is a shared responsibility, and it is expected that there needs to be a degree of cooperation in cost sharing or in-kind support to deliver MAF activities. It is expected that LGs will be responsible for all associated planning costs, including contract management.

The following costs will **not** be funded under the MAFGP:

- Business as usual costs e.g. overheads, staff or associated administrative costs,
- Consultation costs that arise during the planning process,
- Operational expenses,
- Treatments that should be delivered by LG as part of their core operations (such as parks and garden maintenance or verge maintenance)
- Exercises and training,
- Activities with commercial application or provide commercial gain/benefit,
- LG administrative or associated project management costs,
- Research costs,
- Planning costs (e.g. wages for a Community Emergency Services Manager (CESM) to coordinate and schedule treatment activities),
- Repair of machinery,
- Purchase of assets (e.g. chainsaws, pumps, trailers etc.),
- Replacement cost of items covered by insurance or through the Local Government Grants Scheme (e.g. replacement of a firehose due to damage).
- Medical costs.
- Community engagement.
- Insurance costs

4.4. Eligible Land

The MAF is NOT tenure blind.

The BRM Plan is a tenure blind document that addresses bushfire risk for the entire LG. There are various funding sources to pay for the various tenures. For example, mitigation on UCL/UMR within a gazetted townsite is managed by DFES and paid through DFES Funds, while mitigation on UCL/UMR outside of a gazetted townsite is managed by DBCA. DBCA land is the responsibility of DBCA. Freehold land is the

owner's responsibility, and this includes freehold land to the LG. MAF is only for use on crown land that is managed by local government.

The following criteria is applied to define the eligible land on which treatments will be funded:

- Crown land / State-owned land that has been vested in or is managed by the LG,
- Roads – as per the *Bush Fires Act 1954 Section 36(b*), an LG may clear a street, road or reserve vested in it or under its control, of bush, and other inflammable material, for the purpose of preventing the occurrence or spread of a fire. Shown as:
    - Closed Road (Type 3 – C)
    - Road Isolation (Type 3 – P)
- Easements, provided they cross land which is eligible. Where an easement is in favour of a 3rd party, such as Water Corporation WA or Freehold, the land would be considered ineligible,
- Right of Ways,
- Public Access Walkways, and
- For areas designated as Freehold to the State of WA, provisions under the *Local Government Act 1995 Section 3.53* are applied regarding the control of certain unvested facilities:

> *otherwise unvested facility means a thoroughfare, bridge, jetty, drain, or watercourse belonging to the Crown, the responsibility for controlling or managing which is not vested in any person other than under this section.*
>
> *Section (2) A local government is responsible for controlling and managing every otherwise unvested facility within its district unless subsection (5) states that this section does not apply.*

The provisions of this clause may be applicable to some land parcels and proposed treatments, following clarification with the applying LG.

If any portion of the treatment crosses another tenure/interest, express permission from the owner/holder of that other interest, must first be obtained by the Local Government. This includes (but is not limited to) easements, public access walkways and right of ways.

4.5. Ineligible Land

The Department of Planning, Lands and Heritage (DPLH) has direct responsibility for Unallocated Crown Land (UCL) and Unmanaged Reserves (UMR). Under a Memorandum of Understanding (MOU) with DPLH, DFES is responsible for mitigating bushfire risk on parcels of UCL and UMR within the Perth metropolitan area, the regional centres and gazetted town sites. While the Department of Biodiversity, Conservation and Attractions (DBCA) manages the equivalent risk on the broad scale parcels of UCL and UMR outside of these areas. For this reason, UCL/UMR is ineligible for funding under the MAFGP.

Land that is ineligible includes:

- Freehold land,
- Local government owned land,
- Unallocated Crown Land – this is funded through the DFES UCL / UMR program,

- Unmanaged Reserve – this is funded through the DFES UCL / UMR program,
- Private land,
- Railway (Type 3 – A),
- Land owned by Water Corporation WA, WA Land Authority, Regional Power Corporation,
- Water Feature,
- State Forest (managed by DBCA or otherwise),
- State land with other Management Orders (MO) / vesting's e.g. MO to DBCA, Public Transport Authority etc,
- Main Roads Western Australia, and
- Easement in favour of a 3rd party, such as Water Corporation WA or Freehold.

4.6. Eligible Treatments

Eligible treatments are on-ground works, these include:

- Firebreaks, fuel breaks or access road construction,
- Planned burning,
- Slashing, mowing, and other mechanical treatments,
- Chemical treatments, and
- Fences and gates (where appropriate for fire mitigation reasons).

4.7. Fence and Gates

Justification is required for any treatment type of fence or gate. If a treatment contains a fence or gate, it must be entered as an individual treatment.

MAF limits the types of fences to five strand or stock fence (ring lock or woven wire) with star picket or line posts (examples as shown below). Cost sharing with the LG may be considered for alternative types of fencing.

Fences and gates require justification for the application assessment process. Complete and upload Appendix 6 – MAF Additional Information Form for each fence or gate.

4.8. Ineligible Treatments

Treatments that are not considered on-ground works are ineligible. This includes:

- Community engagement,
- Planning treatments,
- Items that require ongoing maintenance such as the installation of pumps, tanks etc, and
- Revegetation (is considered beautification and the cost is to be borne by the LG).

4.9. Treatment Criteria

The following tables show the criteria used to determine if a treatment is eligible for funding.

There may be circumstances where a treatment falls under the ineligible criteria however is considered essential to the protection of life and property. These treatments can be determined on a case by case basis. Justification for the treatment can be submitted through the application process with the support of the BRMO and an Additional Information Form (Appendix 6).

Eligible	Ineligible
• The treatment is reducing bushfire risk to an identified asset with extreme, very high or high bushfire risk rating. • The treatments is on Crown land managed by Local Government • The treatment meets the MAF objective criteria by being cost effective, tailored to identified risk, achievable and part of an integrated strategy • Modifies or reduces bush fire fuels	• Areas with last remaining/remnant vegetation (e.g. surrounded by paddocks) • Reserves less than 1ha and within an urban built-up environment. • Verge treatments as per below

4.10. Treatment Criteria Specific for Verges

Eligible	Ineligible
• Modifies fuel structure by removing near surface and elevated fuel layers • Linked to and protecting an asset (roads are not generally considered assets) • Size (width) of verge must be greater than 2m between road and property line. • Verge must be adjacent to vegetated reserves. (not crop or grassland). • If the treatment is greater than 1km, provide comment to support the treatment and how environmental matters were considered and any environmental impacts have been minimised.	• Grass verges • Verges in broadacre areas not in close proximity to any assets where the verge is remnant native vegetation • Road verges adjacent to cleared paddocks • Road verges outside bushfire prone areas • Removal of regenerative grasses which is undertaken as routine roadside maintenance. • Cannot be funded if less than 2m meters between road and property line

Note that all treatments must be in line with the:

- DFES Mechanical Bushfire Mitigation Guide

- Guide to Constructing and Maintaining Fire-breaks
- Burning Grass Trees -Information Sheet, March 2022
- DFES Burn Smart Guide 2021

4.11. Who can undertake the works?

Each LG has the discretion to engage the most appropriate resources required to deliver their treatments. All LG procurement requirements and terms and conditions of funding must be adhered to. As part of the acquittal process all LGs will be required to provide evidence of their spend. All invoices and proof of expenses must be retained.

Either contractors or LG staff can be utilised to undertake mitigation works. Additionally, volunteer Bush Fire Brigades can be engaged to assist with planned burns. It is recognised that if employing short term contractors, some overhead costs (e.g. superannuation and workers compensation) are fixed costs that cannot be avoided, however they will be queried during the acquittal process.

LGs using own equipment hire and staff will need to show evidence of assigned hours and rates apportioned to each treatment.

Remember – the MAF grant is to undertake the on-ground works. Costs such as administrative overheads or CESM wages are ineligible for funding as part of the MAFGP. However, the MAFGP can pay overtime to a CESM when they undertake on-ground works as part of the LG's MAF program. Note that this does not include CESMs where there is an MOU in place with the LG that precludes them from overtime wages. Overtime of CESMs will need to be managed by the LG and DFES Region to ensure fatigue does not become an issue or parts of the Business Plan are not being achieved.

Regarding BRMCs and BRPCs, as these positions are not operational, no overtime will be paid through the MAF Grants Program for these positions as there should not be any requirement for them to work outside of normal business hours.

4.12. Previously Approved Treatments

Funded treatments that are not delivered in previous rounds will **not** be pre-approved for future rounds. These will need to be updated in BRMS and re-assessed in conjunction with other applications submitted for the next round.

To re-apply for a treatment that has not been delivered, change the 'Proposed Funding Source' in BRMS to reflect how the treatment will be funded in the future.

Section 5 – Application

5. Application

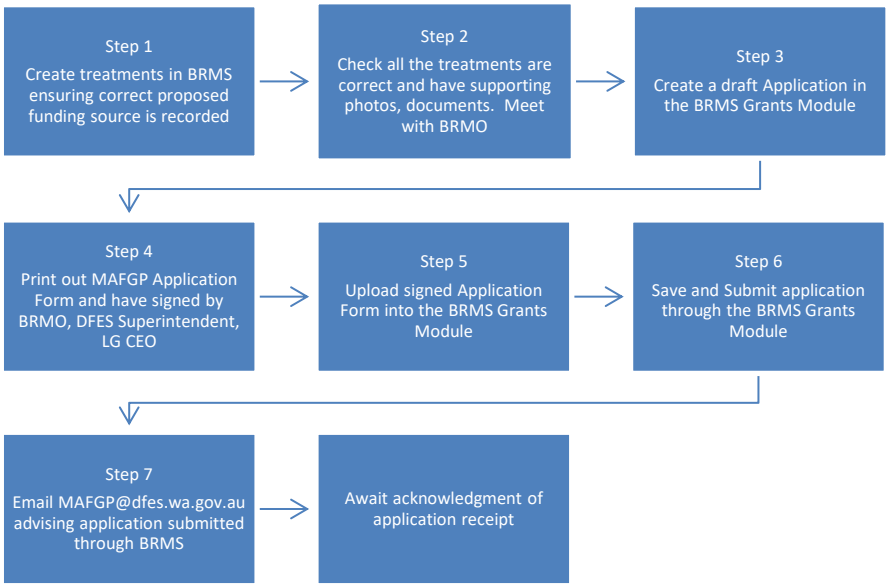
Before applying for MAF, you must read and understand these Guidelines, the Application Form and the Grant Agreement.

Instruction on how to submit an application for funding through the BRMS Grant Module, are at Appendix 3A.

IF YOU ARE HAVING ANY DIFFICULTIES WITH YOUR APPLICATION, REACH OUT AND ASK FOR ASSISTANCE **BEFORE** THE CLOSING DATE. WE MAY BE ABLE TO RESOLVE ISSUES OR PROVIDE WORK AROUNDS HOWEVER WE CAN NOT ACCEPT LATE APPLICATIONS

5.1. Application Process

The following steps show the application process in conjunction with the BRMS Grants Management Module User Guide (the User Guide).



STEP 1 and 2 - Prior to Submitting your application in the BRMS Grants Module, ensure all treatments to be applied for are in BRMS and check the following:

- There are no ineligible parcels contained in any of the treatment areas
- All pre-treatment photos have been uploaded in BRMS and include GPS coordinates.
- Any high-cost treatments or fence /gate treatments have the appropriate supporting information as detailed in the guidelines
- Meet with your BRMO to discuss the proposed treatments (at least 4 weeks prior to submission of application)

Note that once the round has closed the treatments applied for cannot be amended.

STEP 3 - Create a draft application in the BRMS Grants Module. See Appendix 3A.

STEP 4 - Complete the MAFGP Application Form ensuring all checkboxes have been ticked and declarations signed by all parties.

STEP 5 - Upload the signed MAFGP Application Form into the BRMS Grants Module

STEP 6 - Save and Submit the application via the Grants Module in BRMS by the round closing date and time. We strongly recommend submitting the application a couple of days prior as late applications will not be accepted.

STEP 7 - Send an email to MAFGP@dfes.wa.gov.au advising that the application has been submitted through BRMS. We will acknowledge receipt of your application. If we do not contact you within 24 hours please contact the MAFGP team.

5.2. Application Signatures

Applications submitted without all signatures will not be considered. If you are having difficulties obtaining signatures, contact MAFGP team as soon as possible to discuss options.

5.3. SMART Objectives

The treatment objective is an overview of what is to be accomplished, it needs to contain the success criteria which will be used to measure achievement. Objectives must be:

- Specific
- Measurable
- Achievable
- Realistic
- Timely / Time bound

Examples:

- Reduce fuel loads at 21 Smith Street to under 3t/ha via way of low intensity planned burning prior to the 21/22 south west fire season.
- Modify the fuel structure to reduce bushfire intensity via the way of forestry mulching to create a buffer of 21m between the vegetation and assets on Smith Street prior to 30 November 2021
- Reduce fuel loads via mechanical removal of dead / dying vegetation using a chainsaw crew and chipper truck to a width of 20m from the back of the assets on Smith Street prior to summer 2021.

Treatments that have objectives that are not SMART may not be considered for funding.

5.4. Photographic Requirements

All treatments included in the application require a pre-treatment photo/s to be uploaded into BRMS prior to application. On completion of the treatment, a post-treatment photo/s is required to be uploaded.

Treatments that do not have a pre-treatment photo at the application stage will not be considered.

Treatments that do not have a post treatment photo cannot be acquitted.

All pre and post treatment photos must include the latitude, longitude, time and date (GPS coordinates)

These photos form part of DFES evidence that a treatment has been undertaken to a standard. Site visits may occur to assess treatment standards and verify the works have been completed.

As the photos are a source of verification, they need to capture the significant elements of the treatment, show evidence of the work undertaken and meet basic photo monitoring standards.

See Appendix 4 for details on how to take treatment verification photos.

5.5. Timing of Grant Process

Applications must be submitted between the published opening and closing dates. Inclusion of additional treatments cannot be accepted after the closing date.

After this time the grants module will be locked and the system unable to accept applications

LGs are advised to contact the MAFGP Manager at the earliest opportunity (prior to closing date/time), should they experience any delays in submitting their application.

It currently takes approximately 6 weeks to process all applications, review treatments and obtain approvals through the MAF Grants Committee and DFES executive.

Activity	Timeframe
Assessment of Applications	4 Weeks
Approval of Recommendations	2 Weeks
Notification and forward Grant Agreements	1 Week
Earliest start date of treatment activities	Following signature of Grant Agreement by ED RFD
Completion date of treatment activities	As detailed in the Grant Agreement

Section 6 – Three Year Funding PILOT

6. Three-year Pilot

The MAF3Y grant has been developed to allow LGs to strategically plan bushfire mitigation treatments over a three-year timeframe.

All governance, policy and criteria are the same as the MAFGP. It is only the timing of actions that differ.

In the first year (2024), five LGs with BRMCs will be/have been selected to pilot the new grant. LGs will be asked to apply by invitation only in line with budget allocation for the MAFGP.

6.1. Eligibility for MAF3Y

All eligibility criteria for MAF remains the same as MAFGP with the following inclusions:

- LGs must maintain OBRM endorsement of their BRM plan,
- LG must have a BRMC,
- 3-year indicative treatment program in BRMS, and
- Must have undertaken at least one round and met deadlines in the round previous to 3-year application.

On completion of the pilot, policy and procedures will be made available.

6.2. Funding instalments

The Grant will be paid in instalments with 25% of the allocated amount at the start of each year with a final amount at end of year 3.

- Commence Year 1 Pay 25% Progress Report Acquittal
- Commence Year 2 Pay 25% Progress Report Acquittal
- Commence Year 3 Pay 25% Progress Report End of Year 3 Treatment completion Acquittal – Final payment

Section 7 – Assessment of Applications

7. Assessment of Application

7.1. Eligibility Review

Following closure of the round, a review of all applications is undertaken to ensure the following mandatory eligibility requirements have been met:

- Received by the closing date and time.
- Ensure the declaration has been completed (all boxes are checked) and the application is signed by the DFES BRMO, Regional Superintendent and the LG CEO.
- The LG has an OBRM-endorsed BRM Plan.
- Any existing DFES grants are compliant.
- Proposed treatments address an extreme, very high or high risk to assets.
- The treatment is on eligible land.
- All treatments are on-ground works / physical in nature (e.g. slashing, mowing, chain-rolling etc.).
- Scheduled dates for the works are after the notification date and activities can realistically be completed within the 12-month grant period.
- Acquittal of previous MAFGP rounds has been completed.
- Costings provided for the proposed treatments are not considered high (see baseline figures provided in section 3.2).
- Pre-treatment photos have been uploaded into BRMS.
- Ensure treatments have not previously been completed/partially completed and funded.

7.2. Pre-assessment Team

A Pre-assessment team will be formed consisting of:

- Bushfire Risk Development Coordinator (BRDC) - Chair
- DFES representative, and
- Subject Matter Expert (SME).

The Pre-assessment Team review all applications to ensure the treatments are:

- Reducing (or managing) bushfire risk to an identified asset.
- Cost effective,
- Tailored to the identified risk,
- Achievable (changes in fuel age, separation distances reduction in risk levels),
- Is there a risk that the treatment could cause unreasonable harm to the natural environment or cultural heritage?
- Is the treatment part of an integrated strategy?
- Consistent with DFES Guidelines.

The Pre-assessment Team may request clarification from the applicant regarding any element of the application.

The Pre-assessment Team will submit a report to the MAF Grants Committee containing recommendations.

7.3. BRMO Input

The relevant DFES BRMO (or equivalent DFES officer) may be requested to provide additional information regarding the applications submitted by LGs within their region and provide comment regarding the suitability of the proposed treatments.

It is expected that LGs have worked with their BRMOs regarding the treatment program. If the BRMO cannot support the application, it is unlikely the funding request will be approved.

7.4. MAF Grants Committee

To ensure a consultative forum between key stakeholders for matters regarding the MAFGP and to review applications recommended for funding, the MAF Grants Committee has been established to ensure the process is transparent, inclusive, sustainable, and fit for purpose.

Membership of the MAF Grants Committee includes:

- Superintendent - Bushfire Mitigation Branch, (Chair),
- Director Land Use Management Policy, Department of Planning Lands Heritage (DPLH),
- Representative, WA Local Government Association (WALGA), and
- Chief Superintendent from a DFES Region - Operations.

Relevant conflict of interest, governance arrangements and communication registers are in place to ensure maximum transparency and robustness of the grants process and will be overseen by DFES BMB Branch.

The MAF Grants Committee will consider each application against the State Emergency Management Committee - State Strategic Control Priorities and endorse/not endorse the recommendations (put forward following pre-assessment of the applications).

The endorsed recommendations are then provided to the ED RFD for approval.

7.5. Approval of Application

Final approval of MAFGP applications is by the ED RFD, after consideration of recommendations from the MAF Grants Committee and the availability of grant funds for the purposes of the grants program.

The ED RFD's decision is final in all matters, including:

- the approval of the grant,
- the grant funding amount to be awarded, and
- the terms and conditions of the grant.

Section 8 – Successful Applications

8. Notification of Application Outcomes

All LGs will receive notification of the outcome of their application.

8.1. Successful Projects

The primary and secondary contact, as detailed in the application, will be advised of the outcome via email as soon as possible after approval of the application by the ED RFD. A copy of the email will also be sent to the regional BRMO, BRMC and BRPC (where relevant).

8.2. Unsuccessful Projects

If an LG is unsuccessful in their application or have unsuccessful treatments, a reason of the outcome will be provided. Further clarification can be obtaining by contacting the MAF team or BMB Superintendent.

8.3. The Grant Agreement

To accept the grant offer, the LG must enter into a legally binding Grant Agreement with DFES.

The Grant Agreement has general terms and conditions that cannot be altered or excluded. An example of the standard Grant Agreement template can be requested by emailing MAFGP@dfes.wa.gov.au.

The Grant Agreement must be fully executed (signed by the LG CEO and the ED RFD) before DFES can make any payments. DFES is not responsible for any expenditure until a Grant Agreement is executed. Treatment activities should not commence prior to finalising the Grant Agreement, and any LG choosing to start treatment activities before they have an executed Grant Agreement does so at the risk that DFES may not fund the treatment.

If the grant agreement is not signed within three months of notification of success, the allocation may be withdrawn.

8.4. Grant Payment

The Grant Agreement will state the maximum grant amount available for payment. DFES will pay 50% of the grant funds on execution of the Grant Agreement and receipt of an invoice (**excluding GST**) raised by the LG.

Following acquittal, DFES will request an invoice from the LG for payment of the outstanding expenditure. If there are unspent grant funds, DFES will forward the LG an invoice to enable repayment of the unspent amount.

DFES will not reimburse any expenditure that exceeds the maximum grant amount, unless specified in a written variation that was sought prior to the additional costs being incurred. If an LG incurs extra costs without an agreed variation, it must be paid by the LG.

8.5. Announcement of Grants

LGs are not permitted to announce the status of their MAF grant applications until after a Ministerial media release for the grant round has occurred. LGs will be notified following the Ministerial media release so planned LG announcements and promotion may occur.

8.6. Acknowledgement

The contribution from DFES must be recognised on all material relating to the funding.

All material must acknowledge (where possible) the State Government's investment through:

- Acknowledgment text,
- Inclusion of the DFES logo, and
- Inclusion of the DPIRD logo if RfR funding is received (DFES will advise where this is relevant)

Acknowledgement Text
The {insert treatment or project name} project is supported by the State Government
or
Supported by the State Government

Approval must be sought from DFES prior to release. DFES will advise the LG if they need to (also) acknowledge the RfR Program.

8.7. Progress Reports

A progress report will be requested six months after notification of success of funding allocation.

If an extension to the funding completion date is approved, a progress report will be requested every six months.

Instructions for completing the report template will be supplied. Failure to submit the requested report may result in reimbursement of funds being delayed or ceased until the required information is provided.

