

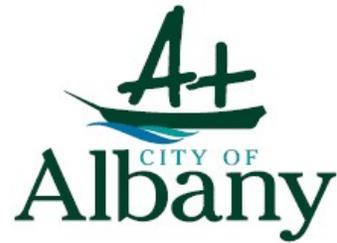
ATTACHMENTS

Community and Corporate Services Committee

Tuesday, 14 May 2024

6.00pm

Council Chambers



CITY OF ALBANY
MONTHLY FINANCIAL REPORT
Containing the Statement of Financial Activity
and the Statement of Financial Position
FOR THE PERIOD ENDED 31 MARCH 2024

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

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CITY OF ALBANY
COMPILATION REPORT
FOR THE PERIOD ENDED 31 MARCH 2024

Report Purpose

This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulations 34 and 35.

Overview

No significant matters are noted.

Statement Of Financial Activity by Nature Classifications

Shows a closing surplus for the period ended 31 March 2024 of \$26,182,808.

Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary.

Preparation

Prepared by: S. Van Nierop
Manager Finance

Reviewed by: M. Gilfellow
Executive Director Corporate & Commercial Services

Date prepared: 29-Apr-2024

CITY OF ALBANY
STATEMENT OF FINANCIAL ACTIVITY
BY NATURE CLASSIFICATIONS
FOR THE PERIOD ENDED 31 MARCH 2024

	Ref Note	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a) /(a)	Var.
		\$	\$	\$	\$	\$	%	
OPERATING ACTIVITIES								
Revenue from operating activities								
Rates		44,305,190	44,310,190	44,245,897	44,263,272	17,375	0%	
Grants, subsidies and contributions		11,261,837	11,378,348	9,304,571	4,956,030	(4,348,541)	(47%)	▼
Fees and charges		21,086,786	21,510,582	16,736,476	18,110,055	1,373,579	8%	▲
Profit on asset disposal		240,714	240,714	240,714	331,053	90,339	38%	▲
Interest Earnings		2,444,106	3,743,031	3,026,342	3,164,337	137,995	5%	▲
Other Revenue		180,000	180,000	112,227	108,739	(3,488)	(3%)	
		79,518,633	81,362,865	73,666,227	70,933,486			
Expenditure from operating activities								
Employee costs		(32,672,645)	(32,749,022)	(24,003,033)	(22,060,082)	1,942,951	(8%)	▼
Materials and contracts		(29,728,256)	(30,337,885)	(21,214,170)	(18,516,197)	2,697,973	(13%)	▼
Utility charges		(1,844,438)	(1,919,438)	(1,370,292)	(1,320,234)	50,058	(4%)	
Depreciation on non-current assets		(18,328,835)	(19,420,338)	(14,285,796)	(14,256,637)	29,159	(0%)	
Finance costs		(428,177)	(428,177)	(139,576)	(139,158)	418	(0%)	
Insurance expenses		(922,590)	(922,590)	(702,721)	(670,857)	31,864	(5%)	
Loss on asset disposal		(790,336)	(790,336)	(90,000)	(188,482)	(98,482)	109%	
Other expenditure		(3,212,291)	(3,458,160)	(2,369,150)	(2,364,121)	5,029	(0%)	
		(87,927,568)	(90,025,946)	(64,174,738)	(59,515,768)			
Non-cash amounts excluded from operating activities								
Add: Depreciation on assets		18,328,835	19,420,338	14,285,796	14,256,637	(29,159)	(0%)	
Add: Loss on disposal of assets		790,336	790,336	90,000	188,482	98,482	109%	
Less: Profit of disposal of assets		(240,714)	(240,714)	(240,714)	(331,053)	(90,339)	38%	
Add: Implicit Interest		185,198	185,198	12,239	11,650	(589)	(5%)	
Movement in Value of Investments		-	-	-	(5,469)	(5,469)	-	
		19,063,655	20,155,158	14,147,321	14,120,247			
Amount attributable to operating activities		10,654,720	11,492,077	23,638,810	25,537,965			
INVESTING ACTIVITIES								
Capital grants, subsidies and contributions		24,579,122	24,460,751	5,775,495	4,959,154	(816,341)	(14%)	▼
Proceeds from disposal of assets		1,526,600	1,526,600	1,144,950	789,376	(355,574)	(31%)	▼
Purchase of property, plant and equipment	5	(13,433,359)	(14,659,720)	(9,060,579)	(5,037,314)	4,023,265	(44%)	▲
Purchase and construction of infrastructure	5	(39,005,951)	(39,517,125)	(19,427,968)	(8,774,083)	10,653,885	(55%)	▲
Non-current to current movement		-	-	-	5,010	5,010	100%	
Amount attributable to investing activities		(26,333,588)	(28,189,494)	(21,568,102)	(8,057,858)			
FINANCING ACTIVITIES								
Repayment of borrowings		(1,649,137)	(1,649,137)	(815,547)	(815,573)	(26)	0%	
Proceeds from borrowings		1,495,000	1,495,000	-	-	-	-	
Proceeds from self-supporting loans		14,611	14,611	7,249	7,249	-	-	
Payments for principal portion of lease liabilities		(193,101)	(193,101)	(144,765)	(137,761)	7,004	(5%)	
Transfers to reserves (restricted assets)		(19,585,548)	(21,491,252)	-	-	-	-	
Transfers from reserves (restricted assets)		31,102,861	34,634,222	5,761,712	5,761,712	-	-	
Amount attributable to financing activities		11,184,686	12,810,343	4,808,649	4,815,627			
Surplus/(Deficit) for current financial year		(4,494,182)	(3,887,074)	6,879,358	22,295,734			
Surplus/(Deficit) at start of financial year		4,494,182	3,887,074	3,887,074	3,887,074	-	-	
Surplus/(Deficit): closing funding position		-	-	10,766,432	26,182,808			

CITY OF ALBANY
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 MARCH 2024

	Ref Note	31 March 2024	30 June 2023
		\$	\$
CURRENT ASSETS			
Cash and cash equivalents	3	77,147,325	64,709,943
Trade and other receivables		5,566,088	3,635,032
Other financial assets	2	7,363	14,611
Inventories	2	1,284,201	1,344,944
Other assets		3,993,683	2,365,598
TOTAL CURRENT ASSETS		87,998,660	72,070,128
NON-CURRENT ASSETS			
Trade and other receivables		1,663,889	1,663,889
Other financial assets		316,972	311,503
Property, plant and equipment		170,349,782	169,802,599
Infrastructure		424,744,427	425,931,419
Right-of-use assets		590,027	726,247
Intangible assets		3,352,004	3,660,151
TOTAL NON-CURRENT ASSETS		601,017,101	602,095,808
TOTAL ASSETS		689,015,761	674,165,935
CURRENT LIABILITIES			
Trade and other payables		8,413,007	9,275,402
Contract liabilities		3,393,441	2,967,929
Lease liabilities		55,345	193,207
Borrowings		707,083	1,522,656
Employee related provisions		6,364,168	6,513,774
Other provisions		208,501	208,501
TOTAL CURRENT LIABILITIES		19,141,545	20,681,469
NON-CURRENT LIABILITIES			
Other liabilities		850,531	850,531
Lease liabilities		656,161	656,161
Borrowings		3,867,934	3,867,934
Employee related provisions		629,810	629,810
Other provisions		9,359,114	9,359,114
TOTAL NON-CURRENT LIABILITIES		15,363,550	15,363,550
TOTAL LIABILITIES		34,505,095	36,045,019
NET ASSETS		654,510,665	638,120,917
EQUITY			
Retained surplus		348,195,195	331,805,447
Reserve accounts		49,161,207	49,161,207
Revaluation surplus		257,154,263	257,154,263
TOTAL EQUITY		654,510,665	638,120,917

**CITY OF ALBANY
NOTES TO THE MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 MARCH 2024**

BASIS OF PREPARATION

BASIS OF PREPARATION

The City has reclassified a small number of accounts for comparative purposes. The impact of these reclassifications are considered minor and immaterial and have been made to improve the reporting alignment of the monthly financial report and the annual financial statements.

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34 and 35*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant and Equipment paragraph 7*.