Section 9 – Variations & Supplementary Funding

9. Variations

DFES recognise that unexpected events may change treatment activities. Some of these changes will require a variation, some will not.

Please note that in all cases - funding cannot be paid over the total allocated amount. If additional funding is required, a Supplementary Funding application must be submitted.

9.1. Treatment Variations Not Required

A variation is NOT required to transfer funding between treatments in the same round. If one treatment expenditure is less than anticipated and one is more than anticipated, the funding can be adjusted accordingly at acquittal. However, if the transfer of funding results in a treatment being 25% more than estimated, a variation is required. See section 9.3 (actual cost over allocated amount)

NOTE that if funding is transferred between treatments and above the baseline cost or classified a high-cost treatment more information will be required as per section 3.4.

9.2. Variation to an Existing Treatment

Changes can be made to an existing treatment provided it is still on the same parcel of land. For example, the treatment may need to be undertaken using a different method, e.g. chemical changed to mechanical works.

Email the request to MAFGP@dfes.wa.gov.au providing the following information:

- Treatment Number
- Change to treatment required.
    - Cost of Treatment
    - Treatment Type
    - Treatment Objective
    - NOTE that changes to Treatment locations will require a new treatment.
- Reason for amended treatment.
- Notification that BRMO is/is not aware of the variation.

9.3. Actual cost over Allocated Amount

To ensure DFES maintains oversight of funding, where a treatment is allocated funding, and the actual cost is 25% over the allocated amount, a variation must be submitted before the work proceeds. This applies to the transfer of underspend between treatments.

Email the request to MAFGP@dfes.wa.gov.au providing:

- Treatment Number
- Attached quote
- Justification

- Notification that BRMO is/is not aware of the variation.

If the final cost exceeds the quote, the additional cost must be approved before being paid.

9.4. New Treatment Variation

All new treatments to be funded under the round (including requests to include treatments removed due to a cap), must be approved by DFES.

Any treatments that have had the location amended will need to be created as a new treatment.

Funding for new treatments cannot exceed sum allocated.

See Appendix 3B for instructions on how to apply for a new treatment through BRMS Grants Module.

9.5. Acquittal Due Date Variation

If an LG has been unable to complete the majority of the treatments during the round, they can apply for a 6 or 12-month extension. This option is recommended if the 1st 50% of funding cannot be expended.

Email the request to MAFGP@dfes.wa.gov.au providing details of the changes required.

9.6. Supplementary Funding

Supplementary funding provides additional funding (over the allocated amount) through the MAFGP to LGs who have a current MAF grant allocation and require **additional** funding to undertake further treatment activities due to extenuating circumstances or in situations where an urgent risk is identified and requires treatment.

Awarding a new treatment activity/activities requires a Supplementary Application Form to be raised by the LG.

The application will then be put through the same process as a normal funding round (recommended by a pre-assessment team, endorsed by the Grants Committee and Approved by the ED RFD).

Funding (if approved) will be considered to be part of your current round allocation and the same requirements as detailed in the MAF Grant Agreement apply. A Supplementary Grant Agreement Addendum must be signed by the LG and the ED RFD.

Contact the MAF team to request a copy of the application form at MAFGP@dfes.wa.gov.au.

Section 10 – Acquittals

10. Acquittal Process

An email will be sent to LGs a minimum of six weeks prior to acquittal requesting the following:

- All data to be updated in BRMS, including upload of post treatment photos,
- A signed Acquittal Declaration (Appendix 7) by the CEO or CFO or delegated authority, and
- Evidence of expenditure.

Information and instructions regarding the BRMS component of the final acquittal is available at Appendix 3C.

If the projects' actual on-ground costs are **less** than the allocated grant funding amount, the final payment will be reduced accordingly.

If the projects' actual on-ground costs are **more** than the allocated grant funding amount, any amount over the allocated grant funding amount cannot be paid from the grant. The additional costs must be paid by the LG.

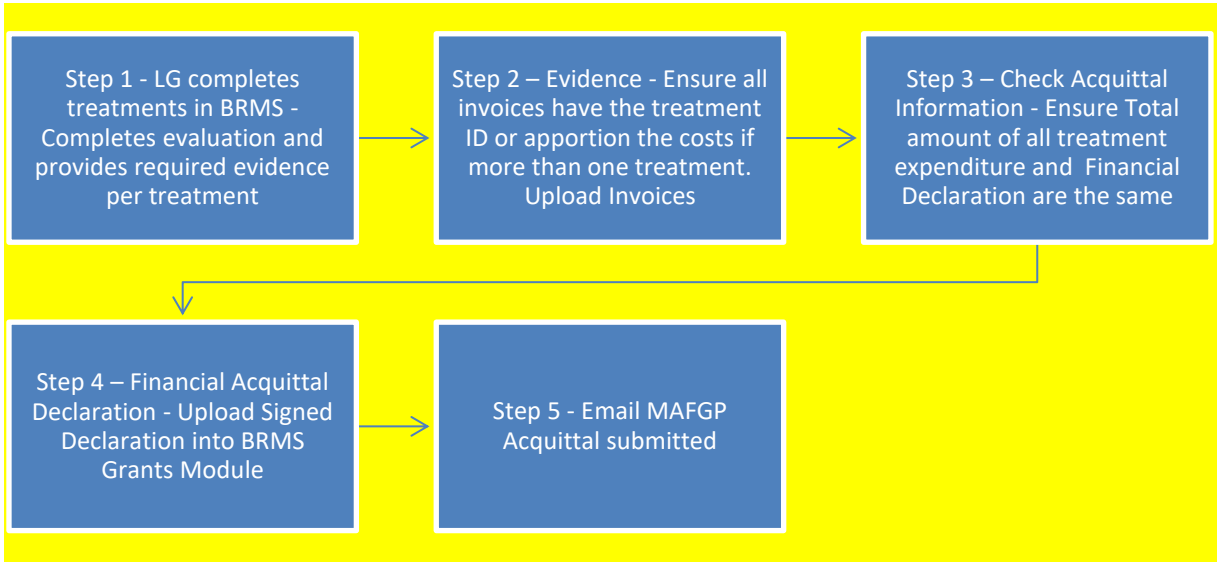
Acquittal occurs when DFES has advised the LG that the reports and financial information provided by the LG in accordance with Grant Agreement clause 3.6 are satisfactory and the final payments have been made.

LGs will be unable to receive funding for future MAF rounds until the current round has been acquitted completely.

Upon project completion, and after all final reimbursement requests have been submitted, an audit may be undertaken by DFES to assess treatment standards and verify the work completed.

If an acquittal extension is required, contact MAFGP@dfes.wa.gov.au.

10.1. Acquittal Process



10.2. Acquittal Actions Required in BRMS

Acquittal requires the following actions to be undertaken in BRMS (it is recommended this is undertaken throughout the year when each treatment is completed):

- Any treatment that has a cost incurred (regardless of if the treatment is fully or partially completed) must have costs entered, have an evaluation performed on it and be marked as complete in BRMS.
- Each completed treatment has a post treatment photo with coordinates.
- Each treatment cost has evidence of expenditure (invoices and finance ledger snapshots). The evidence **must be uploaded as one pdf** to the attachments tab in the BRMS Grants Register. Alternatively, you can send the pdf to MAFGP@dfes.wa.gov.au.

To assist with your acquittal, please read:

- BRMS Grants Module instructions - Appendix 3C (below)
- BRMS User Guide Section 5.10 and 5.11 – download from BRMS Documents

10.3. Evidence of Expenditure

Evidence of payment is required for every treatment. This is generally an invoice. However, it is acknowledged that sometimes an invoice is not raised, for example when the work is undertaken internally within the LG. Where this occurs, a snapshot / screenshot of the LG general ledger (or equivalent) may be accepted. It will need to be certified by the finance officer.

A spreadsheet is not considered evidence of payment.

Ensure each invoice (or evidence of expenditure) has the appropriate treatment ID written on it and is recorded in BRMS. Where the evidence covers more than one treatment activity, apportion the costs to each treatment. If this is not done, the documents will be returned for completion. The information needs to be provided so that the grants officer does not have to guess which invoice belongs to which treatment.

DFES have developed a spreadsheet designed to assist LGs in tracking treatments and invoices. This is not a mandatory document and is simply provided to help LGs track evidence of expenditure. Contact MAFGP@dfes.wa.gov.au to obtain a copy.

10.4. Evidence Checks

DFES cross check each invoice against each treatment activity allocated funding to ensure:

- no overspend,
- no GST applied,
- invoices are for the work requested (ensuring on-ground works only and no project management costs included),
- pre and post treatment photos to determine if works completed,
- evaluation completed, and
- amounts not rounded.

10.5. Treatment Assessment

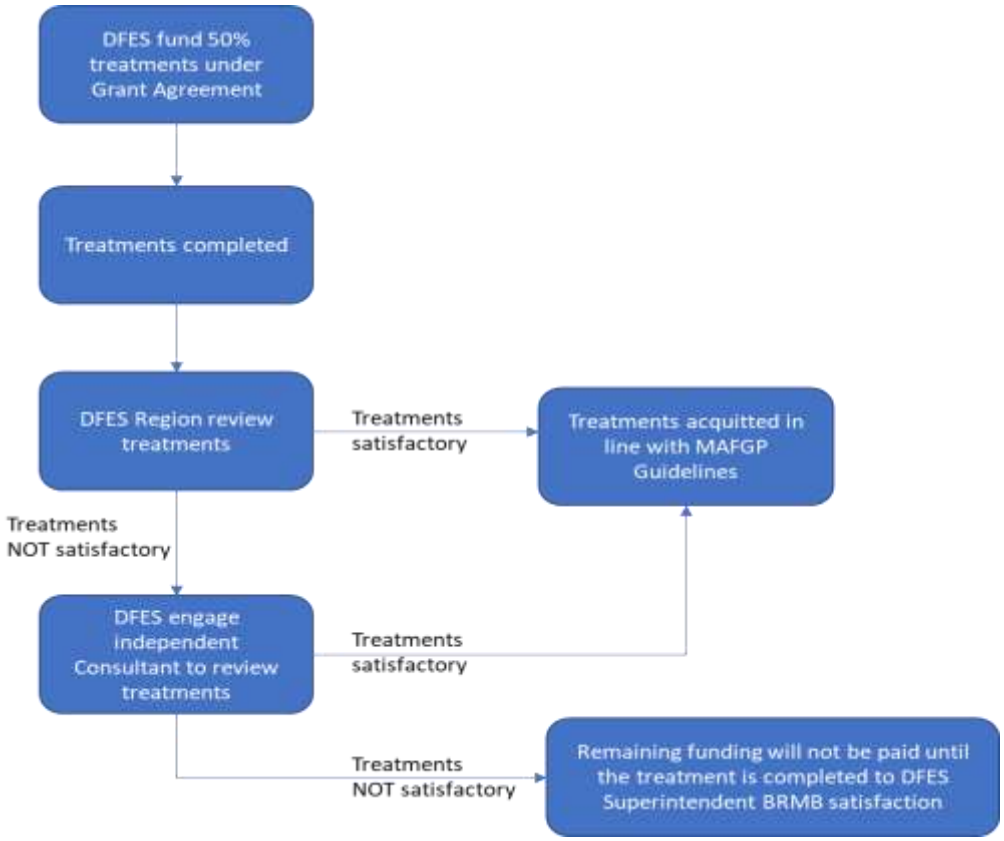
During the acquittal process, the DFES regional office will be requested to provide advice on the completed treatments and confirm that the treatment activities have been completed as described in the Grant Agreement.

When assessing the treatment, the following criteria will be used to ascertain if a treatment meets its expectations:

- Was the objective met.
- Did the treatment reduce or manage bushfire risk
- Was the treatment cost effective

If a treatment has NOT been completed to DFES's satisfaction, DFES will engage an independent body to re-assess the treatment. Any remaining funding will not be paid until the treatment is completed to DFES Superintendent Bushfire Risk Management Branch satisfaction.

The below flow chart shows the process if dealing with a treatment that is not considered by DFES to have been satisfactorily completed.



10.6. Incomplete Treatments

Where activities are not completed, there are two options:

- Option 1 – apply via email (as per Grant Agreement Section 13 – Variations) for an extension up to a maximum of 12 months. Note that no additional funding can be allocated until acquittal is completed.
- Option 2 – acquit and finalise the current round and re-apply for the incomplete activities in the next round.

10.7. Final Invoice

Once all invoices and treatment activities have been reviewed as above, DFES determine the final sum owing to an LG (actual funding spent less the initial 50% paid).

The LG is advised of the final sum they need to invoice DFES. If there is an underspend, DFES will advise the amount and forward an invoice. The email will request that the LG ensure the calculations are correct. Changes are unable to be made if a discrepancy is found following payment.

APPENDICES

Appendix 1 **Definitions**

Appendix 2 **Acronyms**

Appendix 3 **BRMS Grant Management Module**

Appendix 3A - MAF Application Instructions

Appendix 3B - MAF Variation Instructions

Appendix 3C - MAF Acquittal Instructions

Appendix 4 **Photograph Treatment Verification**

Appendix 5 **MAF Application Form**

Appendix 6 **MAF Additional Information Form**

Appendix 7 **Financial Acquittal declaration form**

Appendix 8 **MAF Application Checklist**

Appendix 9 **MAF Acquittal Checklist**

Appendix 1

Definitions

Asset. A term used to describe anything of value that may be adversely impacted by bushfire. This may include residential houses, infrastructure, commercial, agricultural, industry, environmental, cultural and heritage sites.

Bushfire. Unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires both with and without a suppression objective.

Bushfire Hazard. The hazard posed by the classified vegetation, based on the vegetation category, slope and separation distance.

Bushfire Risk. The chance of a bushfire igniting, spreading, and causing damage to the community or the assets they value.

Bushfire Risk Management. A systematic process to coordinate, direct and control activities relating to bushfire risk; with the aim of limiting the adverse effects of bushfire on the community.

DFES Personnel. Includes DFES employees and/or volunteers.

Fully acquitted. Acquittal occurs when DFES has advised the LG that the reports and financial information provided by the LG in accordance with Grant Agreement clause 3.6 are satisfactory and the final payments have been made.

Gazetted townsite. An urban centre whose boundary has been technically described by a government authority for land administration purposes and published in the Western Australian Government Gazette.

OBRM endorsed BRM Plan. A BRM Plan is a strategic document developed by local government to facilitate a coordinated approach towards the identification, assessment and treatment of assets exposed to bushfire risk. It must have been endorsed by the DFES Office of Bushfire Risk Management.

On-the-ground mitigation works. Fuel management techniques undertaken with the aim of reducing bushfire risk, including planned burning, mowing, mulching, ploughing, slashing, raking, and weed control measures.

Project. The set of treatments allocated funding.

Remnant vegetation or bushland. Patches of native trees, shrubs and grasses still left. Can be any shape or size and can include all types of native vegetation, including forest, woodland, native grasslands, mallee, or coastal heathland.

Risk Assessment. The systematic process of identifying, analysing, and evaluating risk.

Tenure Blind. An approach where multiple land parcels are considered as a whole, regardless of individual ownership or management arrangements.

Treatment. An activity undertaken in order to modify risk, such as a planned burn.

Treatment Priority. The order, importance, or urgency for allocation of funding, resources and opportunity to treatments associated with a particular asset. The treatment priority is based on an asset's risk rating.

Treatment Schedule. A report produced within BRMS that details the treatment priority of each asset identified in the BRM Plan and the treatments scheduled.

Treatment Strategy. The broad approach that will be used to modify risk, such as fuel management.

Unallocated Crown Land means Crown land. • in which no interest is known to exist, but in which native title within the meaning of the *Native Title Act 1993* (Cth) may or may not exist • which is not reserved, declared or otherwise dedicated under the *Land Administration Act 1997* (LAA) or any other written law.

Unmanaged reserves. A Crown reserve whose care, control and management have not been formally placed with a management body, whether under section 46 of the LAA or management arrangements under another Act.

Verge. The area within the road reserve between the edge of the road infrastructure and adjacent property.

Appendix 2

Acronyms

AO	Area Officer
BMB	Bushfire Mitigation Branch
BRMC	Bushfire Risk Mitigation Coordinator
BRMO	Bushfire Risk Management Officer
BRPC	Bushfire Risk Planning Coordinator
BRM	Bushfire Risk Management
BRMS	Bushfire Risk Management System
ESL	Emergency Services Levy
DBCA	Department of Biodiversity, Conservation and Attractions
DO	District Officer
DPLH	Department of Planning, Lands and Heritage
MAFGP	Mitigation Activity Fund Grants Program
MAF3Y	Mitigation Activity Fund 3 Year Grant Program
OBRM	Office of Bushfire Risk Management
RFD	Rural Fire Division
RfR	Royalties for Regions
TEC	Threatened Ecological Community

BRMS Bushfire Risk Management System

Appendix 3

Bushfire Risk Management System (BRMS) Grants Management Module USER GUIDE

BUSHFIRE RISK MANAGEMENT SYSTEM
GRANTS MANAGEMENT MODULE USER GUIDE
November 2023

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Appendix 3A

Application Instructions

1. INTRODUCTION

These instructions are specific to applying for a MAF Grant. It assumes that all treatments have been entered into BRMS.

For instructions on how to input treatments see the BRMS User Guide

Prior to Submitting your application in the BRMS Grants Module, ensure all treatments to be applied for are in BRMS and check the following:

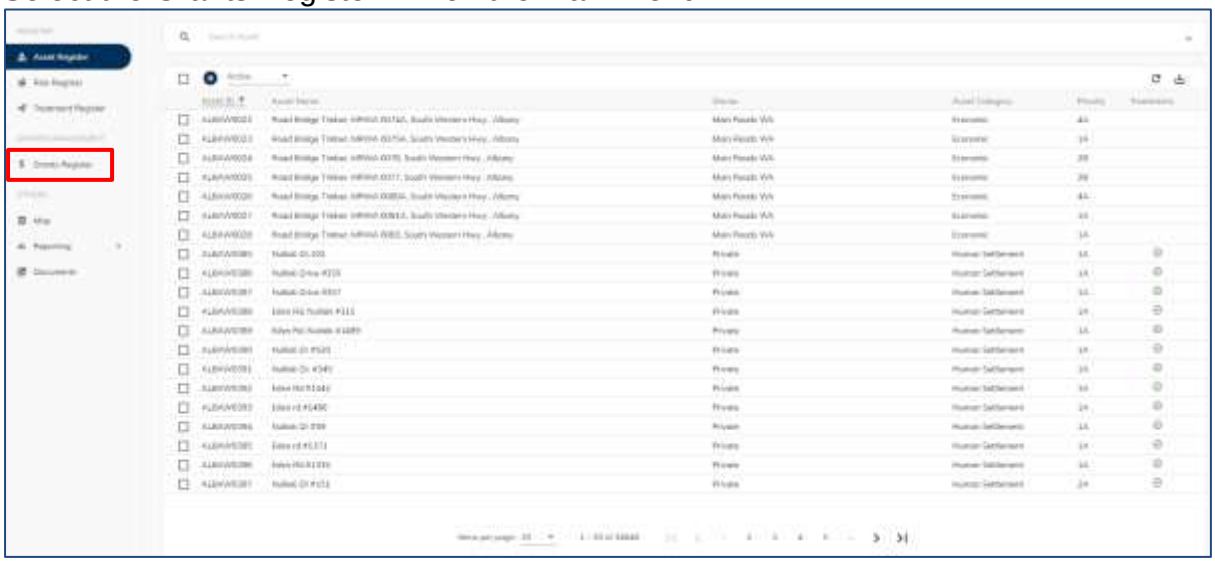
- There are no ineligible parcels contained in any of the treatment areas.
- All pre-treatment photos have been uploaded in BRMS and include GPS coordinates.
- Any high-cost treatments or fence /gate treatments have the appropriate supporting information as detailed in the guidelines.

Note that once the round has closed the treatments applied for cannot be amended.

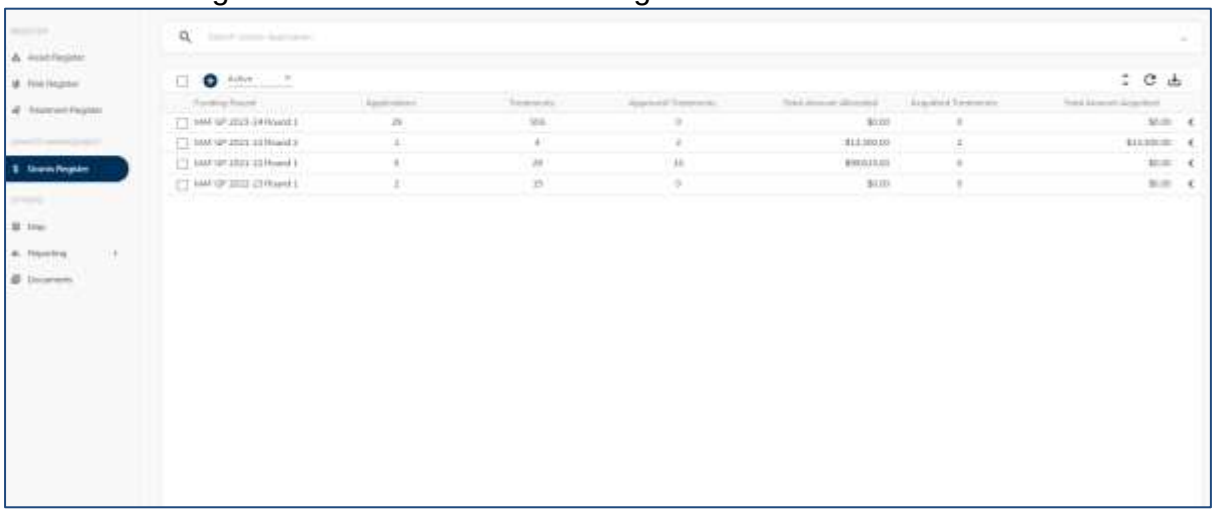
1.1 Accessing the Grants Management Module

The Grants Management Module is accessed from the main menu of the Bushfire Risk Management System (BRMS). Users wanting to create and acquit applications will be required to have full write access to the system. If you do not have access, you will need to contact BRMSsupport@dfes.wa.gov.au and undertake the appropriate training.