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 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.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 March 2024

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING 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 that are 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 LOCAL GOVERNMENT REPORTING ENTITY

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

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

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

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

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

CITY OF ALBANY
 NOTES TO THE MONTHLY FINANCIAL REPORT
 FOR THE PERIOD ENDED 31 MARCH 2024

NOTE 1
 EXPLANATION OF MATERIAL VARIANCES TO YTD BUDGET IN EXCESS OF \$100,000

	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
OPERATING ACTIVITIES					
Revenue from operating activities					
Rates	17,375	0%			No material variance noted.
Grants, subsidies and contributions	(4,348,541)	-47%	▼	Timing	The current overall negative variance to budget is also resultant from the budget phasing associated with the income receivable for the Motorplex project: Actual \$2.51m vs Budget \$7.24m (↓\$4.73m).
Fees and charges	1,373,579	8%	▲	Permanent	Business units that have derived notable fees & charges in excess of YTD budget include: Waste Income: Actual \$8.7m vs Budget \$8.3m (↑\$436k or 5%), ALAC: Actual \$2.2m vs Budget \$1.8m (↑\$427k or 24%), and Airport: Actual \$1.8m vs Budget \$1.6m (↑\$189k or 12%).
Profit on Asset disposal	90,339	38%			No material variance noted.
Interest earnings	137,995	5%	▲	Timing	The Interest Earnings budget was amended at the most recent Ordinary Council Meeting. Interest income is \$3.16m, ahead of year to date budget of \$3.03m (\$138k or 5%). Noting interest income is \$579k behind the full year budget with three months to go. The primary reason behind the favourable performance is the City's higher than forecast available municipal funds available for investment, a result of cash not being utilised/spent in line with capital and operating expenditure YTD budgets.
Other revenue	(3,488)	-3%			No material variance noted.

NOTE 1 (Continued)

EXPLANATION OF MATERIAL VARIANCES TO YTD BUDGET IN EXCESS OF \$100,000

	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
Expenditure from operating activities					
Employee costs	1,942,951	-8%	▼	Timing	<p>Multiple factors are impacting on the current underspend in employee costs to budget. Primarily the variance is attributable to the FY2023/24 budgeted salary increase for EA employees not having been enacted, and many vacant positions not being filled.</p> <p>Across the categories of employee costs, the variance is observed in: Salaries and wages: Actual \$16.2m vs Budget \$17.7m (↓\$1.52m or -8.6%), Superannuation: Actual \$2.3m vs Budget \$2.5m (↓\$156k or -6.3%) and Employee provisions: Actual \$2.1m vs Budget \$2.4m (↓\$333k or -14.0%) .</p> <p>Total employee costs recorded for the period ending 31 March 2024 of \$22.06m is tracking ↑\$658k (3.1%) relative to the same period in FY2022/23. The current underspend in Salaries and wages is partially offset by Labour Hire expenditure of \$666k vs a YTD budget of \$157k (recorded under Materials and contracts).</p>
Materials and contracts	2,697,973	-13%	▼	Timing	<p>Materials and contracts expenditure recognised for the period ending 31 March 2024 is tracking ↑\$2.0m (11%) relative to FY22/23. This increase in expenditure YoY is due to the Motorplex project being budgeted against this line item.</p> <p>The current underspend against YTD budget is also primarily attributable to the Motorplex project: Actual \$3.2m vs Budget \$5.7m (↓\$2.48m or -44%).</p> <p>Excluding the motorplex, there are various accounts tracking either above or below YTD budget, however on a net basis all accounts result in expenditure of \$15.3m, slightly below YTD budget of \$15.5m (\$233k var, or 1.5%).</p>
Utility charges	50,058	-4%			No material variance noted.
Depreciation on non-current assets	29,159	0%			No material variance noted.
Finance costs	418	0%			No material variance noted.
Insurance expenses	31,864	-5%			No material variance noted.
Loss on asset disposal	(98,482)	109%			No material variance noted.
Other expenditure	5,029	0%			No material variance noted.
Non-cash amounts excluded from operating activities					
Add: Depreciation on assets	(29,159)	0%			No material variance noted.
Add: Loss on disposal of assets	98,482	109%			No material variance noted.
Less: Profit of disposal of assets	(90,339)	38%			No material variance noted.
Movement in Value of Investments	(5,469)	0%			No material variance noted.