Select the Grants Register link on the main menu



The Grants Register will show a list of funding rounds



2. GRANTS APPLICATION

A draft application can be created and saved by a Local Government (LG) irrespective of whether the Grants round is open or not. However, the application can only be submitted once the Grants round is open. This provides LGs with sufficient time to check the application thoroughly before it is submitted.

Before starting a Grants application, all treatments to be included in the application should be checked in BRMS to ensure they are recorded correctly. If treatments do not meet the criteria for the Grants Round, they will not be displayed in the list of Eligible Treatments. The following criteria need to be checked:

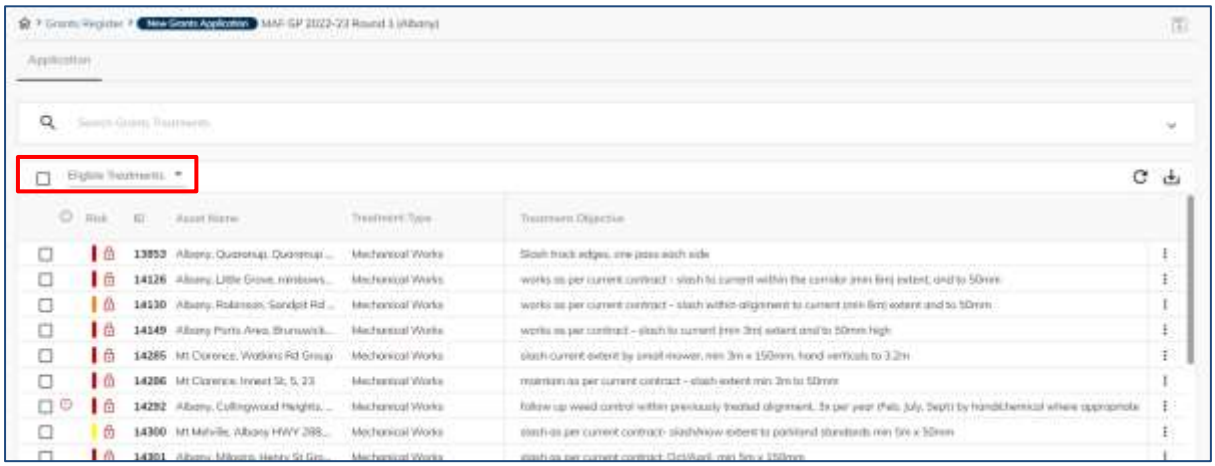
- Eligible treatment type
- Scheduled date is within the date range
- Risk rating is Extreme, Very High or High
- Pre-treatment photos have been attached

2.1 Creating a Draft Application

1. From the ***Grants Register***, click on the ***Add New*** button

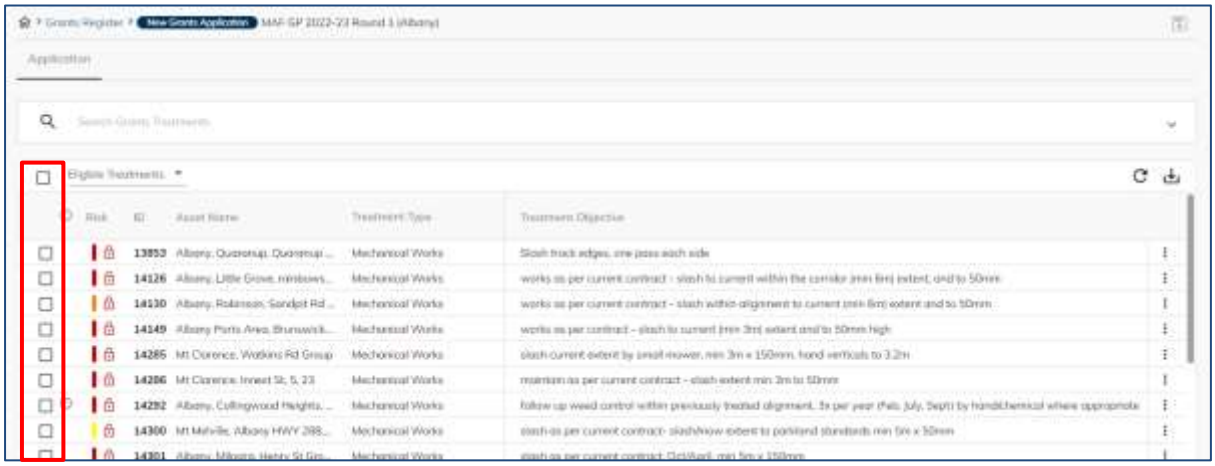
. A blank ***New Grants Application*** popup will be displayed.

2. Select the Grants Round and the LG from the dropdown list and click on the ***Create*** button. All treatments meeting the eligibility requirements for the selected Round and LG will be displayed on the ***Application*** tab – ***Eligible Treatments*** view.



2.2 Saving a Draft Application

The application can now be saved as a draft. An LG is able to save a draft application even if the application is not ready for submission or the grants round is not yet open for applications.



To save the draft application:

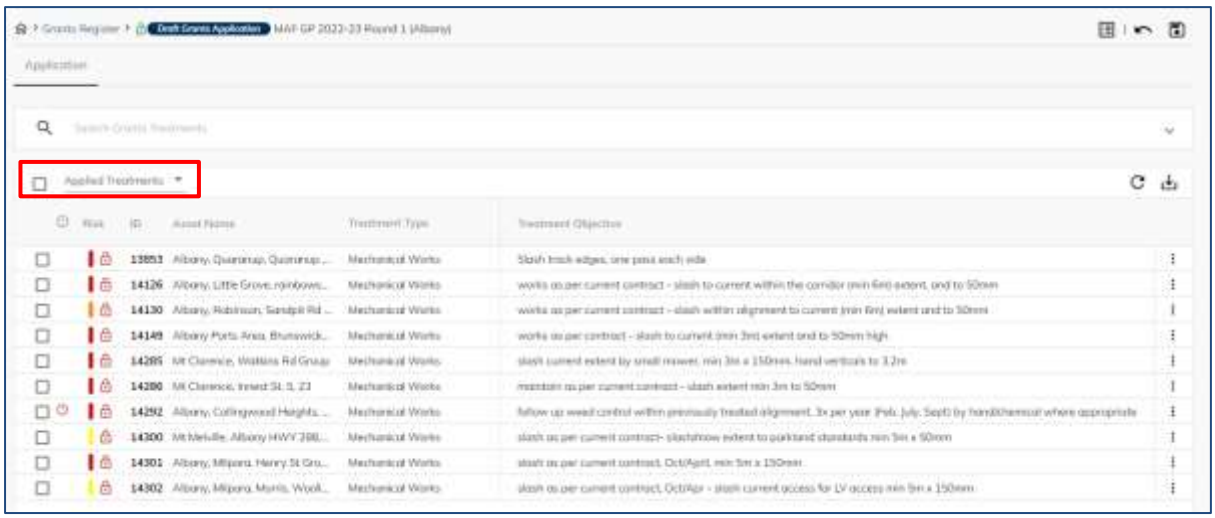
1. Tick the select box against the treatments to be included in the application. If all treatments displayed in the ***Eligible Treatments*** view are to be included in the application, tick the ***Select all on Page*** select box at the top. If the number of eligible treatments exceeds the number of items displayed on the page, an option to select all eligible treatments will be displayed. Click on this option if relevant.

2. Click on the ***Save*** button. The ***Save Grants Application : Round (Local Government)*** popup will be displayed.

3. If required, enter a comment in the ***Application Comment*** field. This comment will be something you want the Grants Committee to be aware of.

4. Click on the ***Save*** button – **DO NOT** select the ***Save and Submit Grants Application?*** checkbox at this stage.

5. The selected treatment(s) to be included in the application will now be displayed on the ***Application*** tab – ***Applied Treatments*** view.

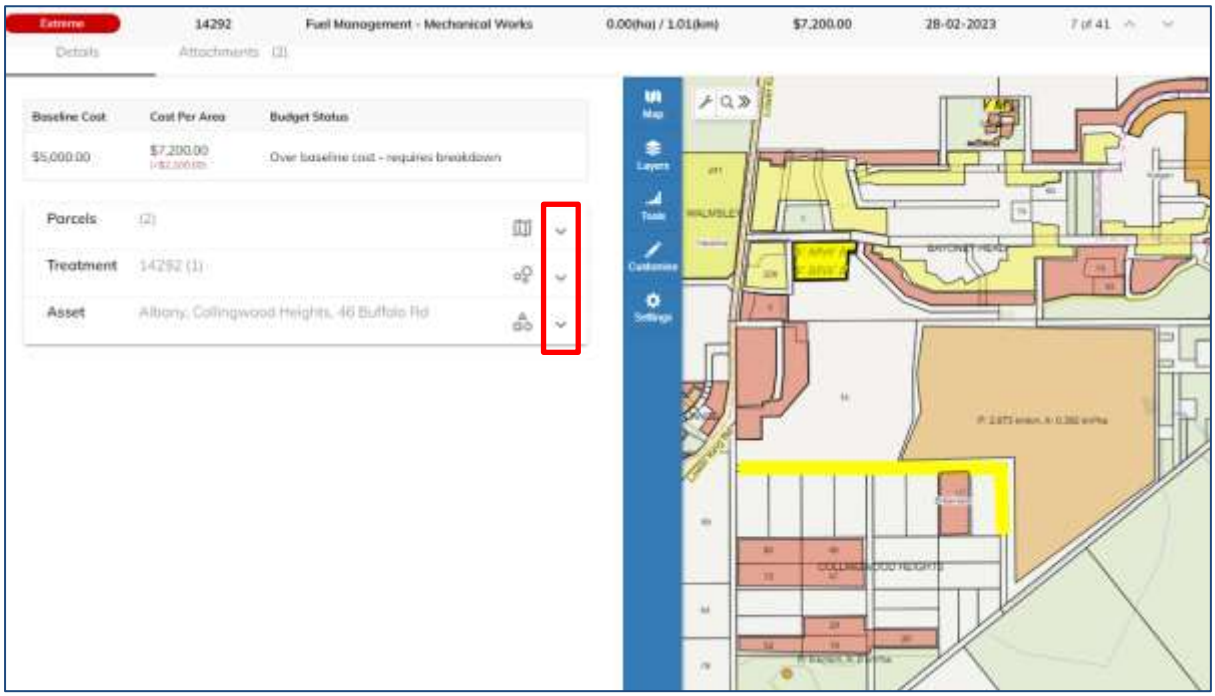


All eligible treatments not saved in the application remain in the ***Eligible Treatments*** view. To view these, click on the dropdown at the top of the page and select ***Eligible Treatments.*** If you have omitted a treatment from the draft application, follow Steps 1 to 5 above to add it.

2.3. Viewing Treatment Details

Users are able to view a summary of a treatment's details in the Grants module.

1. Click on the treatment whose details you want to view. A quick view of the treatment will be displayed.

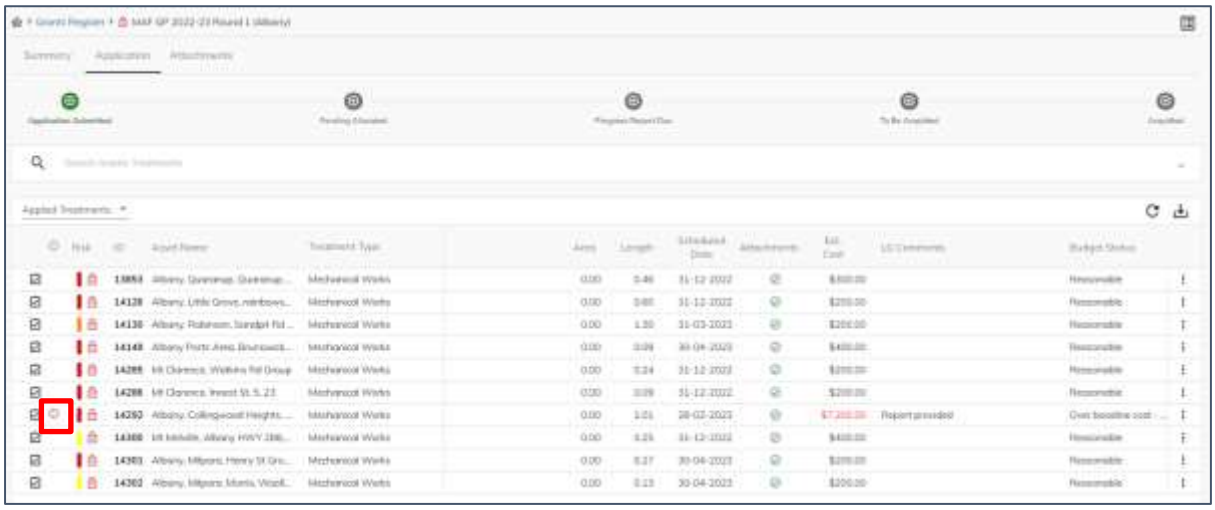


2. To view the details, click on the dropdown arrow for the asset, treatment or parcels. Users are also able to switch on / off map layers, use map filters etc as per the current functionality in BRMS. To return to the ***Application*** tab, click away from the Quick view window.
3. If changes need to be made to the treatment before the application is submitted, click on the ***Go to treatment Details*** icon. The user will be redirected to the ***Treatment details*** page in BRMS where the required changes can be made and saved. To return to the Grants Module, click on the ***Grants Application*** $ icon.

2.4. Adding comments to treatments displaying a warning symbol

Warning symbols are displayed against treatments that do not have attachments or where the estimated cost of a treatment exceeds the baseline cost for the treatment type. The relevant information resulting in the warning is displayed in red font. Alternatively, you can hover the mouse over the warning symbol to see further details.

LGs **must** enter a reason in the ***LG Comments*** field if the treatment is to be included in the application. If a comment is not provided, the LG will be unable to save or submit the application.



1. To add a comment, tick the select box against the relevant treatment(s). The ***LG Comments*** field will be activated.

2. Enter a comment against the treatment(s) displaying the warning symbol. **Comments should provide enough detail to allow the Grants Committee to make a decision in relation to the treatment.**

3. Once comments have been added, the draft application can be saved.

2.5. Editing an Application

An LG can add treatments to or remove treatments from an application up until the grants round closes.

2.5.1 Adding a treatment to an application

1. Go to the ***Application*** tab – ***Eligible Treatments*** view.
2. Tick the select box for the treatment(s) to be added to the application.

> If the treatment has a warning symbol in relation to the cost of the treatment, the ***LG Comments*** field must be completed before it can be added to the application.

3. Click on the ***Save*** button. The ***Save Grants Application : Round (Local Government)*** popup will be displayed.

4. Click on the ***Save*** button. The relevant treatment(s) will move from the ***Eligible Treatments*** view to the ***Applied Treatments*** view.

2.5.2 REMOVING A TREATMENT FROM AN APPLICATION

1. From the ***Application*** tab – ***Applied Treatments*** view, click on the ⋮ icon for the relevant treatment and select ***Delete***. The ***Delete Treatment id*** popup will be displayed.

2. Enter a comment and click on the ***Delete*** button. The relevant treatment will move from the ***Applied Treatments*** view to the ***Eligible Treatments*** view. It is not removed from BRMS.

2.6 Attachments

2.6.1 Adding an Attachment to an Application

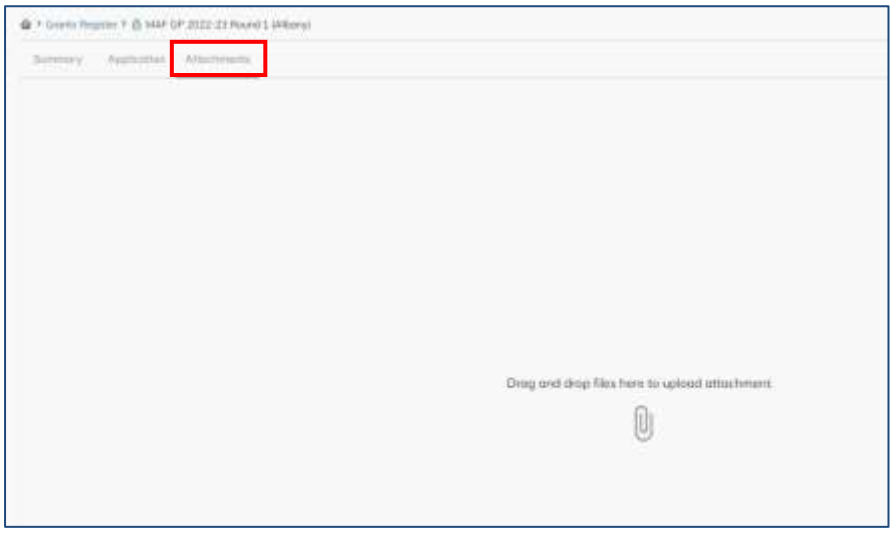
As part of the Grants Application process, you are required to submit the Application Form, additional information forms for high cost treatments and other supporting documentation. These documents should be added to the application as attachments.

When applying for treatments, it is beneficial to the assessment team and grants committee to have as much information to enable them to make a decision. Include any reports, emails of support ,environment or community considerations that may support the application.

Please ensure that attachments are named correctly;

- Application Form – (Round Details – LG – Application Form). E.g. MAFGP2425R1 – Albany - Application Form
- Photos – (Treatment ID - Pre-Treatment Photo x) E.g. Treatment 808 – Pre-Treatment Photo 1
- Additional Information – (Round Details – LG – Treatment ID – Reason) E.g. MAFGP2425R1 – Busselton –– Treatment 1234 - Fence

.



1. From the ***Attachments*** tab, click on the ***Upload New Attachment*** (paperclip) button or drag and drop the item(s) to be attached. A window will open enabling you to navigate to the item(s) you want to attach.

2. Once you have selected the item(s) to attach, click on the ***Open*** button. The item(s) will be uploaded and displayed as a thumbnail if the attachment is an image.

2.6.2 Viewing and Downloading an Attachment for an Application

1. From the ***Attachments*** tab, click on the three dots for the attachment you want to view / download.

2. To view the attachment, select ***Open*** from the dropdown. The attachment will be opened in a new window.

3. To download the attachment, select ***Download*** from the dropdown. The attachment will be downloaded.

2.6.3 Deleting an Attachment from an Application

1. From the ***Attachments*** tab, click on the attachment you want to delete.

2. Click on the three dots and select ***Delete*** from the dropdown. The ***Delete Attachment*** popup will be displayed.

3. Click on the ***Yes*** button. The attachment will be deleted and removed from the list of attachments.

2.7 Submitting an Application

> Changes to treatments included in an application can only be made up until the Round closes. Please check all treatment details carefully before submitting an application. This does not include adding notes or attachments to a treatment.

1. Once all required attachments have been added to the Attachments tab and the draft application is ready to be submitted, go to the ***Application*** tab – ***Applied Treatments*** view.

2. Click on the ***Save*** button. The ***Save Grants Application: Round (Local Government)*** popup will be displayed.

3. If required, enter a comment in the ***Application Comment*** field.

4. Tick the ***Save and submit Grants application?*** Select box.

5. The number of treatments to be included in the application will be displayed. Click on the ***Submit*** button. The application will be submitted and ***Application Submitted*** will be displayed on the Progression bar.

6. Send an email to MAFGP@dfes.wa.gov.au advising that the application has been submitted. An email acknowledging receipt of the application will be sent to you. If you do not receive an acknowledgement within 24 hours, please contact the MAFGP team.

Appendix 3B

MAF Variation Grants Module Instructions

This Section assumes that all treatments have been entered into BRMS.

3.VARIATIONS

LGs are able to request a variation to their application in the following circumstances:

- Any modification or amendment to an existing treatment (this simply requires an email to MAFGP@dfes.wa.gov.au).
- New treatment variation (including where a treatment was previously withdrawn from an application due to a cap and is now to be included).

Before applying for a new treatment variation

- Enter the new treatment in BRMS,
- Ensure pre-treatment photo is uploaded in BRMS.

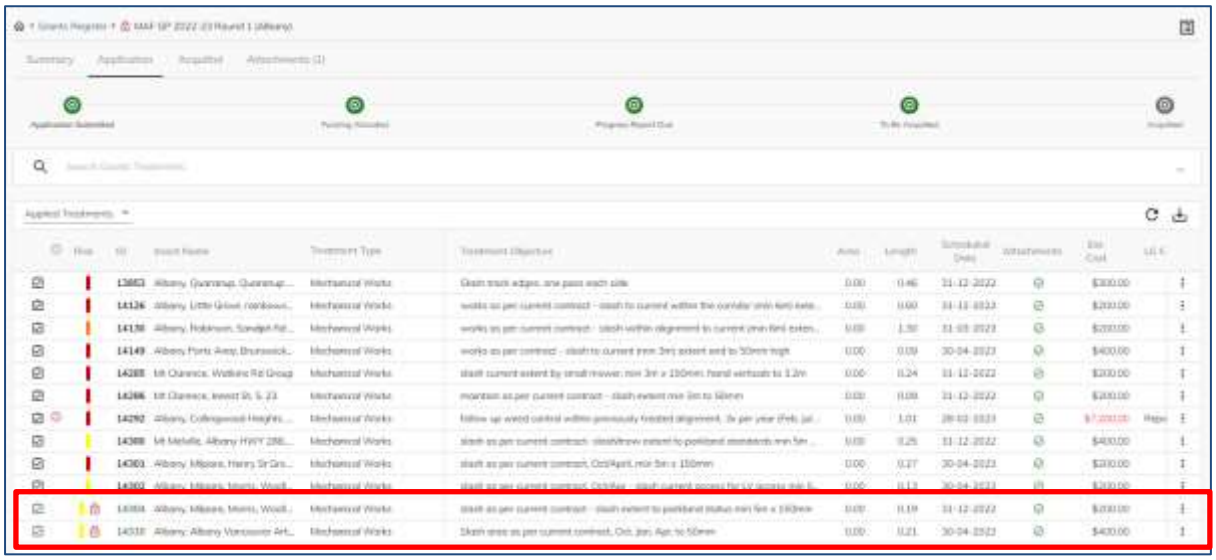
3.1 Submitting a Variation

1. From the ***Application*** tab – ***Eligible Treatments*** view, tick the select box against the treatment(s) to be submitted as a variation.