NOTE 1 (Continued)

EXPLANATION OF MATERIAL VARIANCES TO YTD BUDGET IN EXCESS OF \$100,000

	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
INVESTING ACTIVITIES					
Capital grants, subsidies and contributions	(816,341)	-14%	▼	Permanent	<p>Income recognition for capital grants is directly tied to the achievement of milestones for related projects reported in the City's capital works budget under note 5. Reporting variances to budget will exist at various stages throughout the reporting period.</p> <p>Total Capital grants, subsidies and contributions recorded for the period ending 31 March 2024 is tracking down \$816k (14%) relative to YTD budget.</p> <p>Based on the full year budget of \$24.5m, current reported income equates to 20% of the full year budget. Large grant income recognition outstanding as at 31 March 2024 include those for the Surf Reef Project, LRCI grant, Surf Club building project, Trails, and Regional Road Group funding.</p>
Proceeds from disposal of assets	(355,574)	-31%	▼	Timing	<p>YTD PPE disposals made in accordance with the City's fleet replacement program are lower than prescribed in the budget. The timing of disposals is largely influenced by the availability of new vehicles & heavy plant, it is expected that actual PPE disposals will align more closely to budget as the year progresses.</p> <p>Total Proceeds from disposal of assets for the period ending 31 March FY23/24 are tracking ↑\$624k (277%) relative to FY22/23.</p>
Purchase of property, plant and equipment	4,023,265	-44%	▲	Timing	<p>Current spend of \$5.0m is equivalent to 34% of full year Budget.</p> <p>Numerous projects are exhibiting variances between project budget phasing and actual expenditure recorded. Notable variances include: Heavy Plant Replacement Program: Actual \$1.9m vs YTD Budget \$3.7m (↓\$1.8m or -48.22%), Surf Lifesaving Club - Middleton Beach: Actual \$155k vs YTD Budget \$525k (↓\$370k or -70.39%), Kalgan BFB - 3 Appliance Bay Facility: Actual \$41k vs YTD Budget \$361k (↓\$320k or -88.67%), Public Toilets - Renewal (R100%): Actual \$148k vs YTD Budget \$447k (↓\$299k or -66.93%), National Anzac Centre - Refresh: Actual \$nil vs YTD Budget \$132k (↓\$132k or -100.00%)</p> <p>Variations between actual & budget are likely to be observed throughout the remainder of the financial year.</p>

NOTE 1 (Continued)