2. Check for treatment warnings and enter a reason in the LG Comments field. If a comment is not provided, the LG will be unable to save or submit the variation.

3. Click on the ***Save*** button at the top of the page. The ***Save Grants Application : Round (Local Government)*** popup will be displayed.

4. Click on the ***Save*** button. The treatment will now be visible on the ***Application*** tab – ***Applied Treatments*** view and will be displayed in green font.



4. Send an email to MAFGP@dfes.wa.gov.au advising that a variation to the application has been submitted.

5. The treatment will then be checked for eligibility and the LG notified that the variation is approved/not approved.

Appendix 3C

MAF Acquittal Instructions

4. Grants Acquittal

The MAF final acquittal process requires Local Governments to:

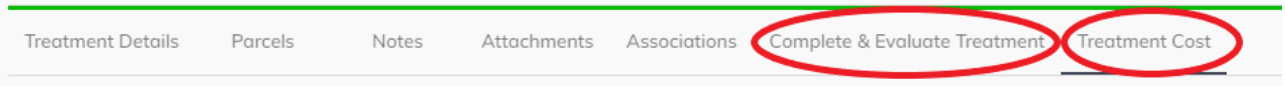
- Complete and evaluate all treatments that have been fully or partially completed in BRMS as per the BRMS User Guide.
- Enter Treatment costs in BRMS.
- Ensure each treatment has a post treatment photograph with coordinates.
- Evidence of expenditure (Invoices and finance ledger snapshots) have had the treatment number annotated and have been uploaded. The evidence **must be uploaded as one pdf** to the attachments tab in the BRMS Grants Register. Alternatively, you can send the pdf to MAFGP@dfes.wa.gov.au.
- Check that all amounts in the grants module are the same as the invoice amounts and the Financial Declaration.
- CEO to sign the Financial Acquittal Declaration and upload to the Grants Module.
- Email notification of acquittal submission to MAFGP@dfes.wa.gov.au.

4.1 Complete Treatments in BRMS

In order to be able to acquit a Grants application, the relevant treatments need to be completed in BRMS, treatment cost information added and saved and all required evidence attached (e.g. post treatment photos). The acquittal tab provides the user with a snapshot of which treatments are ready to be acquitted or need further updates in BRMS.

In BRMS you will need to work on the following tabs

- Complete & Evaluate Treatment
- Treatments Cost



4.1.1 For fully or partially completed treatments.

Note: Before completing a treatment in BRMS, check that all details are correct as they cannot be changed at a later stage.

- Mark the relevant treatment as completed by clicking on the 'Complete and Evaluate Treatment' tab for the relevant treatment and entering the required information.
- Enter the required information in the 'Complete and Evaluate Treatment' tab and the Treatment Cost tab, ensuring the correct Funding Source and cost information is entered and save the record once finalised. (If you do not save the treatment cost information once it has been entered, if will not appear in the final acquittal report. Where a treatment has been partially completed, add information in the 'Comment'

tab advising why the treatment was only partially completed and whether an additional treatment will be created to fully complete the work.
- Attach a post-treatment photo using the format 'Treatment ID – Post Treatment Photo x'.
- If relevant, create a new treatment for the additional / remaining work.

For detailed instructions on any of the above, please refer to Section 5 – Treatment Register in the BRMS User Guide in the first instance or direct any queries to BRMSsupport@dfes.wa.gov.au.

4.1.2 For treatments that have not been delivered.

If the treatment has not been started at all, the user should not complete the treatment in BRMS.

- If the treatment will be undertaken in the future using MAF, the 'Proposed Funding Source' will need to be changed e.g. next MAF funding round (MAFGP 22-23 Round 1), Operational Budget etc. Note this can only be changed in BRMS once the acquittal has been finalised.

4.2 Evidence of expenditure

Evidence of payment is required for every treatment. The information needs to be provided so that the grants officer does not have to guess which invoice belongs to which treatment.

Ensure all invoices contain the treatment number. If more than one treatment per invoice – apportion the costs excluding GST.

Company Slogan

Date: Date
INVOICE # 100

To

Name
Company Name

1234 - $2,500
1235 - $1,400
1236 - $1,300
$5700

Qty	Description	Unit Price	Line Total
1	Grader Hire – Brockman Drive – treatment # 1234	2000.00	2000.00
1	Grader Hire – Smith Drive – treatment # 1235	1500.00	1500.00
1	Grader Hire – Lachlan Way – treatment # 1236	1000.00	1000.00
1	Traffic Management – Brockman - Drive treatment #1234	500.00	500.00
1	Traffic Management – Smith Drive – treatment #1235	400.00	400.00
1	Traffic Management – Lachlan Way – treatment 1236	300.00	300.00
		Subtotal	5700.00
		Sales Tax	570.00
		Total	6270.00

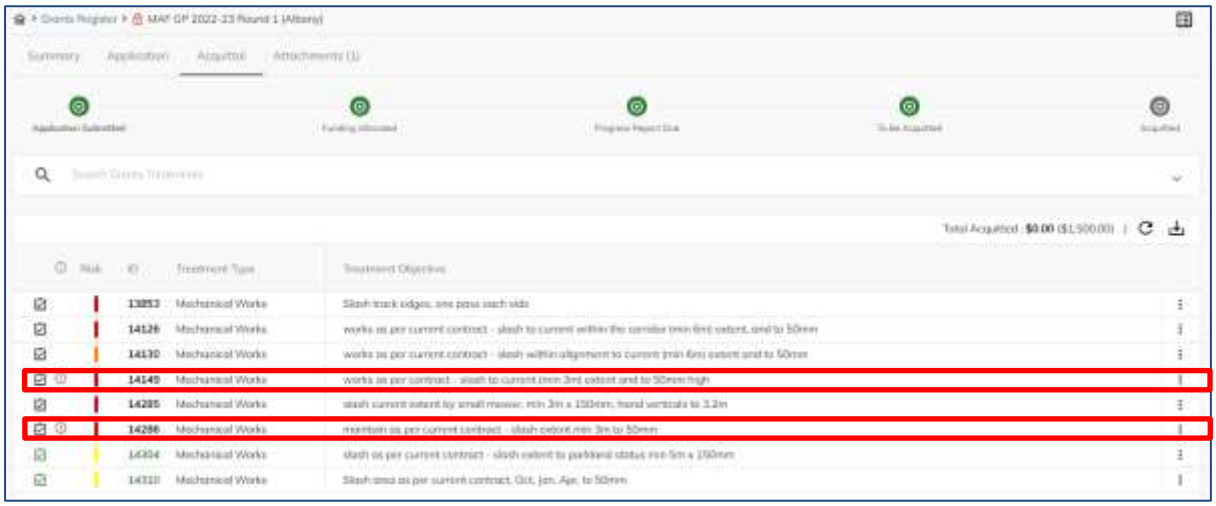
Figure 1- Evidence of expenditure - Invoices

If there is no invoice – i.e., using LG plant/staff, provide a snapshot/printout from LG finance system showing allocation of amounts for each treatment.

The evidence must be uploaded as one pdf to the attachments tab in the BRMS Grants Register. Alternatively, you can email the pdf to MAFGP@dfes.wa.gov.au.

4.3 Checking the Grants Acquittal Information

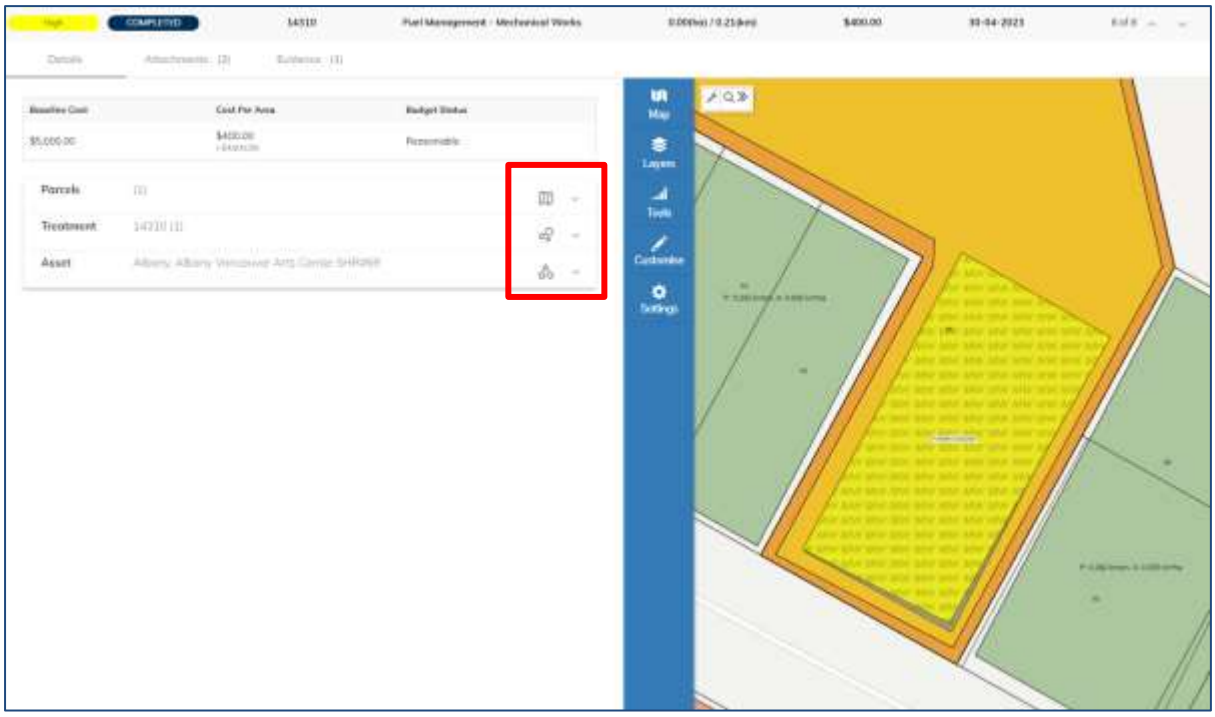
1. From the ***Summary*** tab, click on the ***Acquittal*** tab. All treatments allocated funding (including variations) will be displayed.



The treatments that are not ready to be acquitted will display a warning symbol and the relevant fields highlighted in red font.

4.4 Viewing Treatment Details

1. From the ***Acquittal tab***, click on the treatment row. A quick view of the treatment will be displayed.



2. To view the details, click on the dropdown arrow for the parcels, treatment or asset. Users are also able to switch on / off map layers, use map filters etc as per the current functionality in BRMS. To return to the ***Acquittal*** tab, click away from the Quick view.

3. To view full treatment details, click on the ***Go to treatment Details*** icon. The user will be redirected to the ***Treatment details*** page in BRMS. To return to the Grants Module, click on the ***Grants Application*** $ icon.

4.5 Viewing Treatment Attachments

1. From the ***Acquittal tab***, click on the treatment row. A quick view of the treatment will be displayed.

2. Click on the ***Attachments*** tab. All attachments will be displayed in Grid view. Any images that have been attached will be displayed as a thumbnail.

3. To view the attachment, click on the three dots and select ***Open*** from the dropdown. The attachment will be opened in full size view.

4.6 Viewing Cost Evidence

1. From the ***Acquittal tab***, click on the row for the relevant treatment. A quick view of the treatment will be displayed. Any amendments to treatment completion or cost information will need to be made through the BRMS treatment register.

2. Click on the ***Evidence*** tab. A summary of the cost evidence recorded against the treatment will be displayed.

4.7 Financial Acquittal Declaration

Check the following amounts are the same:

- The total in the Grants module,
- The total of all the invoice/ledger amounts, and
- The total amount in the Financial Declaration.

Once all the figures are the same, the Financial Acquittal Declaration is to be signed by the CEO or delegated authority. The Declaration must then be uploaded onto the BRMS Grants Module attachments tab.

4.8 Finalising the Grants Acquittal Information

Once all treatments have been checked in BRMS to ensure they meet the acquittal requirements you are ready to finalise the acquittal.

1. Ensure all required documentation has been added as an attachment in the Grants Module – this includes the signed acquittal declaration and a copy of all invoices / general ledger entries for all treatments being acquitted. Evidence of expenditure (invoices and finance ledger snapshots) must be uploaded as one pdf to the attachments tab in the BRMS Grants Register. Alternatively, you can send the pdf to MAFGP@dfes.wa.gov.au.

2. Send an email to MAFGP@dfes.wa.gov.au advising that the acquittal has been submitted. An email acknowledging receipt of the acquittal will be sent to you. If you do not receive an acknowledgement within 24 hours, please contact the MAFGP team.

For BRMS related queries please email BRMSsupport@dfes.wa.gov.au

Appendix 4

Photograph Treatment Verification Guidelines

Photographs are a key component of the MAF Grants Program and allow DFES to ascertain that a treatment has been undertaken to a standard.

Photographic evidence regarding a treatment is required at two stages within the process:

- **Pre-treatment photos** are required at application – this allows the Pre-assessment Team and the MAF Grants Committee to review the treatments in deciding allocation of funding.
- **Post-treatments photos** are required at acquittal – the pre-treatment photos are reviewed alongside the post-treatment photos to ensure the treatment has been undertaken.

As the photographs are a source of verification, they need to adhere to the following:

- When uploading the photograph into BRMS, the photo should be saved as a .jpg file and named using the format 'Treatment ID - Pre-Treatment Photo x' (For example 'Treatment 808 – Pre-Treatment Photo 1'). If more than one pre-treatment photo is attached, use consecutive numbering for each treatment and upload each photo individually – multiple photos should not be saved in a single PDF document.

- All pre and post treatment photos must include the latitude, longitude, time and date as per the example below.

- Submit enough photos for DFES to be able to make an informed decision – generally one to two photos for a small area / three to four photos for a large area is adequate.

- Photos need to contain the significant elements of the treatment and in the case of post-treatment photos, show evidence of the work undertaken.

- Photos must be taken from the same position and angle facing the same direction to allow a comparison of the site before and after treatment. If possible, frame the location of the evidence with a landmark.

- Consider having pre-treatment photos with you when taking post-treatments photos to ensure they align.

Site visits may occur to assess treatment standards and verify the works have been completed.

The following phone apps allow you to capture photos and stamp them with flexible information overlays such as latitude, longitude, or notes.

- Context Camera (Apple)
- AngleCam (Android).
- Theodolite

Appendix 5

Mitigation Activity Fund Grants Program Application Form – 2024/2025 Round 1

The Mitigation Activity Fund Grants Program objective is to reduce the hazard or exposure to identified assets that are at risk from the occurrence of bushfire on Local Government managed Crown land.

CLOSING DATE

Applications must be received by Wednesday 12 Noon - 24 April 2024

APPLICATION DOCUMENTATION

Before applying, it is expected you have **read and understood** all information in the MAFGP Guidelines for Applications and Sample Grant Agreement.

COMPLETING THIS APPLICATION

All parts of the application must be completed including the signature of the Local Government CEO, the DFES Regional Superintendent and the Bushfire Risk Management Officer (BRMO)
The application will be rejected if the signatures are omitted.

SUBMISSION – HOW TO LODGE

- Upload this application form into the BRMS Grants Module.
- Submit you application through the BRMS Grants Module by the closing date/time below.
- **Applications cannot be submitted after this time.**

Send an email to MAFGP@dfes.wa.gov.au advising that the application has been submitted through BRMS. We will acknowledge receipt of your application. If we do not contact you within 24 hours, please contact the MAFGP team.

APPLICATION TIMELINES

Consultation with the BRMO is essential and applications deemed to have not undergone appropriate engagement will not be approved. The following timelines for consultation are highly recommended (as a minimum):

- **4 weeks prior to application close:** Ensure all treatments are in BRMS and meet with DFES BRMO to discuss proposed treatments.
- **2 weeks prior to application close**: Draft application submitted to DFES BRMO for perusal, feedback and signature.
- **1 week prior to application close:** Final application documents submitted to Regional Superintendent and CEO for signature.

APPLICATION ASSISTANCE

If you require assistance or support in using and/or submitting this application form, contact MAFGP@dfes.wa.gov.au

If you require assistance or support with the Bushfire Risk Management System (BRMS) contact BRMSsupport@dfes.wa.gov.au

SECTION 1 – APPLICATION DETAILS

Local Government Details

Local Government Name:	
Date BRM Plan endorsed by OBRM or last review date:	
Date BRM Plan Approved / Adopted by Council: (*Not an eligibility or requirement – for statistical use)*	
Number of treatments applied for:	
Amount applied for *(excluding GST*)	

Treatment Strategy:
Provide a brief outline of the treatment strategy and overall approach that will be taken to managing bushfire risk. This may include details on focus areas, timeframes for delivery and what is being prioritized.

Primary Contact

Name:	
Position:	
Email Address:	
Contact Phone:	

Alternative Contact

Name:	
Position:	
Email Address:	
Contact Phone:	

Please advise if these details change during the funding round.

SECTION 2 – LOCAL GOVERNMENT DECLARATIONS

I declare my Local Government:

☐	Has the resources available to undertake all requirements contained within the MAFGP Guidelines, including (but not limited to): • Upload pre and post treatment photographs. • Manage the completion of all treatments allocated funding. • Acquit the grant including submission of evidence of expenditure, and • Complete an evaluation of all funded treatments in the Bushfire Risk Management. System (BRMS) in accordance with the BRMS User Guide.
☐	Is willing to sign and comply with the requirements in the MAF Grant Agreement.
☐	Has an Office of Bushfire Risk Management (OBRM) current endorsed Bushfire Risk Management Plan.
☐	All previous MAF grant funds will be acquitted by time of funding for this round.
☐	Will seek approval for any variation to funding of treatment activities prior to undertaking any works.
☐	Appropriate stakeholder engagement and due diligence has been undertaken including matters of environmental, cultural heritage and community values.
☐	Will ensure all necessary permits are received prior to commencement of treatment activity.
☐	Has liaised with the DFES Bushfire Risk Management Officer regarding the treatments.

I declare the treatment activities:

☐	Will reduce bushfire risk within WA and have been identified as addressing either an extreme, very high or high risk to assets.
☐	MAF funding sought is for works on land that is State owned and managed by the Local Government.
☐	Will be scheduled for completion within 12 months.
☐	Are not already programmed for completion (either by the Local Government, DFES or DBCA).
☐	Will not use this funding as a substitute for existing funding.
☐	Works are of a physical nature (e.g., Hazard reduction burning, slashing, mowing, chain-rolling, mulching, etc.).
☐	Will not be using MAF to cover overheads, staff costs or associated project administrative costs.
☐	Will not commence works prior to the Grant Agreement being signed.
☐	Are based on realistic budget estimates.

Additional information provided:

☐	Justification for treatment types of fences and gates has been included in BRMS.
☐	Treatments over $100,000 have a high-cost treatment form attached.

Please advise if these details change during the funding round.

SECTION 3 – SIGNATURES

DFES Bushfire Risk Management Officer (equivalent DFES officer where there is no BRMO)
I have reviewed the treatments with the Local Government and can advise that I consider the treatments to be:

- Reducing or managing bushfire risk to an identified asset.
- Cost effective.
- Tailored to the identified risk.
- Proportionate to the identified risk.
- Achievable (changes in fuel age, separation distances reduction in risk levels).
- Consistent with DFES Guidelines.

Name:		Date:	
Position:		Signature:	
ENDORSED / NOT ENDORSED – subject to the following:			

DECLARATION – DFES Superintendent
To the best of my knowledge and on advice provided by the Regional Bushfire Risk Management Officer or District Officer, I declare that I am aware of the treatment activities applied for by the LG and that they are realistic, reasonably costed and will reduce bushfire risk.

Name:		Date:	
Position:		Signature:	
ENDORSED / NOT ENDORSED – subject to the following:			

DECLARATION – Chief Executive Officer or Delegated Authority

- I declare that the information included in the attached spreadsheet is correct to the best of my knowledge.
- I declare that my organization and treatment activities meet all eligibility requirements, and I have read and understood the MAFGP Guidelines for Applications.
- I declare that I am authorized to submit this application on behalf of my organization, and I understand I will be required to enter into a contractual arrangement with the State Government of Western Australia if I am successful.

Name:		Date:	
Position:		Signature:	
Comments:			

Appendix 6

Mitigation Activity Fund Grants Program Additional Information

Provide enough detailed information to allow the assessment team and Grants Committee to make a decision. Applications that do not meet this requirement may not be considered.

REASON FOR ADDITIONAL INFORMATION

- ☐ High-Cost Treatment (over $100,000)
- ☐ Fence or Gate
- ☐ Other (provide details)

MAFGP ROUND:	
LOCAL GOVERNMENT:	
TREATMENT ID:	
ASSET NAME:	
ESTIMATED COST:	
TREATMENT DESCRIPTION	
TREATMENT OBJECTIVES	

PREVIOUS TREATMENT DETAILS: *If a treatment has previously been undertaken on this parcel of land, provide treatment numbers.*

PROBLEM TO BE ADDRESSED / HISTORICAL REASON WHY TREATMENT REQUIRED

SUCCESS CRITERIA & MEASURABLE OUTCOMES

POTENTIAL IMPACT OF NOT RECEIVING HIGHER COST FUNDING

ENVIRONMENTAL, COMMUNITY OR HERITAGE CONSIDERATIONS

TREATMENT ACTIVITIES & TIMELINE

Planned Start Date <DD MMM YYYY>		
<Milestone>	<Description>	<DD MMM YYYY>
<Milestone>	<Description>	<DD MMM YYYY>
Add more rows as needed	<Description>	<DD MMM YYYY>
Planned End Date <DD MMM YYYY>		

BUDGET – If treatment has been formally quoted – attach quote.

ITEM DESCRIPTION	TOTAL
Add more rows as needed	
TOTAL COST	

DFES Bushfire Risk Management Officer (or equivalent DFES Officer)
I have reviewed the treatment with the local government and can advise that I consider the treatment to be appropriate, achievable, and meets the objective of the MAF.

Name		**Date**	
Position		**Signature**	
Comments			

Signature CEO (or Delegated Authority)

Name		**Date**	
Position		**Signature**	
Comments			

SUBMISSION – Send completed document to MAFGP@dfes.wa.gov.au

Appendix 7

Mitigation Activity Fund
Financial Acquittal Declaration

Local Government Name	
Current MAF Grant Round	
Scheduled Completion Date	
Number of treatments completed	
MAF Sum Allocated	
MAF Actual Spend (up to total allocation amount only)	

Declaration

I declare that the information included within this financial acquittal is correct and accurate to the best of my knowledge.

All works have been completed in accordance with relevant laws and best practice principles, and abide by all terms and conditions outlined within the Funding Agreement.

I certify that I have the delegated authority to submit this financial acquittal.

Financial report authorised by (Chief Executive Officer or delegated authority):

Signature		**Date**	
Name			
Position			

Prior to submitting your acquittal, check the following has been completed:

- ☐ *Each treatment requiring payment has evidence details and costs entered into BRMS*
- ☐ *Treatment has been evaluated and completed in BRMS*
- ☐ *Treatment has post-photo uploaded with GPS coordinates*
- ☐ *All invoices have been provided, (snapshot of LG ledger report if no invoice).*
- ☐ *All evidence must contain the treatment number, if more than one treatment for each invoice, apportion the costs*
- ☐ *The total of all invoices, the declaration amount and the amount in the grants module are exactly the same*

Government of Western Australia
Department of Fire & Emergency Services

DFES
Department of Fire & Emergency Services

Appendix 8

Mitigation Activity Fund – Grants Program Application – Checklist

Consultation

Consultation with the BRMO is essential and applications deemed to have not undergone appropriate engagement will not be approved. The following timelines for consultation are highly recommended:

- ☐ 4 weeks prior to application close: Ensure all treatments are in BRMS and meet with DFES BRMO to discuss proposed treatments.
- ☐ 2 weeks prior to application close: draft application submitted to DFES BRMO for perusal, feedback and signature.
- ☐ 1 week prior to application close: final application documents submitted to Regional Superintendent and CEO for signature.

Check

- ☐ Treatments are eligible as per Section 4 of the MAFGP Guidelines.
- ☐ There are no ineligible parcels within the treatment.
- ☐ Treatment objectives are SMART and provide enough detail for the committee to make a decision.
- ☐ Treatments with a baseline cost alert have comments provided with enough detail to allow the Grants Committee to make a decision.
- ☐ All treatments have a pretreatment photo that include the latitude, longitude, time
- ☐ All signatures on the application have been completed.
- ☐ Treatments that require a High-Cost Additional information or Fence/Gate Justification have the signed document uploaded against the treatment.

Submit MAF Application:

- ☐ Ensure application form has been uploaded into BRMS Grants Module
- ☐ Once the application is ready to be submitted, go to the Application tab – Applied Treatments view.
- ☐ Save and submit application through the BRMS Grants Module.
- ☐ Send an email to MAFGP@dfes.wa.gov.au advising that the application has been submitted. An acknowledgement email will be sent. If you do not receive an acknowledgement within 24 hours, contact the MAFGP team.

Assistance

If you require assistance or support in using and/or submitting this Application Form contact MAFGP@dfes.wa.gov.au

If you require assistance or support with the Bushfire Risk Management System (BRMS) contact BRMSsupport@dfes.wa.gov.au

Government of Western Australia
Department of Fire & Emergency Services

DFES
Department of Fire & Emergency Services

Appendix 9
Mitigation Activity Fund – Grants Program Acquittal – Checklist

Check individual Treatments

- ☐ Each treatment requiring payment has a cost entered into BRMS.
- ☐ Treatment has been evaluated and completed in BRMS.
- ☐ Treatment has post-photo uploaded with GPS coordinates.

Evidence of expenditure

Evidence of expenditure for each treatment is required.

- ☐ All invoices have been provided, (snapshot of LG ledger report if no invoice).
- ☐ All invoices contain the treatment ID number.
- ☐ Where an invoice covers multiple treatments, costs have been detailed so that the Grants Officers can determine which cost belongs to which treatment.
- ☐ The evidence **must be uploaded as one pdf** to the attachments tab in the BRMS Grants Register. Alternatively, you can send the pdf MAFGP@dfes.wa.gov.au.

Acquittal documents

The following documents have been uploaded into BRMS:

- ☐ Evidence of **ALL** expenditure, and
- ☐ Financial Acquittal Declaration. (Signed by CEO or delegated authority)

ENSURE THAT THE TOTAL INVOICE AMOUNT, THE DECLARATION AMOUNT AND THE AMOUNT IN THE GRANTS MODULE ARE EXACTLY THE SAME

- ☐ Email MAFGP@dfes.wa.gov.au that the acquittal has been submitted.

Shire of
Katanning
Heart of the Great Southern

List of Accounts Paid
April 2024

Schedule of Accounts Paid - April 2024

EFT Payments	Date	Name	Description	Amount	Total
EFT37663	**05/04/2024**	**Avantgarde Technologies**			**-$ 1,420.10**
ES 2051	01/04/2024		CCTV Maintenance - April 2024	$ 1,420.10	
EFT37664	**05/04/2024**	**Local Government Professionals WA**			**-$ 395.00**
38399	15/03/2024		Staff Training - Finance Workshop	$ 395.00	
EFT37665	**05/04/2024**	**Studio 23 Photography**			**-$ 1,440.00**
63	26/03/2024		Harmony Festival 2024 - Photographer	$ 1,440.00	
EFT37666	**05/04/2024**	**BGL Solutions**			**-$ 8,118.00**
INV-0006347	28/03/2024		Quartermaine Oval - Winter Seeding Materials	$ 8,118.00	
EFT37667	**05/04/2024**	**Solutions IT Balcatta**			**-$ 1,717.51**
S66444	27/03/2024		ICT Hardware - New Computer	$ 1,717.51	
EFT37668	**05/04/2024**	**Katanning Security Protection**			**-$ 5,100.00**
00000746	25/03/2024		Harmony Festival 2024 - Security	$ 5,100.00	
EFT37669	**05/04/2024**	**Canon Australia**			**-$ 919.79**
RN3147512	08/03/2024		Admin Stationery Materials - Toner	$ 676.90	
8124133418	17/03/2024		Library Copier charges - Mar 2024	$ 242.89	
EFT37670	**05/04/2024**	**WA Contract Ranger Services**			**-$ 5,959.25**
00005403	29/03/2024		Ranger services 18/03/2024-31/03/2024	$ 5,959.25	
EFT37671	**05/04/2024**	**Aussie Telecom Pty Ltd**			**-$ 1,624.35**
240417942	03/04/2024		Deep Freeze Cloud Ultimate Subscription	$ 1,624.35	
EFT37672	**05/04/2024**	**Visimax**			**-$ 1,456.29**
INV-1094	06/03/2024		Personal Protective Equipment - Fire Gloves	$ 1,456.29	
EFT37673	**05/04/2024**	**Easifleet**			**-$ 1,121.87**
193678	27/03/2024		Vehicle Lease - 1HZF416	$ 1,121.87	
EFT37674	**05/04/2024**	**Integrated ICT**			**-$ 3,512.41**
31656	28/03/2024		Software Subscriptions - Preventative Maintenance	$ 550.00	
31660	28/03/2024		Software Subscriptions - Server Warranty Extension	$ 96.80	
31761	31/03/2024		Software Subscriptions - Microsoft 365 licences	$ 2,361.04	

Schedule of Accounts Paid - April 2024

31812	31/03/2024		Software Subscriptions - M365 Backup	$ 277.42	
31813	31/03/2024		Software Subscriptions - Trend Micro Antivirus	$ 227.15	
EFT37675	**05/04/2024**	**Team Global Express Pty Ltd**			**-$ 36.18**
0631-S408620	10/03/2024		Team Global Express Freight Charges	$ 36.18	
EFT37676	**05/04/2024**	**Wheatbelt Services**			**-$ 3,720.20**
00000834	14/03/2024		Signage Order - Street Signs	$ 3,720.20	
EFT37677	**05/04/2024**	**Warren Blackwood Waste**			**-$ 5,662.10**
19118	02/04/2024		Waste Collection Service - Front Lift Bins	$ 935.00	
19119	02/04/2024		Waste Collection Service - Regular Service	$ 4,727.10	
EFT37678	**05/04/2024**	**Great Southern Fuel Supplies**			**-$ 1,674.68**
17008188	26/03/2024		Workshop Materials - Hydraulic Oil	$ 494.02	
17008189	26/03/2024		Workshop Materials - Transmission Fluid	$ 1,180.66	
EFT37679	**05/04/2024**	**Burgess Rawson**			**-$ 1,665.16**
21611	28/03/2024		Water Usage - Katanning Railway Yard	$ 624.44	
21612	28/03/2024		Water Usage - Katanning Railway Yard	$ 362.68	
21613	28/03/2024		Water Usage - Katanning Railway Yard	$ 59.92	
21614	28/03/2024		Water Usage - Katanning Railway Yard	$ 618.12	
EFT37680	**05/04/2024**	**AMPAC Debt Recovery**			**-$ 1.10**
105164	08/03/2024		Debt recovery - Debtors	$ 1.10	
EFT37681	**05/04/2024**	**WA Traffic Planning**			**-$ 1,650.00**
1996	02/04/2024		Traffic Management Plan	$ 1,650.00	
EFT37682	**05/04/2024**	**Water Corporation**			**-$ 2,411.14**
90 07673 96 2	26/03/2024		Water usage - 7281 Cullen St	$ 1,588.31	
90 07680 64 4	28/03/2024		Water usage - Saleyards	$ 822.83	
EFT37683	**05/04/2024**	**Southern Lock & Security**			**-$ 147.00**
C30778	01/04/2024		Quarterly alarm monitoring	$ 147.00	
EFT37684	**05/04/2024**	**Top Spec Maintenance**			**-$ 14,750.00**
20240402	02/04/2024		KLC Roof Maintenance	$ 14,750.00	
EFT37685	**05/04/2024**	**Blights Auto Electric**			**-$ 33.00**

Schedule of Accounts Paid - April 2024

21429	07/03/2024		KA126 Maintenance	$ 33.00	
EFT37686	**05/04/2024**	**Great Southern Centre for Outdoor Recreation**			**-$ 1,136.30**
INV-0041	20/03/2024		Bike Education Session - Youth Activity	$ 1,136.30	
EFT37687	**05/04/2024**	**Vortex Gaming**			**-$ 1,815.00**
0023/23	02/04/2024		April School Holidays - Youth Activity	$ 1,815.00	
EFT37688	**05/04/2024**	**PFD Food Services**			**-$ 1,023.35**
LK712486	13/03/2024		Kiosk Stock & Cleaning Order	$ 624.25	
LK784202	20/03/2024		Kiosk Stock Order	$ 399.10	
EFT37689	**05/04/2024**	**Powervac Pty Ltd**			**-$ 867.08**
574075	19/03/2024		Sweeper Maintenance - New panel	$ 867.08	
EFT37690	**05/04/2024**	**Success Print**			**-$ 600.00**
00002958	18/03/2024		Maintenance Officer Purchase Order Books	$ 600.00	
EFT37691	**05/04/2024**	**Menang Cultural Dancers**			**-$ 1,100.00**
13	23/03/2024		Harmony Festival 2024 - Entertainment	$ 1,100.00	
EFT37692	**05/04/2024**	**Mother Hens B&B**			**-$ 420.00**
242203	25/03/2024		Harmony Festival 2024 - Accommodation	$ 420.00	
EFT37693	**05/04/2024**	**ABC Distributors WA**			**-$ 143.25**
164362	12/03/2024		Cleaning Stock Order	$ 143.25	
EFT37694	**05/04/2024**	**Australian Livestock Markets Association**			**-$ 1,346.16**
00000591	14/03/2024		Australian Livestock Markets Association Subscription	$ 1,346.16	
EFT37695	**05/04/2024**	**ARM Security**			**-$ 234.22**
CINS3160743	12/03/2024		Alarm Monitoring - KLC	$ 234.22	
EFT37696	**05/04/2024**	**Autosmart WA South West & Great Southern**			**-$ 193.49**
01113328	13/03/2024		Depot Cleaning Stock	$ 193.49	
EFT37697	**05/04/2024**	**Katanning Men's Shed**			**-$ 1,065.00**
78	19/03/2024		Art Gallery Equipment	$ 715.00	
79	20/03/2024		Harmony Festival 2024 - Spice Rack	$ 350.00	
EFT37698	**05/04/2024**	**MoHana Catering**			**-$ 150.00**
00000229	27/03/2024		Catering - Council OCM	$ 150.00	

Schedule of Accounts Paid - April 2024

EFT37699	**05/04/2024**	**QFH Multiparts**			**-$ 1,116.60**
910456976	08/03/2024		Personal Protective Equipment	$ 189.95	
910563175	19/03/2024		Hino Truck Fittings	$ 276.83	
910533866	20/03/2024		Tri-Axle Side-Tipper Trailer Parts	$ 397.12	
910536123	20/03/2024		Tri-Axle Side-Tipper Trailer Parts	$ 252.70	
EFT37700	**05/04/2024**	**Wagin Truck Centre**			**-$ 300.95**
M1108	12/03/2024		Tiptruck Maintenance	$ 300.95	
EFT37701	**05/04/2024**	**WALGA**			**-$ 242.00**
SI-009678	20/03/2024		Staff Training	$ 242.00	
EFT37702	**05/04/2024**	**Katanning Nutrien Ag Solutions**			**-$ 162.36**
910456399	08/03/2024		Personal Protective Equipment - Boots	$ 162.36	
EFT37703	**11/04/2024**	**Studio 23 Photography**			**-$ 180.00**
64	07/04/2024		Women in Conversation About Culture - Photographer	$ 180.00	
EFT37704	**11/04/2024**	**BGL Solutions**			**-$ 8,653.33**
INV-0006360	30/03/2024		Grounds maintenance - AAPG	$ 8,653.33	
EFT37705	**11/04/2024**	**Katanning Cleaning**			**-$ 15,499.00**
10	01/04/2024		Cleaning contract - March 2024	$ 15,499.00	
EFT37706	**11/04/2024**	**Winston Brother Acoustic**			**-$ 300.00**
093	23/03/2024		Harmony Festival 2024 - Entertainment	$ 300.00	
EFT37707	**11/04/2024**	**Exurban Rural & Regional Planning**			**-$ 12,638.24**
URP-4483	03/04/2024		Town Planning Consultancy	$ 12,638.24	
EFT37708	**11/04/2024**	**Warren Blackwood Waste**			**-$ 5,409.50**
19140	05/04/2024		Waste Collection Service - Recycling Service	$ 5,409.50	
EFT37709	**11/04/2024**	**Australian Taxation Office**			**-$ 75,831.00**
20240314	14/03/2024		PAYG - Week Ending 13/03/2024	$ 37,030.00	
20240411	11/04/2024		PAYG - Week Ending 10/04/2024	$ 38,801.00	
EFT37710	**11/04/2024**	**Moo Lay Ta Loh**			**-$ 374.55**
20240402	02/04/2024		Harmony Festival 2024 - Traditional Weaving	$ 374.55	
EFT37711	**11/04/2024**	**Great Southern Fuel Supplies**			**-$ 3,624.56**

Schedule of Accounts Paid - April 2024

17008195	27/03/2024		Grease Gun Parts	$ 254.76	
MAR2024	31/03/2024		Fuel card purchases - March 2024	$ 3,369.80	
EFT37712	**11/04/2024**	**Burgess Rawson**			**-$ 1,815.91**
21634	03/04/2024		Water Usage - Katanning Railway Yard	$ 879.88	
21636	03/04/2024		Water Usage - Austral Tce	$ 542.43	
21640	04/04/2024		Water Usage - Katanning Railway Yard	$ 393.60	
EFT37714	**11/04/2024**	**Perth International Folk Dance Group**			**-$ 250.00**
240323	23/03/2024		Harmony Festival 2024 - Entertainment	$ 250.00	
EFT37715	**11/04/2024**	**Quantum Consulting Australia Pty Ltd**			**-$ 3,982.61**
6183	20/02/2024		Community Capacity Building Project	$ 3,982.61	
EFT37716	**11/04/2024**	**Powervac Pty Ltd**			**-$ 1,299.80**
571419	09/01/2024		Nilfisk Diesel Sweeper - Service	$ 1,299.80	
EFT37717	**11/04/2024**	**Willyung Holdings Pty Ltd**			**-$ 1,000.00**
00000036	25/03/2024		Street Tree Maintenance	$ 1,000.00	
EFT37718	**11/04/2024**	**Barricades Media Pty Ltd**			**-$ 550.00**
INV-0637	01/04/2024		Harmony Festival 2024 - Advertisement	$ 550.00	
EFT37719	**11/04/2024**	**Badgebup Aboriginal Corporation**			**-$ 550.00**
INV-0131	25/03/2024		Harmony Festival 2024 - Welcome to Country	$ 550.00	
EFT37720	**11/04/2024**	**Child Suport Agency**			**-$ 881.98**
DEDUCTION	27/03/2024		Payroll deductions	$ 440.99	
DEDUCTION	10/04/2024		Payroll deductions	$ 440.99	
EFT37721	**11/04/2024**	**LE Garstone Plumbing**			**-$ 880.00**
001012	12/02/2024		Saleyards Monthly Chlorine Testing	$ 880.00	
EFT37722	**11/04/2024**	**Katanning & Districts Pool Association**			**-$ 5,575.00**
11042024	11/04/2024		April School Holiday Youth Activity	$ 5,575.00	
EFT37723	**11/04/2024**	**Katanning Stock & Trading**			**-$ 26,992.50**
6/31	06/03/2024		Pool Chemicals	$ 875.00	
6/34	13/03/2024		Depot Cleaning Materials	$ 40.30	
6/36	14/03/2024		Miantenance Supplies	$ 20.00	

Schedule of Accounts Paid - April 2024

6/37	15/03/2024		Depot Cleaning Materials	$ 24.80	
6/39	20/03/2024		Building Maintenance - Plumbing	$ 566.40	
6/40	25/03/2024		KLC Roof Maintenance Materials	$ 25,466.00	
EFT37724	**11/04/2024**	**Merchandising Libraries**			**-$ 210.54**
INV-12534	01/03/2024		Library Landscape Sign	$ 210.54	
EFT37725	**11/04/2024**	**MoHana Catering**			**-$ 400.00**
00000231	04/04/2024		Catering - Council Budget Workshop	$ 400.00	
EFT37726	**11/04/2024**	**Realm Studios Pty Ltd**			**-$ 5,940.00**
INV-3206	29/02/2024		Process & Design for KAARL Yarning Place	$ 5,940.00	
EFT37727	**17/04/2024**	**WA Communications**			**-$ 819.74**
SI185508	26/03/2024		New 2-Way Radio Systems	$ 819.74	
EFT37728	**17/04/2024**	**Aimee Maree Designs**			**-$ 150.00**
002	12/01/2024		2024 January School Holidays - Youth Activity	$ 150.00	
EFT37729	**17/04/2024**	**Easifleet**			**-$ 1,121.87**
194723	10/04/2024		Vehicle Lease - 1HZF416	$ 1,121.87	
EFT37730	**17/04/2024**	**Team Global Express Pty Ltd**			**-$ 383.39**
0632-S408620	24/03/2024		Team Global Express Freight Charges	$ 383.39	
EFT37731	**17/04/2024**	**Belinda Knight**			**-$ 10,920.25**
BK164	31/03/2024		Contracting Services - Financial Services	$ 10,920.25	
EFT37732	**17/04/2024**	**AMPAC Debt Recovery**			**-$ 270.60**
105233	21/03/2024		Debt recovery - Debtors	$ 270.60	
EFT37733	**17/04/2024**	**BTW Rural Supplies**			**-$ 2,536.00**
41436	25/03/2024		Effluent Mainenance - Pump & Fittings	$ 749.00	
41524	25/03/2024		Equestrian Centre - Cleaning	$ 285.00	
41548	25/03/2024		Honda Mower Parts	$ 100.00	
41417	25/03/2024		Effluent Maintenance - Poly piping	$ 1,402.00	
EFT37734	**17/04/2024**	**Deanne Hansen**			**-$ 1,200.00**
20240328	28/03/2024		Reimbursement - Funds paid for Cancelled Event	$ 1,200.00	
EFT37735	**17/04/2024**	**Blights Auto Electric**			**-$ 75.50**