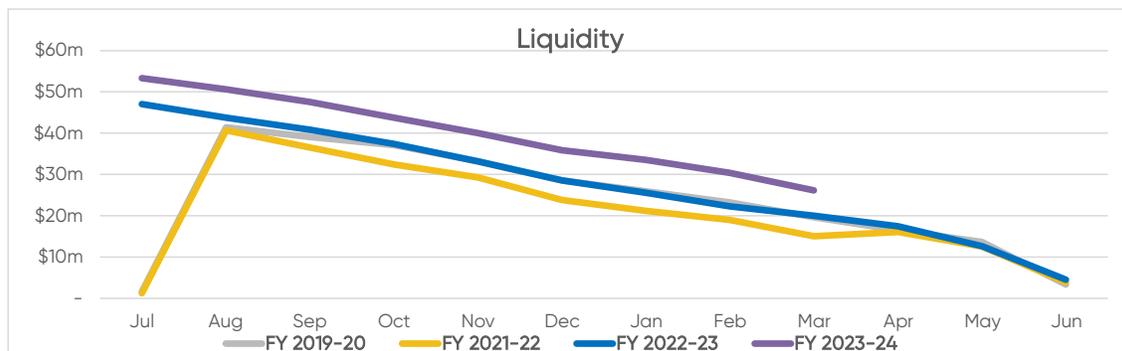
EXPLANATION OF MATERIAL VARIANCES TO YTD BUDGET IN EXCESS OF \$100,000

	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
INVESTING ACTIVITIES (Continued)					
Purchase and construction of infrastructure	10,653,885	-55%	▲	Permanent	<p>Current spend of \$8.8m is equivalent to 22% of full year Budget.</p> <p>The phasing of infrastructure project budgets to align with construction periods has increased the number of projects with a reportable variance for the March reporting period. Projects with significant YTD variances are noted below:</p> <p>Transfer Station Construction: Actual \$32k vs YTD Budget \$1.5m (↓\$1,483k or -98%), Middleton Road Link Shared Path: Actual \$10k vs YTD Budget \$1.0m (↓\$993k or -99%), Lockyer Avenue/York Street Stage 1: Actual \$172k vs YTD Budget \$1.1m (↓\$968k or -85%), Bridge - Hortins Drain On Cosy Corner Road: Actual \$nil vs YTD Budget \$845k (↓\$845k or -100%), Albany Hwy Asphalt Overlay: Actual \$197k vs YTD Budget \$756k (↓\$559k or -74%), Range Road Stage 1A Roundabout: Actual \$758k vs YTD Budget \$1.3m (↓\$549k or -42%), Maley Pl/Bardley Rd - Ulster Rd To Hardie Rd: Actual \$2k vs YTD Budget \$477k (↓\$475k or -99%), North Road Left - Mill And Fill: Actual \$41k vs YTD Budget \$462k (↓\$421k or -91%), York/Proudlove - Kerbing, Install Islands And Improve Turning Radius: Actual \$9k vs YTD Budget \$408k (↓\$399k or -98%), Stirling Tce - Replace Paving York St. Roundabout To West: Actual \$nil vs YTD Budget \$319k (↓\$319k or -100%), Shed - Bakers Junction Waste Facility: Actual \$1k vs YTD Budget \$217k (↓\$216k or -99%),</p> <p>Variations between actual & budget are likely to be observed throughout the remainder of the financial year.</p>
Non-current to current movement	5,010	100%			No material variance noted.
FINANCING ACTIVITIES					
Repayment of borrowings	(26)	0%			No material variance noted.
Proceeds from borrowings	-	0%			No material variance noted.
Proceeds from self-supporting loans	-	0%			No material variance noted.
Payments for principal portion of lease liabilities	7,004	-5%			No material variance noted.
Restricted Cash Utilised	-				No material variance noted.
Transfers to reserves (restricted assets)	-	0%			No material variance noted.
Transfers from reserves (restricted assets)	-	0%			No material variance noted.
Surplus/(Deficit) at start of financial year	-	0%			No material variance noted.

CITY OF ALBANY
 NOTES TO THE MONTHLY FINANCIAL REPORT
 FOR THE PERIOD ENDED 31 MARCH 2024

NOTE 2
 NET CURRENT ASSETS & FUNDING POSITION

	Ref Note	FOR THE PERIOD ENDED 31 MARCH 2024	FOR THE PERIOD ENDED 29 FEBRUARY 2024	FOR THE PERIOD ENDED 31 MARCH 2023
		\$	\$	\$
Current Assets				
Cash - Unrestricted	3	32,577,994	34,479,696	30,109,736
Cash - Restricted	3	44,567,831	44,567,803	41,889,085
Trade Receivables - Rates and Rubbish	4	3,593,419	6,103,563	3,654,284
Trade Receivables - Other		1,972,668	2,440,986	1,475,819
Inventories		1,284,201	1,168,230	867,401
Grants Receivable		1,381,131	2,055,238	249,076
Other Current Assets		2,612,552	2,361,009	1,659,506
Other Financial Assets - Self Supporting Loan		7,363	7,363	7,137
		87,997,159	93,183,888	79,912,044
Less: Current Liabilities				
Trade & Other Payables		(8,411,508)	(9,614,214)	(6,210,331)
Contract Liabilities		(3,393,441)	(3,221,297)	(5,813,938)
Lease Liabilities		(55,344)	(70,735)	(47,685)
Borrowings		(707,083)	(707,083)	(904,564)
Provisions		(6,572,670)	(6,518,373)	(6,667,588)
		(19,140,046)	(20,131,702)	(19,644,105)
Net Current Assets		68,857,113	73,052,186	60,267,939
Adjustments				
Add Back: Borrowings		707,083	707,083	904,564
Add Back: ROU liabilities		55,344	70,735	47,685
Add Back: Head-lease liability amortisation		101	101	96
Add Back: Implicit Interest		11,650	10,439	12,000
(Less): Cash Backed Reserves		(43,441,121)	(43,441,121)	(41,203,283)
(Less): Other Financial Assets - Self Supporting Loan		(7,363)	(7,363)	(7,137)
		(42,674,305)	(42,660,126)	(40,246,076)
Net Current Funding Position		26,182,808	30,392,060	20,021,863



COMMENTS:
 The Net Current Funding Position for the reporting period ending 31-Mar-2024 is ↑\$6.2m (24%) relative to the same period in FY22/23. This YoY increase in liquidity is attributable to increased rates billing, the derivation of higher fees & charges & the timing of transfers from the Unspent Grants Reserve.

No significant matters noted.

CITY OF ALBANY
NOTES TO THE MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 MARCH 2024

NOTE 3
CASH INVESTMENTS

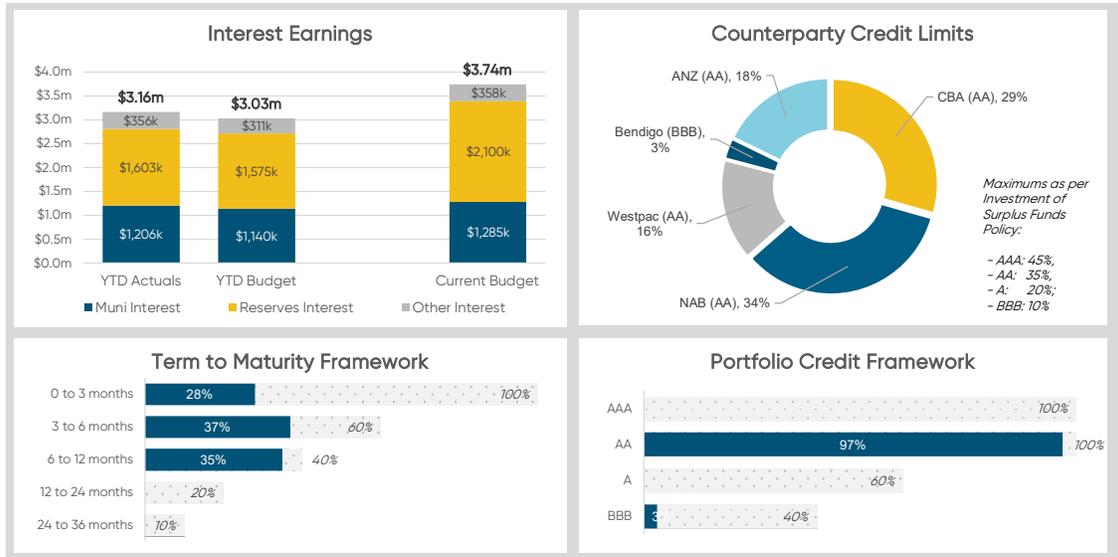
TERM DEPOSITS

Investment Type	Institution	S&P Rating	Interest Rate	Deposit Date	Maturity	Investment Term Category	Amount Invested (\$)	Expected Interest (\$)
General Municipal	NAB	AA	5.05%	04-Jan-24	03-Apr-24	0 to 3 months	3,000,000	37,356
General Municipal	ANZ	AA	4.88%	29-Jan-24	29-Apr-24	0 to 3 months	6,500,000	79,083
General Municipal	NAB	AA	5.05%	05-Feb-24	06-May-24	0 to 3 months	2,500,000	31,476
General Municipal	CBA	AA	4.79%	28-Feb-24	29-May-24	0 to 3 months	2,000,000	23,884
General Municipal	Bendigo	BBB	5.01%	12-Jan-24	10-Jul-24	3 to 6 months	2,000,000	49,414
General Municipal	NAB	AA	5.05%	19-Mar-24	17-Jun-24	0 to 3 months	4,000,000	49,808
							20,000,000	271,021
Reserves (Restricted)	Westpac	AA	4.47%	16-Oct-23	16-Apr-24	3 to 6 months	5,000,000	112,056
Reserves (Restricted)	ANZ	AA	4.90%	04-Jan-24	04-Jun-24	3 to 6 months	5,000,000	102,027
Reserves (Restricted)	CBA	AA	5.02%	08-Jan-24	06-Jun-24	3 to 6 months	7,000,000	144,411
Reserves (Restricted)	NAB	AA	5.20%	20-Nov-23	17-Jun-24	6 to 12 months	5,000,000	149,589
Reserves (Restricted)	CBA	AA	5.06%	12-Feb-24	12-Aug-24	3 to 6 months	5,000,000	126,153
Reserves (Restricted)	CBA	AA	5.31%	29-Nov-23	26-Aug-24	6 to 12 months	5,000,000	197,125
Reserves (Restricted)	Westpac	AA	5.15%	29-Nov-23	29-Nov-24	6 to 12 months	5,000,000	258,205
Reserves (Restricted)	NAB	AA	5.25%	04-Dec-23	03-Dec-24	6 to 12 months	7,500,000	393,750
							44,500,000	1,483,317
Weighted Average Interest Rate:			5.03%	SubTotal: Term Deposits:			64,500,000	1,754,338