Schedule of Accounts Paid - April 2024

21477	21/03/2024		KA108 Electrical Parts	$ 75.50	
EFT37736	**17/04/2024**	**Department of Energy, Mines, Industry Regulation & Safety**			**-$ 509.27**
BSL MAR 2024	01/03/2024		Building Services Levy - March 2024	$ 509.27	
EFT37737	**17/04/2024**	**Wagin SWAT Pest Control**			**-$ 363.00**
INV-00369	15/04/2024		Saleyards Maintenance - Pest Treatment	$ 363.00	
EFT37738	**17/04/2024**	**PFD Food Services**			**-$ 454.60**
LK857158	27/03/2024		Kiosk Stock Order	$ 454.60	
EFT37739	**17/04/2024**	**DGL Warehouse & Distribution Pty Ltd**			**-$ 3,025.00**
TL0039132	01/03/2024		Freight Services - Enviropipes	$ 3,025.00	
EFT37740	**17/04/2024**	**Lindsay Morrison**			**-$ 317.38**
20240409	09/04/2024		Reimbursement - Fuel & Accommodation	$ 317.38	
EFT37741	**17/04/2024**	**Ladybird Entertainment**			**-$ 5,322.24**
INV-1200	20/02/2024		2024 Harmony Festival - Entertainers	$ 5,322.24	
EFT37742	**17/04/2024**	**ABC Distributors WA**			**-$ 2,652.67**
164153	22/03/2024		KLC Cleaning Stock	$ 22.00	
164420	26/03/2024		Public Amenities Cleaning Order	$ 2,630.67	
EFT37743	**17/04/2024**	**James Wood**			**-$ 68.50**
20240409	09/04/2024		Reimbursement - Gallery supplies	$ 68.50	
EFT37744	**17/04/2024**	**Katanning Betta Home Living**			**-$ 395.00**
35810046273	25/03/2024		Staff Housing Furniture/Appliances	$ 395.00	
EFT37745	**17/04/2024**	**QFH Multiparts**			**-$ 86.39**
910533865	25/03/2024		Tri-Axle Side-Tipper Trailer Parts	$ 44.00	
910536106	25/03/2024		Tri-Axle Side-Tipper Trailer Parts	$ 11.81	
910536122	25/03/2024		Tri-Axle Side-Tipper Trailer Parts	$ 22.00	
910546526	26/03/2024		Hino Truck fittings	$ 8.58	
EFT37746	**17/04/2024**	**SEEK Limited**			**-$ 1,078.00**
700484909	05/04/2024		Advertisement - Vacant Positions	$ 1,078.00	
EFT37747	**17/04/2024**	**Shenton Pumps**			**-$ 946.00**
201832	12/04/2024		KAC Maintenance - Replacement valve	$ 946.00	

Schedule of Accounts Paid - April 2024

EFT37748	**17/04/2024**	**Wagin Truck Centre**			**-$ 1,549.00**
M2091	22/03/2024		KA1993 Maintenance	$ 1,549.00	
EFT37749	**17/04/2024**	**Westcoast Wool & Livestock**			**-$ 5.50**
101888	27/03/2024		Livestock Purchase	$ 5.50	
EFT37750	**17/04/2024**	**Wy Wurry Electrical**			**-$ 255.00**
INV-06559	10/04/2024		Katanning Community Childcare - Electrical Maintenance	$ 255.00	
EFT37752	**26/04/2024**	**Paull & Warner Resources**			**-$ 330.00**
S147127	28/03/2024		Fire detection & alarm monitoring - Admin Building	$ 330.00	
EFT37753	**26/04/2024**	**BGL Solutions**			**-$ 3,993.00**
INV-0006359	29/03/2024		Grounds Maintenance	$ 429.00	
INV-0006378	09/04/2024		Oval Maintenance - Low Mowing	$ 1,540.00	
INV-0006275	12/04/2024		Oval Maintenance - Overseeding	$ 2,024.00	
EFT37754	**26/04/2024**	**TW & KR Hamon**			**-$ 687.50**
101	19/04/2024		Bus Hire - Council Road Inspections	$ 687.50	
EFT37755	**26/04/2024**	**McIntosh & Son Perth Branch**			**-$ 2,551.31**
1893498	11/03/2024		Loader Maintenance	$ 318.65	
1893613	11/03/2024		Loader Maintenance	$ 2,232.66	
EFT37756	**26/04/2024**	**Let's Talk Flowers**			**-$ 55.00**
INV-0252	11/04/2024		Sympathy Flowers	$ 55.00	
EFT37757	**26/04/2024**	**Golden West Initiatives**			**-$ 994.18**
3	16/04/2024		2024 Harmony Festival - Cooking to Connect	$ 994.18	
EFT37758	**26/04/2024**	**WA Contract Ranger Services**			**-$ 4,754.75**
00005439	13/04/2024		Ranger Services 01/04/2024-14/04/2024	$ 4,754.75	
EFT37759	**26/04/2024**	**Westbooks**			**-$ 44.38**
340901	12/04/2024		Library Stock - Books	$ 44.38	
EFT37760	**26/04/2024**	**South West Aboriginal Medical Service**			**-$ 50.00**
20240415	15/04/2024		Reimbursement - Refund of Bonds	$ 50.00	
EFT37761	**26/04/2024**	**Team Global Express Pty Ltd**			**-$ 453.63**
0633-S408620	31/03/2024		Team Global Express Freight Charges	$ 453.63	

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EFT37762	**26/04/2024**	**West Australian Newspapers**			**-$ 4,100.02**
1007010420240331	31/03/2024		Harmony Festival 2024 - Advertisement	$ 3,500.02	
1007010420240331	31/03/2024		Advertisement - Shire Matters Newsletter	$ 600.00	
EFT37763	**26/04/2024**	**Zenith Laundry**			**-$ 100.11**
00283064	15/04/2024		Laundry Order - Admin	$ 100.11	
EFT37764	**26/04/2024**	**Warren Blackwood Waste**			**-$ 4,727.10**
19142	14/04/2024		Waste Collection Service - Regular Service	$ 4,727.10	
EFT37765	**26/04/2024**	**IT Vision**			**-$ 825.00**
39596	01/04/2024		Staff Training - Finance Workshop	$ 825.00	
EFT37766	**26/04/2024**	**McLeods Lawyers**			**-$ 1,416.80**
134885	28/03/2024		Legal Advice - Amherst Village	$ 1,416.80	
EFT37767	**26/04/2024**	**AMPAC Debt Recovery**			**-$ 3,738.37**
105326	28/03/2024		Debt recovery - Debtors	$ 221.76	
105538	31/03/2024		Debt recovery - Rates	$ 3,516.61	
EFT37768	**26/04/2024**	**Slavin Architects**			**-$ 6,776.00**
INV-1233	28/03/2024		Early Childhood Hub Planning	$ 6,776.00	
EFT37769	**26/04/2024**	**Katanning H Hardware**			**-$ 3,751.20**
107000117	05/03/2024		Maintenance - S/S pipes and bar	$ 380.90	
108000175	06/03/2024		KA126 Maintenance	$ 41.95	
102033336	06/03/2024		Street Signs Maintenance	$ 39.75	
106030870	07/03/2024		Workshop Tools	$ 263.95	
102033732	15/03/2024		Workshop Tools	$ 263.95	
107000130	15/03/2024		Sweeper Maintenance	$ 119.95	
108000201	23/03/2024		New Machinery - Plate Compactor	$ 2,195.90	
105003213	24/03/2024		Building Maintenance - Tools	$ 209.00	
107000138	25/03/2024		Truck Maintenance	$ 49.90	
107000142	28/03/2024		Workshop Equipment	$ 185.95	
EFT37770	**26/04/2024**	**WA Traffic Planning**			**-$ 385.00**
1994	02/04/2024		Traffic Management Plan - ANZAC Day	$ 385.00	

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EFT37771	**26/04/2024**	**Katanning Hub Community Resource Centre**			**-$ 4,400.00**
INV-0818	11/04/2024		Tourism Services 01/01/2024-31/03/2024	$ 4,400.00	
EFT37772	**26/04/2024**	**Mohammad Aeson**			**-$ 100.00**
20240415	15/04/2024		Reimbursement - Refund of Bonds	$ 100.00	
EFT37773	**26/04/2024**	**Mohammad Nazari**			**-$ 350.00**
20240415	15/04/2024		Reimbursement - Refund of Bonds	$ 350.00	
EFT37774	**26/04/2024**	**Connect CCS**			**-$ 109.40**
00116576	15/04/2024		Alarm monitoring - Call centre	$ 109.40	
EFT37775	**26/04/2024**	**BTW Rural Supplies**			**-$ 3,400.00**
41583	28/03/2024		Plant Purchases - Lawn Mowers	$ 3,400.00	
EFT37776	**26/04/2024**	**OneMusic Australia**			**-$ 310.67**
447909	02/04/2024		Fitness Classes Music Subscription	$ 310.67	
EFT37777	**26/04/2024**	**Plastics Plus**			**-$ 2,640.00**
361474	17/04/2024		Materials - New Bins	$ 2,640.00	
EFT37778	**26/04/2024**	**Australia Post**			**-$ 507.41**
1013145605	03/04/2024		Admin Daily Postage - March 2024	$ 507.41	
EFT37779	**26/04/2024**	**Burando Hill**			**-$ 204.13**
K30619INV	06/12/2023		Saleyards Maintenance - Repair Ramp Cable	$ 104.61	
K31328INV	07/03/2024		Workshop Materials - Rubber Mount	$ 99.52	
EFT37780	**26/04/2024**	**National Livestock Reporting Service**			**-$ 990.00**
2400013654	31/03/2024		Livestock Market Reports - March 2024	$ 990.00	
EFT37781	**26/04/2024**	**SOS Office Equipment**			**-$ 90.95**
SOS625408	31/03/2024		KLC copier charges - March 2024	$ 90.95	
EFT37782	**26/04/2024**	**BOC Limited**			**-$ 128.52**
4036328523	29/03/2024		Container service - March 2024	$ 128.52	
EFT37783	**26/04/2024**	**Mohammad Yusri Ahmad Gunawan**			**-$ 50.00**
20240415	15/04/2024		Reimbursement - Refund of Bonds	$ 50.00	
EFT37784	**26/04/2024**	**Tyrepower Katanning**			**-$ 688.00**
159810	06/03/2024		KA108 Maintenance	$ 240.00	

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159813	06/03/2024		Trailer Maintenance	$ 448.00	
EFT37785	**26/04/2024**	**Kojonup BMC Embroidery**			**-$ 3,726.00**
9824	15/04/2024		Uniform Order - 50% Deposit	$ 3,726.00	
EFT37786	**26/04/2024**	**Airport Lighting Specialists Pty Ltd**			**-$ 2,860.00**
IN26029	28/03/2024		Airport Maintenance - Runway lights	$ 2,860.00	
EFT37787	**26/04/2024**	**Albany Office Products Depot**			**-$ 118.30**
693441	21/03/2024		Stationery Order - Printer Rolls	$ 118.30	
EFT37788	**26/04/2024**	**Ray Ford Signs**			**-$ 1,052.98**
INV-0193	09/04/2024		Signage Order - Written Signs	$ 1,052.98	
EFT37789	**26/04/2024**	**Willyung Holdings Pty Ltd**			**-$ 40,102.00**
00000035	25/03/2024		Power Line Clearing 2023/24	$ 40,102.00	
EFT37790	**26/04/2024**	**Comocean**			**-$ 1,632.50**
405	28/03/2024		1ELP868 Fire Truck Maintenance	$ 1,632.50	
EFT37791	**26/04/2024**	**Lindsay Morrison**			**-$ 263.00**
20240415	15/04/2024		Reimbursement - House Appliances	$ 263.00	
EFT37792	**26/04/2024**	**JGM Handyman Services**			**-$ 4,200.00**
1062	19/04/2024		Amherst Village - Gutter Maintenance	$ 4,200.00	
EFT37793	**26/04/2024**	**AD Contractors**			**-$ 2,148.30**
00246492	17/04/2024		Road Maintenance - Emulsion	$ 2,148.30	
EFT37794	**26/04/2024**	**J&S Castlehow Electrical**			**-$ 5,541.28**
180408	28/03/2024		CCTV Maintenance - Car Park	$ 5,541.28	
EFT37795	**26/04/2024**	**Dell Australia Pty Ltd**			**-$ 1,808.40**
2411884808	19/04/2024		KLC - New Monitor Setup	$ 1,689.60	
2411884817	19/04/2024		Cloud Management System	$ 118.80	
EFT37796	**26/04/2024**	**Kowalds News & Glasshouse**			**-$ 19.00**
SN00 0039 3103 2024	31/03/2024		Admin Daily Newspapers - March 2024	$ 19.00	
EFT37797	**26/04/2024**	**Landgate**			**-$ 2,533.00**
1369390	02/04/2024		SLIP Annual Subscription	$ 2,533.00	
EFT37798	**26/04/2024**	**QFH Multiparts**			**-$ 1,704.00**

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910576728	03/04/2024		Refuse Site Fuel Pod Replacement	$ 1,704.00	
EFT37799	**26/04/2024**	**Nilfisk Australia Pty Ltd**			**-$ 1,183.09**
PSVI033706	28/03/2024		KLC Floor Scrubber Service	$ 1,183.09	
EFT37800	**26/04/2024**	**Realm Studios Pty Ltd**			**-$ 1,210.00**
INV-3351	28/03/2024		Process & Design for KAARL Yarning Place	$ 1,210.00	
EFT37801	**26/04/2024**	**Southern Cross Austereo Pty Ltd**			**-$ 594.00**
71618392	31/03/2024		Harmony Festival 2024 - Advertisement	$ 594.00	
EFT37802	**26/04/2024**	**Albany V-Belt & Rubber**			**-$ 111.34**
IN391338	07/03/2024		KA25293 Maintenance	$ 111.34	
EFT37803	**26/04/2024**	**Winc Australia**			**-$ 314.00**
9044919764	20/03/2024		Admin Stationery Order	$ 314.00	
EFT37804	**26/04/2024**	**Wurth Australia**			**-$ 236.39**
4320848995	27/02/2024		Workshop Tools	$ 236.39	
EFT37805	**26/04/2024**	**Wy Wurry Electrical**			**-$ 1,997.60**
INV-06559	10/04/2024		Katanning Community Childcare - Electrical Maintenance	$ 255.00	
INV-06555	10/04/2024		Admin Building - Electrical Maintenance	$ 1,742.60	
EFT37806	**29/04/2024**	**Marcus Sturrock**			**-$ 600.00**
20240322	22/03/2024		2024 Harmony Festival - Entertainment	$ 600.00	
			TOTAL	**$ 411,451.92**	**-$ 411,451.92**

Cheque Payments	Date	Name	Description	Amount	Total
42471	**11/04/2024**	**Department of Transport**			**-$ 45.10**
04 1000110103	01/11/2023		Community Jetty Renewal Fee	$ 45.10	
42472	**11/04/2024**	**Shire of Katanning**			**-$ 232.00**
DEDUCTION	27/03/2024		Payroll deductions - Social Club	$ 60.00	
DEDUCTION	27/03/2024		Payroll deductions - Lotto	$ 56.00	
DEDUCTION	10/04/2024		Payroll deductions - Social Club	$ 60.00	
DEDUCTION	10/04/2024		Payroll deductions - Lotto	$ 56.00	

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42473	**26/04/2024**	**Shire of Katanning**			**-$ 116.00**
DEDUCTION	24/04/2024		Payroll deductions - Social Club	$ 60.00	
DEDUCTION	24/04/2024		Payroll deductions - Lotto	$ 56.00	
			TOTAL	**$ 393.10**	**-$ 393.10**

Payroll Payments	Date	Name	Description	Amount	Total
Pay	**11/04/2024**	**Payroll**			**-$ 126,258.02**
			Payroll PAY 21	$ 126,258.02	
Pay	**25/04/2024**	**Payroll**			**-$ 113,824.47**
			Payroll PAY 22	$ 113,824.47	
			TOTAL	**$ 240,082.49**	**-$ 240,082.49**

Direct Debit Payments	Date	Name	Description	Amount	Total
DD32842.1	**08/04/2024**	**Synergy**			**-$ 24,171.31**
977 854 430	15/03/2024		Grouped Electricity Account - Feb 2024	$ 24,171.31	
DD32850.1	**10/04/2024**	**Synergy**			**-$ 1,155.47**
154 025 290	19/03/2024		Electricity - Saleyards	$ 1,155.47	
DD32855.1	**04/04/2024**	**Telstra Corporation**			**-$ 2,974.64**
K 417 232 421-1	21/03/2024		Phone & internet charges - Mar 2024	$ 2,974.64	
DD32859.1	**16/04/2024**	**Water Corporation**			**-$ 7,090.52**
90 07679 42 4	26/03/2024		Water usage - Saleyards	$ 139.30	
90 07692 09 8	26/03/2024		Water usage - Daycare	$ 106.36	
9007674666	26/03/2024		Water usage - KAC	$ 6,844.86	
DD32859.2	**11/04/2024**	**Water Corporation**			**-$ 895.34**
90 15649 39 9	26/03/2024		Water usage - 61B Conroy St	$ 262.64	
90 15649 40 1	26/03/2024		Water usage - 61A Conroy St	$ 276.31	
90 07672 87 1	26/03/2024		Water usage - 19 Charles St	$ 356.39	
DD32883.1	**15/04/2024**	**SG Fleet Australia**			**-$ 1,054.37**

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AUSG00633724	31/03/2024		Vehicle lease - CESM	$ 1,054.37	
DD32885.1	**23/04/2024**	**Water Corporation**			**-$ 7,493.31**
90 07681 04 9	02/04/2024		Water usage - Austral Tce	$ 871.80	
90 07681 05 7	02/04/2024		Water usage - Town Hall	$ 90.62	
90 07681 14 5	02/04/2024		Water usage - 42 Austral Tce	$ 84.15	
90 07681 65 5	02/04/2024		Water usage - 420l Cornwall St	$ 11.76	
90 07683 71 4	02/04/2024		Water usage - Amherst St	$ 4,189.66	
90 07684 86 4	02/04/2024		Water usage - AAPG	$ 521.29	
90 07684 98 7	02/04/2024		Water usage - Albion St Park	$ 241.79	
90 10435 29 5	02/04/2024		Water usage - 52 Austral Tce	$ 1,198.58	
90 10523 50 0	02/04/2024		Water usage - Aberdeen St	$ 31.54	
90 07680 99 4	02/04/2024		Water usage - 8 Austral Tce	$ 75.55	
90 07681 02 2	02/04/2024		Water usage - 14 Austral Tce	$ 176.57	
DD32885.2	**22/04/2024**	**Synergy**			**-$ 2,406.31**
312 951 080	02/04/2024		Electricity - 52 Austral Tce	$ 2,406.31	
DD32887.1	**18/04/2024**	**Water Corporation**			**-$ 4,321.30**
90 07680 71 6	28/03/2024		Water usage - Showgrounds	$ 728.15	
90 22529 70 7	28/03/2024		Water usage - Crosby St paddock	$ 66.40	
90 07680 70 8	28/03/2024		Water usage - Crosby St	$ 86.16	
90 07680 72 4	28/03/2024		Water usage - KLC	$ 3,440.59	
DD32887.2	**17/04/2024**	**Water Corporation**			**-$ 752.32**
90 15188 85 2	27/03/2024		Water usage - 89 Clive St	$ 427.18	
90 17943 10 2	27/03/2024		Water usage - 25 Marmion St	$ 325.14	
DD32887.3	**12/04/2024**	**Water Corporation**			**-$ 2,323.75**
90 18411 07 9	27/03/2024		Water usage - 1/6 Hill Wy	$ 270.46	
90 18411 08 7	27/03/2024		Water usage - 2/6 Hill Wy	$ 264.60	
90 24441 53 0	27/03/2024		Water usage - 19 Kaatanup Loop	$ 260.69	
90 24453 26 7	27/03/2024		Water usage - 1/8 Kaatanup Lp	$ 260.69	
90 24453 27 5	27/03/2024		Water usage - 3/8 Kaatanup Lp	$ 260.69	

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90 24453 28 3	27/03/2024		Water usage - 4/8 Kaatanup Lp	$ 224.55	
90 24453 29 1	27/03/2024		Water usage - 2/8 Kaatanup Lp	$ 260.69	
90 24464 55 6	27/03/2024		Water usage - 2/5 Kaatanup Lp	$ 260.69	
90 24464 56 4	27/03/2024		Water usage - 3/5 Kaatanup Lp	$ 260.69	
DD32895.1	**10/04/2024**	**Aware Super**			**-$ 11,806.34**
SUPER	10/04/2024		Superannuation contributions	$ 10,820.98	
DEDUCTION	10/04/2024		Payroll deductions	$ 856.50	
DEDUCTION	10/04/2024		Payroll deductions	$ 115.49	
DEDUCTION	10/04/2024		Payroll deductions	$ 13.37	
DD32895.2	**10/04/2024**	**Australian Prime Superannuation Fund**			**-$ 460.30**
SUPER	10/04/2024		Superannuation contributions	$ 460.30	
DD32895.3	**10/04/2024**	**MobiSuper**			**-$ 217.18**
SUPER	10/04/2024		Superannuation contributions	$ 217.18	
DD32895.4	**10/04/2024**	**The Trustee For PEK Super**			**-$ 907.45**
SUPER	10/04/2024		Superannuation contributions	$ 774.76	
DEDUCTION	10/04/2024		Payroll deductions	$ 132.69	
DD32895.5	**10/04/2024**	**Panorama Super**			**-$ 214.21**
SUPER	10/04/2024		Superannuation contributions	$ 214.21	
DD32895.6	**10/04/2024**	**The Trustee for AMP Super Fund**			**-$ 846.15**
SUPER	10/04/2024		Superannuation contributions	$ 846.15	
DD32895.7	**10/04/2024**	**Shadforth Portfolio Service - Super**			**-$ 1,052.09**
SUPER	10/04/2024		Superannuation contributions	$ 1,052.09	
DD32895.8	**10/04/2024**	**MLC Materkey Personal**			**-$ 221.90**
SUPER	10/04/2024		Superannuation contributions	$ 221.90	
DD32895.9	**10/04/2024**	**Hostplus Superannuation Fund**			**-$ 528.66**
SUPER	10/04/2024		Superannuation contributions	$ 528.66	
DD32896.1	**16/04/2024**	**Synergy**			**-$ 374.20**
638 847 540	02/04/2024		Electricity - Street Lighting	$ 374.20	
DD32896.2	**26/04/2024**	**Synergy**			**-$ 10,817.70**