FUNDS AT-CALL

Type	Institution	S&P Rating	Interest Rate	Name / Purpose	Balance (\$)
General Municipal	CBA	AA	4.25%	Municipal Operating Account	2,767,532
General Municipal	CBA	AA	4.35%	Municipal Savings Account	9,811,962
Reserves (Restricted)	CBA	AA	4.25%	Reserve Transactional Account	59,625
Reserves (Restricted)	CBA	AA	4.25%	NAC Reserve Account	8,206
Weighted Average Interest Rate:					4.33%
SubTotal: Funds At-Call:					12,647,325

TOTAL Weighted Average Interest Rate: 4.91% **Total Cash: 77,147,325**



COMMENTS:

Year-on-year movement in cash investment portfolio:

	31/03/2024	31/03/2023	\$ MVT	% MVT
Municipal	\$20.0m	\$24.0m	-\$4.0m	-16.67%
Reserve	\$44.5m	\$41.5m	\$3.0m	7.23%
Total	\$64.5m	\$65.5m	-\$1.0m	-1.53%
Average Return**	5.03%	3.87%		1.16%

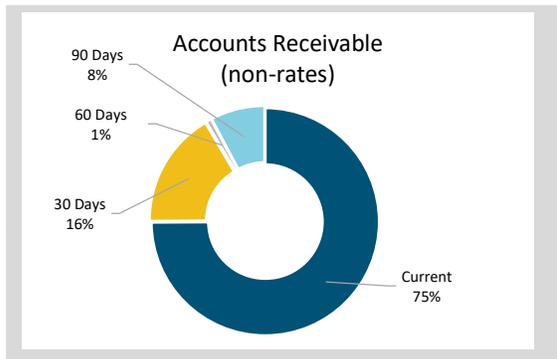
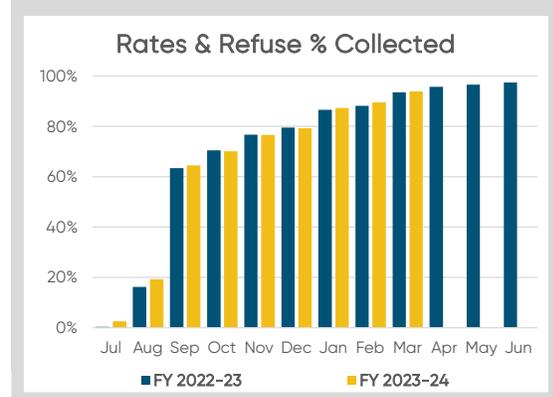
**Weighted Average Interest Rate for Term Deposits only

As at 31 March 2024, the City did not have any funds invested in an ESG or similar type term deposit investment.

CITY OF ALBANY
 NOTES TO THE MONTHLY FINANCIAL REPORT
 FOR THE PERIOD ENDED 31 MARCH 2024

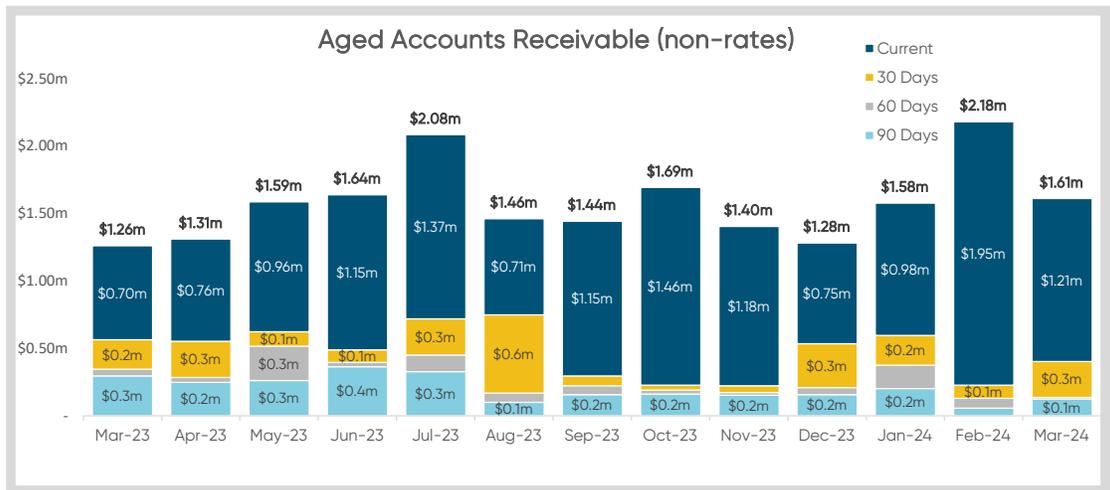
NOTE 4
 RECEIVABLES

Rates & Refuse % Collected	\$
Opening Arrears Previous Years	1,417,864
Rates Levied	44,263,272
Refuse Levied	8,710,238
ESL Levied	3,758,805
Other Charges Levied	373,773
Amount Levied	58,523,953
(Less): Collections	(54,930,534)
Total Rates & Charges Collectable	3,593,419
<i>% Collected</i>	<i>93.9%</i>