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338 348 270	04/04/2024		Electricity - Street lighting	$ 10,817.70	
DD32922.1	**12/04/2024**	**Water Corporation**			**-$ 264.89**
90 24453 26 7	27/03/2024		Water usage - 1/8 Kaatanup Lp	$ 264.89	
DD32937.1	**24/04/2024**	**Aware Super**			**-$ 11,654.29**
SUPER	24/04/2024		Superannuation contributions	$ 10,801.28	
DEDUCTION	24/04/2024		Payroll deductions	$ 819.66	
DEDUCTION	24/04/2024		Payroll deductions	$ 33.35	
DD32937.2	**24/04/2024**	**MobiSuper**			**-$ 177.53**
SUPER	24/04/2024		Superannuation contributions	$ 177.53	
DD32937.3	**24/04/2024**	**The Trustee For PEK Super**			**-$ 911.78**
SUPER	24/04/2024		Superannuation contributions	$ 779.09	
DEDUCTION	24/04/2024		Payroll deductions	$ 132.69	
DD32937.4	**24/04/2024**	**The Trustee for AMP Super Fund**			**-$ 846.15**
SUPER	24/04/2024		Superannuation contributions	$ 846.15	
DD32937.5	**24/04/2024**	**Shadforth Portfolio Service - Super**			**-$ 853.04**
SUPER	24/04/2024		Superannuation contributions	$ 853.04	
DD32937.6	**24/04/2024**	**MLC Masterkey Personal**			**-$ 227.38**
SUPER	24/04/2024		Superannuation contributions	$ 227.38	
DD32937.7	**24/04/2024**	**Hostplus Superannuation Fund**			**-$ 534.76**
SUPER	24/04/2024		Superannuation contributions	$ 534.76	
DD32937.8	**24/04/2024**	**Australian Super**			**-$ 862.47**
SUPER	24/04/2024		Superannuation contributions	$ 862.47	
DD32937.9	**24/04/2024**	**Zurich Australian Insurance Limited**			**-$ 247.56**
SUPER	24/04/2024		Superannuation contributions	$ 247.56	
DD32895.10	**10/04/2024**	**Australian Super**			**-$ 886.88**
SUPER	10/04/2024		Superannuation contributions	$ 886.88	
DD32895.11	**10/04/2024**	**Zurich Australian Insurance Limited**			**-$ 252.92**
SUPER	10/04/2024		Superannuation contributions	$ 252.92	
DD32895.12	**10/04/2024**	**CBUS**			**-$ 323.38**

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SUPER	10/04/2024		Superannuation contributions	$ 323.38	
DD32895.13	**10/04/2024**	**Colonial First State**			**-$ 64.13**
SUPER	10/04/2024		Superannuation contributions	$ 64.13	
DD32895.14	**10/04/2024**	**Rest Superannuation**			**-$ 600.85**
SUPER	10/04/2024		Superannuation contributions	$ 600.85	
DD32895.15	**10/04/2024**	**Retail Employees Superannuation Trust**			**-$ 215.34**
SUPER	10/04/2024		Superannuation contributions	$ 215.34	
DD32937.10	**24/04/2024**	**CBUS**			**-$ 93.37**
SUPER	24/04/2024		Superannuation contributions	$ 93.37	
DD32937.11	**24/04/2024**	**Rest Superannuation**			**-$ 533.73**
SUPER	24/04/2024		Superannuation contributions	$ 533.73	
DD32937.12	**24/04/2024**	**Retail Employees Superannuation Trust**			**-$ 204.50**
SUPER	24/04/2024		Superannuation contributions	$ 204.50	
DD32937.13	**24/04/2024**	**Australian Prime Superannuation Fund**			**-$ 603.28**
SUPER	24/04/2024		Superannuation contributions	$ 603.28	
			TOTAL	**$ 102,443.05**	**-$ 102,443.05**

Credit Card Payments	Date	Name	Description	Amount	Total
Credit Card	**26/03/2024**	**Commonwealth Bank of Australia**			**-$ 4,540.09**
MAR2024	**26/03/2024**	**Community Emergency Services Manager**	**Credit Card Purchases - March 2024**		**-$ 250.88**
			Office Works - Fold up table	$ 49.00	
			Office Works - Epson Ink Cartridges	$ 201.88	
MAR2024	**26/03/2024**	**Manager Recreation Services**	**Credit Card Purchases - March 2024**		**-$ 188.45**
			JB's Quality Meats - Seniors Meat Packs	$ 32.00	
			Woolworths - Envelopes	$ 8.00	
			Woolworths - Biscuits	$ 11.00	
			Woolworths - Senior prizes for Pingo & Quiz prize box inc	$ 37.20	
			Woolworths - Senior prizes for Pingo & Quiz prize box ex	$ 80.25	

Schedule of Accounts Paid - April 2024

			JB's Quality Meats - Seniors Meat Packs	$ 20.00	
MAR2024	**26/03/2024**	**Human Resources Coordinator**	**Credit Card Purchases - March 2024**		**-$ 4,100.76**
			Woolworths - Morning Tea inc	$ 50.65	
			Woolworths - Morning Tea ex	$ 40.20	
			E&L Designs - Foil Ramadan Stickers	$ 184.36	
			BWS - Drinks for Council	$ 132.00	
			Agoda - Training Accommodation	$ 1,296.66	
			Lions Cancer Institute - CEO Donation	$ 300.00	
			Shell Katanning - Fuel KA566	$ 88.83	
			VistaPrint - Harmony Festival Postcards	$ 118.26	
			Woolworths - Harmony Festival refreshments inc	$ 229.20	
			Woolworths - Harmony Festival refreshments ex	$ 110.70	
			IGA Katanning - Cutlery and water for WICAC Event inc	$ 40.15	
			IGA Katanning - Cutlery and water for WICAC Event ex	$ 28.56	
			Woolworths - Harmony Festival refreshments	$ 67.40	
			Meta Facebook - Harmony Festival promotion	$ 12.00	
			Woolworths - Morning Tea inc	$ 41.30	
			Woolworths - Morning Tea ex	$ 81.45	
			Woolworths - Gift Voucher	$ 157.95	
			Woolworths - Sweets for Volunteers	$ 107.50	
			Woolworths - Harmony Festival refreshements inc	$ 161.90	
			Woolworths - Harmony Festival refreshements ex	$ 139.89	
			The Daily Grind - Minister Dawson Visit	$ 490.00	
			Emu Lane - Councillor Beakfast meeting	$ 146.00	
			White Gum Cafe - VROC Meeting Afternoon tea	$ 38.00	
			Shire of Katanning - Plate Swap	$ 37.80	
			TOTAL	**$ 4,540.09**	**-$ 4,540.09**

Schedule of Accounts Paid - April 2024

Notes				
EFT37713 - Cancelled as client provided incorrect bank details, repaid under EFT37734.	**EFT Total**	**$**	**411,451.92**	**54.22%**
EFT37750 - Cancelled due to double payment (cancelled 03/05/2024) Could not cancel EFT37805 as it covers multiple invoices.	**Cheque Total**	**$**	**393.10**	**0.05%**
	Payroll Total	**$**	**240,082.49**	**31.64%**
	Direct Debit Total	**$**	**102,443.05**	**13.50%**
EFT37751 - Cancelled as client provided incorrect bank details, repaid under EFT37806.	**Credit Card Total**	**$**	**4,540.09**	**0.60%**
EFT37806 - Cancelled as client provided incorrect bank details again, repaid under EFT37828.		**$**	**758,910.65**	**100%**

Shire of Katanning

Heart of the Great Southern

Monthly Financial Reports

April 2024

SHIRE OF KATANNING

MONTHLY FINANCIAL REPORT

(Containing the required statement of financial activity and statement of financial position)

For the period ended 30 April 2024

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

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SHIRE OF KATANNING
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2024

	Supplementary Information	Amended Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance* $ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates	8	5,020,494	5,020,994	**5,019,627**	(1,367)	(0.03%)	
Grants, subsidies and contributions	12	1,906,827	1,832,586	**884,221**	(948,365)	(51.75%)	▼
Fees and charges		1,916,732	1,750,271	**1,879,671**	129,400	7.39%	▲
Interest revenue		434,000	363,670	**431,263**	67,593	18.59%	▲
Other revenue		301,707	258,151	**278,738**	20,587	7.97%	▲
Profit on asset disposals	4	188,453	118,453	**59,824**	(58,629)	(49.50%)	▼
		9,768,213	**9,344,125**	**8,553,344**	(790,781)	(8.46%)	
Expenditure from operating activities							
Employee costs		(4,899,447)	(4,102,565)	**(3,861,261)**	241,304	5.88%	▲
Materials and contracts		(4,657,078)	(4,016,097)	**(2,815,840)**	1,200,257	29.89%	▲
Utility charges		(508,844)	(425,746)	**(425,618)**	128	0.03%	
Depreciation		(5,342,903)	(4,441,480)	**(5,060,920)**	(619,440)	(13.95%)	▼
Finance costs		(133,326)	(73,439)	**(73,440)**	(1)	(0.00%)	
Insurance		(490,713)	(490,712)	**(469,213)**	21,499	4.38%	▲
Other expenditure		(381,863)	(322,897)	**(284,860)**	38,037	11.78%	▲
Loss on asset disposals	4	(34,996)	(34,996)	**0**	34,996	100.00%	▲
		(16,449,170)	**(13,907,932)**	**(12,991,152)**	916,780	6.59%	
Non-cash amounts excluded from operating activities	Note 2(b)	5,189,446	4,489,666	**4,830,616**	340,950	7.59%	▲
Amount attributable to operating activities		**(1,491,511)**	**(74,141)**	**392,808**	466,949	629.81%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions	13	471,593	370,425	**82,666**	(287,759)	(77.68%)	▼
Proceeds from disposal of assets	4	434,500	379,500	**159,325**	(220,175)	(58.02%)	▼
Proceeds from financial assets at amortised cost - self supporting loans		21,041	10,418	**10,418**	0	0.00%	
		927,134	**760,343**	**252,409**	(507,934)	(66.80%)	
Outflows from investing activities							
Payments for financial assets at amortised cost - self supporting loans		(21,041)	0	**0**	0	0.00%	
Payments for property, plant and equipment	3	(2,964,991)	(2,537,863)	**(1,029,323)**	1,508,540	59.44%	▲
Payments for construction of infrastructure	3	(1,241,180)	(1,241,174)	**(441,760)**	799,414	64.41%	▲
Amount attributable to investing activities		**(3,300,078)**	**(3,018,694)**	**(1,218,675)**	1,800,019	59.63%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves	2	2,163,356	12	**12**	0	0.00%	
		2,163,356	**12**	**12**	0	0.00%	
Outflows from financing activities							
Repayment of borrowings	9	(284,958)	(152,618)	**(152,618)**	0	0.00%	
Payments for principal portion of lease liabilities	10	(15,095)	0	**0**	0	0.00%	
Transfer to reserves	2	(732,497)	0	**(256,204)**	(256,204)	0.00%	▼
		(1,032,550)	**(152,618)**	**(408,822)**	(256,204)	(167.87%)	
Amount attributable to financing activities		**1,130,806**	**(152,606)**	**(408,810)**	(256,204)	(167.89%)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year		3,644,668	3,644,668	**3,740,273**	95,605	2.62%	▲
Amount attributable to operating activities		(1,491,511)	(74,141)	**392,808**	466,949	629.81%	▲
Amount attributable to investing activities		(3,300,078)	(3,018,694)	**(1,218,675)**	1,800,019	59.63%	▲
Amount attributable to financing activities		1,130,806	(152,606)	**(408,810)**	(256,204)	(167.89%)	▼
Surplus or deficit after imposition of general rates		**(16,115)**	**399,227**	**2,505,596**	2,106,369	527.61%	▲

KEY INFORMATION

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

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

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

SHIRE OF KATANNING
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 APRIL 2024

	Supplementary Information	30/06/2023	30 Apr 2024
		$	$
CURRENT ASSETS			
Cash and cash equivalents	1	10,971,581	9,841,079
Trade and other receivables		1,379,661	1,590,830
Other financial assets		4,317,399	4,459,656
Inventories	6	20,508	8,421
TOTAL CURRENT ASSETS		16,689,149	15,899,986
NON-CURRENT ASSETS			
Trade and other receivables		268,322	268,322
Other financial assets		392,607	416,292
Property, plant and equipment		57,764,644	56,325,587
Infrastructure		159,148,685	156,999,775
Right-of-use assets		15,319	15,319
Intangible assets		56,839	53,264
TOTAL NON-CURRENT ASSETS		217,646,416	214,078,559
TOTAL ASSETS		234,335,565	229,978,545
CURRENT LIABILITIES			
Trade and other payables	7	859,231	859,782
Other liabilities	11	4,422,028	4,740,172
Lease liabilities	10	15,095	15,095
Borrowings	9	284,958	119,399
Employee related provisions	11	630,441	630,441
Other provisions	11	1,112,890	936,340
TOTAL CURRENT LIABILITIES		7,324,643	7,301,229
NON-CURRENT LIABILITIES			
Lease liabilities	10	955	955
Borrowings	9	3,300,082	3,300,081
Employee related provisions		100,850	100,850
Other provisions		573,803	573,804
TOTAL NON-CURRENT LIABILITIES		3,975,690	3,975,690
TOTAL LIABILITIES		11,300,333	11,276,919
NET ASSETS		**223,035,232**	**218,701,626**
EQUITY			
Retained surplus		95,010,768	90,420,958
Reserve accounts	2	7,733,795	7,989,999
Revaluation surplus		120,290,669	120,290,669
TOTAL EQUITY		**223,035,232**	**218,701,626**

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

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

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

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

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

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

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

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

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

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

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

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

The balances, transactions and disclosures impacted by accounting estimates are as follows:
- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

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

PREPARATION TIMING AND REVIEW
Date prepared: All known transactions up to 05 May 2024

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

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

	Supplementary Information	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 30 Apr 2024
Current assets		$	$	$
Cash and cash equivalents	1	5,896,054	10,971,581	9,841,079
Trade and other receivables		1,320,712	1,379,661	1,590,830
Other financial assets		4,343,573	4,317,399	4,459,656
Inventories	6	20,508	20,508	8,421
		11,580,847	16,689,149	15,899,986
Less: current liabilities				
Trade and other payables	7	(859,231)	(859,231)	(859,782)
Other liabilities	11	(4,422,028)	(4,422,028)	(4,740,172)
Lease liabilities	10	0	(15,095)	(15,095)
Borrowings	9	0	(284,958)	(119,399)
Employee related provisions	11	(630,441)	(630,441)	(630,441)
Other provisions	11	(1,112,890)	(1,112,890)	(936,340)
		(7,024,590)	(7,324,643)	(7,301,229)
Net current assets		**4,556,257**	**9,364,506**	**8,598,757**
Less: Total adjustments to net current assets	Note 2(c)	(4,556,257)	(5,624,233)	(6,093,161)
Closing funding surplus / (deficit)		**0**	**3,740,273**	**2,505,596**

(b) Non-cash amounts excluded from operating activities

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

Non-cash amounts excluded from operating activities		Amended Budget	YTD Budget (a)	YTD Actual (b)
		$	$	$
Adjustments to operating activities				
Less: Profit on asset disposals	4	(188,453)	(118,453)	(59,824)
Less: Movement in liabilities associated with restricted cash				(194,165)
Add: Loss on asset disposals	4	34,996	34,996	0
Add: Depreciation		5,342,903	4,441,480	5,060,920
- Financial assets at amortised cost - term deposits				23,685
- Pensioner deferred rates		0	15,173	0
- Employee provisions		0	(19,362)	0
- Other provisions		0	135,832	0
Total non-cash amounts excluded from operating activities		**5,189,446**	**4,489,666**	**4,830,616**

(c) Current assets and liabilities excluded from budgeted deficiency

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

		Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 30 Apr 2024
		$	$	$
Adjustments to net current assets				
Less: Reserve accounts	2	(6,302,936)	(7,733,795)	(7,989,987)
Less: Financial assets at amortised cost - self supporting loans	6		0	15,653
Add: Current liabilities not expected to be cleared at the end of the year:				
- Current portion of borrowings	9	0	284,958	119,399
- Current portion of lease liabilities	10	0	15,095	15,095
- Current portion of other provisions held in reserve		1,116,238	1,179,068	1,116,238
- Current portion of employee benefit provisions held in reserve	2	630,441	630,441	630,441
Total adjustments to net current assets	Note 2(a)	**(4,556,257)**	**(5,624,233)**	**(6,093,161)**

CURRENT AND NON-CURRENT CLASSIFICATION

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

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2023-24 year is $10,000 or 5.00% whichever is the greater.

Description	Var. $	Var. %
	$	%
Revenue from operating activities		
Grants, subsidies and contributions	**(948,365)**	**(51.75%)**
Grants yet to be transferrred from liabilities for the following purposes: Local Roads & Community Infrastructure, Every Club Grant, Insurance Scheme bonus - See Note 12 for detailed breakdown		
Fees and charges	**129,400**	**7.39%**
Additional income from KLC Kiosk, KLC Membership Fees & Refuse Site Disposal Fees, & Building Licences		
Interest revenue	**67,593**	**18.59%**
Interest continues to be higher than predicted due to interest rates.		
Other revenue	**20,587**	**7.97%**
Additional income received for training reimbursements, and workers' compensation reimbursements.		
Profit on asset disposals	**(58,629)**	**(49.50%)**
2023/2024 Asset disposals yet to occur in asset register		
Expenditure from operating activities		
Employee costs	**241,304**	**5.88%**
Reduced costs primarily in area of Workers' Compensation Insurance, training & development, and works program		
Materials and contracts	**1,200,257**	**29.89%**
Reduced costs primarily in area of demolition of recreation facilities, fire prevention, cemetery master plan, community development grant expenditure, KLC & reserves works program, rural road maintenance, KAC maintenance, building maintenance programs.		
Depreciation	**(619,440)**	**(13.95%)**
Depreciation will be increased due to 2022/2023 Audit qualification - bringing forward $1,151,303 from that year.		
Insurance	**21,499**	**4.38%**
Reduced costs on insurances relating to Infrastructure (Public Works Overheads)		
Other expenditure	**38,037**	**11.78%**
Expenses less than predicted to date.		
Loss on asset disposals	**34,996**	**100.00%**
2023/2024 Asset disposals yet to occur in asset register		
Non-cash amounts excluded from operating activities	**340,950**	**7.59%**
Increase in depreciation		
Inflows from investing activities		
Proceeds from capital grants, subsidies and contributions	**(287,759)**	**(77.68%)**
Reduced income due to RRG grant lower than expected, R2R not being claimed, and ChargeUp grant not being claimed		
Proceeds from disposal of assets	**(220,175)**	**(58.02%)**
Sale of Land (21 Kaatanup Loop) not included in budget. *Loader & Prim Mover disposed - other assets pending disposal*		
Outflows from investing activities		
Payments for property, plant and equipment	**1,508,540**	**59.44%**
Refer to Note 3 for details on Capital Program		
Payments for construction of infrastructure	**799,414**	**64.41%**
Refer to Note 3 for details on Capital Program		
Outflows from financing activities		
Transfer to reserves	**(256,204)**	**0.00%**
Only interest has been transferred from Reserves - majority of transfers occur at year end.		
Surplus or deficit at the start of the financial year	**95,605**	**2.62%**
Will fluctuate during year		
Surplus or deficit after imposition of general rates	**2,106,369**	**527.61%**
Will fluctuate during year		

SHIRE OF KATANNING

SUPPLEMENTARY INFORMATION

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1 CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted	Restricted	Total Cash	Trust	Institution	Interest Rate	Maturity Date
		$	$	$	$			
Cash at Bank	Cash and cash equivalents	494,802		494,802		CBA	0.25%	
Term Deposit	Financial assets at amortised cost	0	4,475,309	4,475,309		WATC	4.39%	
Reserve Funds	Cash and cash equivalents	0	7,989,999	7,989,999		CBA	4.84%	
Municipal Funds	Cash and cash equivalents	1,356,278		1,356,278		CBA	4.41%	
Total		**1,851,080**	**12,465,308**	**14,316,388**	**0**			
Comprising								
Cash and cash equivalents		1,851,080	7,989,999	9,841,079	0			
Financial assets at amortised cost		0	4,475,309	4,475,309	0			
		1,851,080	**12,465,308**	**14,316,388**	**0**			

KEY INFORMATION

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

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

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

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

2 RESERVE ACCOUNTS

Reserve name	Budget Opening Balance	Budget Interest Earned	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$	$
Restricted by Council										
Leave reserve	744,023	25,050	0	0	769,073	744,023	26,610	0	0	770,633
Plant Replacement Reserve	511,587	14,300	50,687	(300,000)	276,574	511,587	16,093	0	(12)	527,668
Amherst Village Building Maintenance Reserve	181,757	2,400	10,000	(40,000)	154,157	181,757	6,500	0	0	188,257
Amherst Village Refundable Deposit Reserve	1,179,038	42,200	0	(105,000)	1,116,238	1,179,038	42,168	0	0	1,221,206
Old Saleyards Reserve	915,887	32,000	0	(350,000)	597,887	915,887	32,757	0	0	948,644
Waste Management Reserve	438,651	14,400	0	0	453,051	438,651	15,688	0	0	454,339
Land & Building Reserve	1,607,621	55,350	10,000	(1,081,506)	591,465	1,607,621	39,305	0	0	1,646,926
Land & Building Facilities for Seniors Reserve	350,819	11,500	0	(60,000)	302,319	350,819	12,547	0	0	363,366
Regional Sheep Saleyards Reserve	698,238	25,000	140,000	(96,850)	766,388	698,238	24,973	0	0	723,211
Christmas Decoration Reserve	62,810	1,820	10,000	(50,000)	24,630	62,810	2,247	0	0	65,057
GRV Revaluation Reserve	63,369	1,830	10,000	(50,000)	25,199	63,369	2,267	0	0	65,636
Quartermaine Oval Reserve	306,030	8,840	50,000	0	364,870	306,030	10,945	0	0	316,975
KLC Facilities Reserve	225,788	8,280	102,310	0	336,378	225,788	8,075	0	0	233,863
Election Reserve	34,237	890	10,000	(30,000)	15,127	34,237	1,225	0	0	35,462
Library Building Reserve	17,886	530	2,500	0	20,916	17,886	640	0	0	18,526
Community & Economic Development Reserve	270,770	8,900	0	0	279,670	270,770	9,684	0	0	280,454
Lake Ewlyamartup Facilities Reserve	20,575	550	5,000	0	26,125	20,575	735	0	0	21,310
Parks & Playgrounds Reserve	62,328	1,680	15,000	0	79,008	62,328	2,229	0	0	64,557
Katanning Aquatic Centre Reserve	6,959	1,180	15,000	0	23,139	6,959	249	0	0	7,208
Housing Reserve	35,422	300	45,000	0	80,722	35,422	1,267	0	0	36,689
	7,733,795	**257,000**	**475,497**	**(2,163,356)**	**6,302,936**	**7,733,795**	**256,204**	**0**	**(12)**	**7,989,987**

3 CAPITAL ACQUISITIONS

Capital acquisitions	Amended Budget	YTD Budget	YTD Actual	YTD Actual Variance
	$	$	$	$
Buildings - specialised	1,171,506	1,000,420	159,155	(841,265)
Plant and equipment	1,144,681	888,638	816,111	(72,527)
Motor Vehicles	288,230	288,230	44,057	(244,173)
Equipment	189,432	189,432	0	(189,432)
Paintings & Sculptures	171,142	171,143	10,000	(161,143)
Acquisition of property, plant and equipment	**2,964,991**	**2,537,863**	**1,029,323**	**(1,508,540)**
Infrastructure - roads	1,062,898	1,062,894	395,259	(667,635)
Footpaths	31,836	31,836	4,545	(27,291)
Parks & Ovals	92,000	91,998	0	(91,998)
Other	27,966	27,966	26,115	(1,851)
Bridges	26,480	26,480	15,841	(10,639)
Acquisition of infrastructure	**1,241,180**	**1,241,174**	**441,760**	**(799,414)**
Total capital acquisitions	**4,206,171**	**3,779,037**	**1,471,084**	**(2,307,953)**
Capital Acquisitions Funded By:				
Capital grants and contributions	471,593	370,425	82,666	(287,759)
Other (disposals & C/Fwd)	434,500	379,500	159,325	(220,175)
Reserve accounts				
Plant Replacement Reserve	300,000		12	12
Amherst Village Building Maintenance Reserve	40,000		0	0
Amherst Village Refundable Deposit Reserve	105,000		0	0
Old Saleyards Reserve	350,000		0	0
Land & Building Reserve	1,081,506		0	0
Land & Building Facilities for Seniors Reserve	60,000		0	0
Regional Sheep Saleyards Reserve	96,850		0	0
Christmas Decoration Reserve	50,000		0	0
GRV Revaluation Reserve	50,000		0	0
Election Reserve	30,000		0	0
Contribution - operations	1,136,722	3,029,112	1,229,081	(1,800,031)
Capital funding total	**4,206,171**	**3,779,037**	**1,471,084**	**(2,307,953)**

SIGNIFICANT ACCOUNTING POLICIES

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

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)* . These assets are expenses immediately.
Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Initial recognition and measurement for assets held at cost

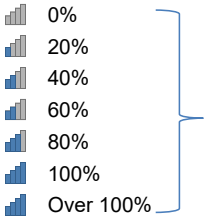
Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A.* Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

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

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

3 CAPITAL ACQUISITIONS - DETAILED

Capital expenditure total
Level of completion indicators



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

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

	Account Description		Amended Budget	YTD Budget	YTD Actual	Variance (Under)/Over
			$	$	$	$
	0304	Equipment - At Cost - Members	55,000	55,000	0	(55,000)
	AC001	Purchase Of 01KA Ceo	68,230	68,230	0	(68,230)
	CC05	CCTV Upgrades	25,000	25,000	0	(25,000)
	CC07	CCTV - Town Upgrades	109,432	109,432	0	(109,432)
	Z212	Amherst Bathroom Renovations	40,000	40,000	0	(40,000)
	ST75	ECH Planning	1,026,506	855,420	159,155	(696,265)
	PP04	Piesse Lake Residential Development	3,369	3,369	0	(3,369)
	2676	Paintings & Sculptures - At Cost - Noongar Story Public Artwork Project	171,142	171,143	10,000	(161,143)
	2677	Infrastructure Parks & Ovals - At Cost - Meeting Place	92,000	91,998	0	(91,998)
	Z250	Cemetery Toilet Facilities	105,000	105,000	0	(105,000)
	OI104	Wayfinding Signage	580	580	481	(99)
	C010	Cullen Street Slk 0.00-0.70 (R2R)	13,334	13,334	0	(13,334)
	C011	Clive St Carriageway (Conroy/Piesse)	32,062	32,062	0	(32,062)
	C120	Curlew Street Slk 0.00-1.36 Gravel Resheet	3,409	3,409	0	(3,409)
	C123	Tree Street Slk 0.00-0.35 Gravel Resheet	3,409	3,409	0	(3,409)
	C127	Warren Road Slk 4.8-7.8 (Rrg)	14,009	14,009	3,676	(10,333)
	C129	Carew Street Slk 0.62-0.947 (Rrg)	42,484	42,485	449	(42,036)
	C131	Lake Coyrecup Road Slk 0.026-5.286 (R2R)	574	574	0	(574)
	C132	Tabenup Road Slk 0.00-2.00 (R2R)	5,665	5,665	0	(5,665)
	C133	Kiddie Road Slk 0.00-2.10 Gravel Resheet	5,430	5,430	0	(5,430)
	C134	Dore Street Realignment & Associated Works	350,000	349,998	0	(349,998)
	C135	Clive St - Slk 1.713-2.013 Asphalt Kobeelya To Piesse (Rrg)	200,000	200,000	60,468	(139,532)
	C136	Pemble St - Slk 0.00-0.96 Reseal (Rrg)	110,000	110,000	79,852	(30,148)
	C137	Butterworth Rd Slk 0.0-6.6 Resheet (R2R)	103,000	102,999	105,296	2,297
	C138	Kelly Rd - Slk 4.1-10.2 Resheet (R2R)	143,337	143,335	144,247	912
	C669	Clive Street Slk 1.05-1.93 (Rrg)	8,371	8,371	0	(8,371)
	C679	Coate Street (Carew St To Conroy St) Council	21,814	21,814	0	(21,814)
	C680	Emu Lane Resurfacing	6,000	6,000	1,270	(4,730)
	C682	Cornwall Street Footpath	25,926	25,926	4,545	(21,381)
	C688	Clive Street Footpath (Conroy To Piesse - Southern Side)	5,052	5,052	0	(5,052)
	C689	Synott Avenue Footpath (Warren To Braeside)	858	858	0	(858)
	C126	Bokarup Street Footbridge	26,480	26,480	15,841	(10,639)
	AC011	Purchase Of Ka11363	256,043	0	0	0
	AC047	Generator 60Kva	17,000	17,000	0	(17,000)
	AC084	Purchase Of Mower - Ka25148	62,690	62,690	0	(62,690)
	AC089	Purchase Of Prime Mover Ka24635	350,000	350,000	355,337	5,337
	AC090	Purchase Of Sweeper Ka25293	394,198	394,198	394,198	0
	AC022	Purchase Of Ka24568	55,000	55,000	0	(55,000)
	AC072	Purchase Of Ka108	55,000	55,000	0	(55,000)
	AC092	Purchase Of 1Ekh462 (Grader Ute)	55,000	55,000	0	(55,000)
	AC093	Purchase Of Ka130 - Utility Depot	55,000	55,000	44,057	(10,943)
	AC091	Purchase Of Sweeper - Saleyards	64,750	64,750	66,576	1,826
	033R1	Chargeup Charging Station	24,017	24,017	25,607	1,590
	OI108	Standpipe Upgrades	0	0	28	28
			4,206,171	**3,779,037**	**1,471,084**	**(2,307,953)**

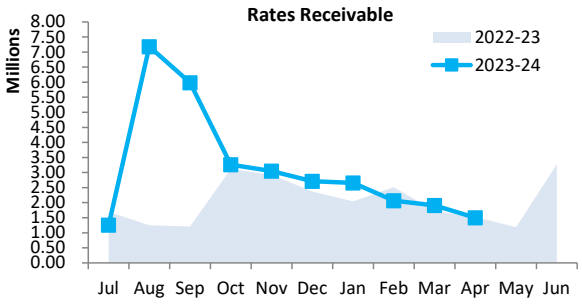
4 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget Net Book Value	Budget Proceeds	Budget Profit	Budget (Loss)	YTD Actual Net Book Value	YTD Actual Proceeds	YTD Actual Profit	YTD Actual (Loss)
		$	$	$	$	$	$	$	$
	Land & Buildings								
	Lots 1-4 - 21 Kaatanup Loop			0	0	64,000	83,189	19,189	0
	Plant and equipment								
	Plant and equipment	232,968	379,500	181,528	(34,996)	35,501	76,136	40,635	0
	Motor Vehicles	48,075	55,000	6,925	0			0	0
		281,043	**434,500**	**188,453**	**(34,996)**	**99,501**	**159,325**	**59,824**	**0**

Asset Ref.	Asset description	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		$	$	$	$	$	$	$	$
	Governance								
	Toyota Prado 01KA (MV131)	48,075	55,000	6,925	0	0	0	0	0
	Housing								
	Lots 1-4 - 21 Kaatanup Loop	0	0	0	0	64,000	83,189	19,189	
	Transport								
	Hino Tip Truck KA11363 (P1)	0	70,000	70,000	0	0	0	0	0
	Isuzu DMAX SX C/Cab KA108 (MV135)	24,452	25,000	548	0	0	0	0	0
	Generator 60kva (PE145)	0	5,000	5,000		0	0	0	0
	Vibrating Hand Roller KA8838 (PE91)	2,040	3,000	960	0	0	0	0	0
	Ford Ranger Ute 1EKH462 (MV82)	0	25,000	25,000	0	0	0	0	0
	John Deere Mower - KA25148 (PE196)	14,879	18,500	3,621	0	0	0	0	0
	Cat 924H Loader KA24397 (PE124)	42,676	45,000	2,324	0	35,501	36,394	893	0
	Prime Mover KA24635 (PE175)	6,925	80,000	73,075	0	0	39,742	39,742	0
	Sweeper KA25293 (PE202)	111,920	100,000	0	(11,920)	0	0	0	0
	Toyota Hilux Dual Cab KA25652 (MV137)	30,076	7,000	0	(23,076)	0	0	0	0
	Ford BF Ute KA130 (PE66)	0	1,000	1,000	0		0	0	0
		281,043	**434,500**	**188,453**	**(34,996)**	**99,501**	**159,325**	**59,824**	**0**

5 RECEIVABLES

Rates receivable	30 June 2023	30 Apr 2024
	$	$
Opening arrears previous years	1,181,929	1,181,929
Levied this year		5,019,627
Less - collections to date	(0)	(4,705,468)
Gross rates collectable	**1,181,929**	**1,496,088**
Net rates collectable	**1,181,929**	**1,496,088**
% Collected	0.0%	75.9%



Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Receivables - general	(2,312)	74,300	36,166	6,941	269,133	384,228
Percentage	(0.6%)	19.3%	9.4%	1.8%	70.0%	
Balance per trial balance						
Trade receivables	(2,312)	74,300	36,166	6,941	269,133	384,228
GST receivable		25,367				25,367
Allowance for credit losses of other receivables					(314,853)	(314,853)
Total receivables general outstanding						**94,742**

Amounts shown above include GST (where applicable)

KEY INFORMATION

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

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

Classification and subsequent measurement

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

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

6 OTHER CURRENT ASSETS

Other current assets	Opening Balance 1 July 2023	Asset Increase	Asset Reduction	Closing Balance 30 Apr 2024
	$	$	$	$
Other financial assets at amortised cost				
Financial assets at amortised cost - self supporting loans	(5,133)	(10,520)		(15,653)
Inventory				
Fuel	20,508	(12,087)		8,421
Total other current assets	**15,375**	**(22,607)**	**0**	**(7,232)**

Amounts shown above include GST (where applicable)

KEY INFORMATION

Other financial assets at amortised cost

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

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

Inventory

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

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

7 PAYABLES

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Payables - general	(388)	152,010	442,815	25	0	594,462
Percentage	-0.1%	25.6%	74.5%	0.0%	0.0%	
Balance per trial balance						
Sundry creditors	(388)	152,010	442,815	25	0	594,462
ATO liabilities		15,654				15,654
Other payables		89,177				89,177
Rates paid in Advance					92,827	92,827
Bonds & Deposits					50,544	50,544
Accrued Interest on Loans					17,118	17,118
Total payables general outstanding						**859,782**
Amounts shown above include GST (where applicable)						

KEY INFORMATION

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

8 RATE REVENUE

General rate revenue

					Budget			YTD Actual	
	Rate in $ (cents)	Number of Properties	Rateable Value	Rate Revenue	Reassessed Rate Revenue	Total Revenue	Rate Revenue	Reassessed Rate Revenue	Total Revenue
RATE TYPE				$	$	$	$	$	$
Gross rental value									
Gross Rental Value	0.119201	1,201	20,289,429	2,418,509	1,000	2,419,509	2,413,147	2,580	2,415,727
Unimproved value									
Unimproved Value	0.007540	203	228,209,000	1,720,696		1,720,696	1,719,218		1,719,218
Sub-Total		**1,404**	**248,498,429**	**4,139,205**	**1,000**	**4,140,205**	**4,132,365**	**2,580**	**4,134,945**
Minimum payment	**Minimum Payment $**								
Gross rental value									
Gross Rental Value	1,152	609	3,903,900	701,568		701,568	707,049		707,049
Unimproved value									
Unimproved Value	1,152	153	10,332,181	176,256		176,256	177,633		177,633
Sub-total		**762**	**14,236,081**	**877,824**	**0**	**877,824**	**884,682**	**0**	**884,682**
Concession						(2,685)			
Amount from general rates						**5,015,344**			**5,019,627**
Ex-gratia rates						5,150			
Total general rates						**5,020,494**			**5,019,627**

9 BORROWINGS

Repayments - borrowings

Information on borrowings			New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	**Loan No.**	**1 July 2023**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
		$	$	$	$	$	$	$	$	$
New Administration Building *Repayments due November & May*	158	2,039,001			(51,053)	(103,076)	1,987,948	1,935,925	(38,741)	(90,527)
Aged & Key Worker Housing *Repayments Due November & May*	159	601,113			(22,207)	(44,560)	578,906	556,553	(3,939)	(11,827)
Plant - Watercart *Repayments due November & May*	160	128,873			(12,254)	(16,702)	116,619	112,171	(561)	(1,942)
Plant - Grader *Repayments Due November & May*	161	189,521			(19,515)	(24,562)	170,006	164,959	(824)	(2,856)
Plant - Road Sweeper *Repayments Due November & May*	163	200,374			(19,515)	(39,384)	180,859	160,990	(3,536)	(7,989)
Plant - Truck *Repayments Due November & May*	164	181,290			(17,656)	(35,633)	163,634	145,657	(3,200)	(7,228)
		3,340,172	0	0	(142,200)	(263,917)	3,197,972	3,076,255	(50,801)	(122,369)
Self supporting loans										
Katanning Country Club *Repayments Due November & May*		200,374	0	0	(10,418)	(21,041)	189,956	179,333	(4,758)	(10,957)
		200,374	0	0	(10,418)	(21,041)	189,956	179,333	(4,758)	(10,957)
Total		**3,540,546**	**0**	**0**	**(152,618)**	**(284,958)**	**3,387,928**	**3,255,588**	**(55,559)**	**(133,326)**
Current borrowings		284,958					119,399			
Non-current borrowings		3,255,588					3,268,529			
		3,540,546					**3,387,928**			

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

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

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

10 LEASE LIABILITIES

Movement in carrying amounts

Information on leases			New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	**Lease No.**	**1 July 2023**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
		$	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
SG Fleet	22401/00	16,050				(15,096)	16,050	954		0
Total		**16,050**	**0**	**0**	**0**	**(15,096)**	**16,050**	**954**	**0**	**0**
Current lease liabilities		15,095					15,095			
Non-current lease liabilities		955					955			
		16,050					**16,050**			

All lease repayments were financed by general purpose revenue.

KEY INFORMATION

At inception of a contract, the Shire assesses if the contract contains or is a lease. A contract is or contains a lease, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Shire uses its incremental borrowing rate.

All contracts classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

11 OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2023	Liability transferred from/(to) non current	Liability Increase	Liability Reduction	Closing Balance 30 April 2024
		$	$	$	$	$
Other liabilities						
Contract liabilities		85,285	0	179,578		264,863
Capital grant/contributions liabilities		4,336,743	0	138,566	0	4,475,309
Total other liabilities		4,422,028	0	318,144	0	4,740,172
Employee Related Provisions						
Provision for annual leave		297,782	0			297,782
Provision for long service leave		332,659	0			332,659
Total Provisions		630,441	0	0	0	630,441
Other Provisions						
Amherst Refundable Deposits		1,112,890	0		(176,550)	936,340
Total Other Provisions		1,112,890	0	0	(176,550)	936,340
Total other current liabilities		**6,165,359**	**0**	**318,144**	**(176,550)**	**6,306,953**

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 12 and 13

KEY INFORMATION

Provisions

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

Employee Related Provisions

Short-term employee benefits

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

Other long-term employee benefits

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

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

Contract liabilities

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

Capital grant/contribution liabilities

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

12 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent grant, subsidies and contributions liability					Grants, subsidies and contributions revenue		
	Liability 1 July 2023	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Apr 2024	Current Liability 30 Apr 2024	Amended Budget Revenue	YTD Budget	YTD Revenue Actual
	$	$	$	$	$	$	$	$
Grants and subsidies								
Governance	0			0		30,063	30,063	41,338
General purpose funding	35,545			35,545		240,000	215,000	109,847
Law, order, public safety	422			422		250,173	218,774	146,924
Health	0			0		0	0	307
Education and welfare	6,819			6,819		244,334	243,992	87,365
Housing	10,000			10,000		10,000	10,000	0
Recreation and culture	25,000			25,000		32,346	32,346	120,154
Transport	0			0		245,878	228,378	240,439
Economic services	7,500	332,847	(120,347)	220,000		854,033	854,033	137,847
	85,286	**332,847**	**(120,347)**	**297,786**	**0**	**1,906,827**	**1,832,586**	**884,221**
Grant Detail								
Financial Assistance Grants	35,545			35,545		86,000	86,000	86,241
ESL Administration Fee (GPF)				0		4,000	4,000	4,000
Commissions & Contributions (TPL)				0		90,000	75,000	87,061
Debt Collection Legal Expenses Reimbursement (GPI)				0		150,000	125,000	23,606
Insurance Scheme Surplus (ADM)				0		30,063	30,063	37,338
Grant Income - Fire Prevention				0		77,000	77,000	0
BFB LGGS Income	422			422		47,580	47,580	45,254
CESM Contributions & Reimbursements				0		125,593	94,194	101,671
Every Club Grant Scheme 2022-2025	25,000			25,000		25,000	25,000	25,000
Youth Activities Grant Income (CDOW)				0		34,834	34,832	27,697
Seniors Week Grant Income (CDOW)				0		1,000	830	0
National Youth Week Grant Income (CDOW)				0		1,000	830	0
Thank-A-Volunteer Day Grant Income				0		1,000	1,000	0
Piaf Grant Income	1,000			1,000		1,000	1,000	0
Cultural Awareness	5,819			5,819		25,000	25,000	0
Lotterywest - Community Capacity Building				0		120,000	120,000	0
Harmony Festival Grant Income (CDOW)				0		60,500	60,500	59,668
Grant Income - Other Housing	10,000			10,000		10,000	10,000	0
Direct Road Grant (MRBD)				0		153,378	153,378	153,378
Street Light Subsidy (MRBD)				0		2,500	0	0
Regional Venues Improvement Fund Grant Income				0		5,346	5,346	0
Retb Exhibition Reimbursements				0		2,000	2,000	0
Grant Income - Saleyards	7,500			7,500		7,500	7,500	7,500
Drought Affected Communities Grant				0		300,000	300,000	0
Local Roads & Community Infrastructure Phase 1 Grant		18,347	(18,347)	0		18,390	18,390	18,347
Local Roads & Community Infrastructure Phase 2 Grant		102,000	(102,000)	0		102,237	102,237	102,000
Local Roads & Community Infrastructure Phase 3 Grant		87,500		87,500		175,906	175,906	0
Local Roads & Community Infrastructure Phase 4A Grant		125,000		125,000		250,000	250,000	0
Grant Revenue (HAI)				0		0	0	307
Grant Income (EDV)				0		0	0	10,000
Royal Lifesaving Grant				0		0	0	2,000
Kidsport				0		0	0	455
				0		0	0	92,699
	85,286	**332,847**	**(120,347)**	**297,786**	**0**	**1,906,827**	**1,832,586**	**884,221**

13 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

	Capital grant/contribution liabilities					Capital grants, subsidies and contributions revenue		
Provider	Liability 1 July 2023	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Apr 2024	Current Liability 30 Apr 2024	Amended Budget Revenue	YTD Budget	YTD Revenue Actual
	$	$	$	$	$	$	$	$
Capital grants and subsidies								
Transport	0			0		458,440	357,272	82,666
Economic services	0			0		13,153	13,153	0
	0	**0**	**0**	**0**	**0**	**471,593**	**370,425**	**82,666**
Capital Grant Detail								
Regional Road Group Grant				0		268,817	215,054	82,666
Roads to Recovery Funding				0		189,623	142,218	0
Chargeup Charging Station Grant				0		13,153	13,153	0
	0	**0**	**0**	**0**	**0**	**471,593**	**370,425**	**82,666**