Accounts Receivable (non-rates)	\$	%
Current	1,206,057	75%
30 Days	266,617	17%
60 Days	12,398	7%
90 Days	124,645	8%
	1,609,717	100%

Amounts shown above include GST
 (where applicable)

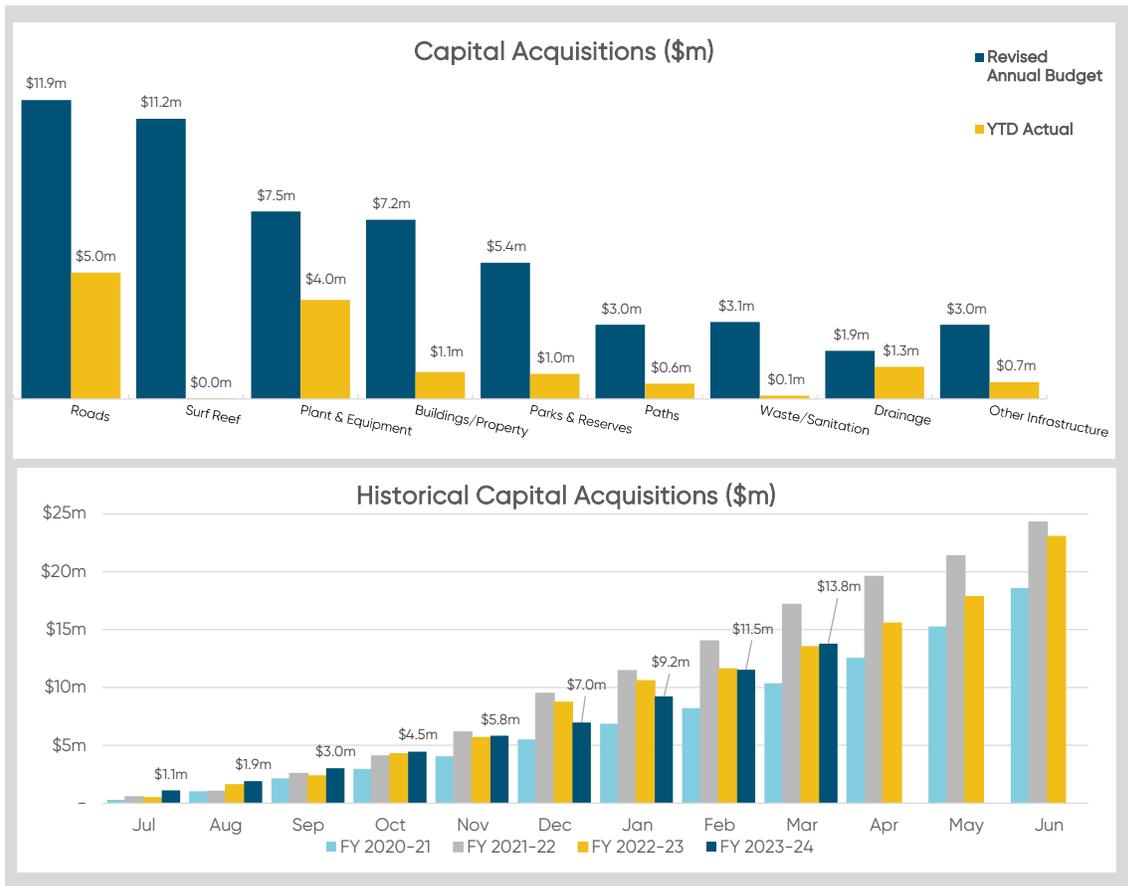


COMMENTS:
 Included within current debtors totalling \$1.21m are grants from Development WA (\$385k), Department of Primary Industries and Regional Development (\$110k), and Department of Fire & Emergency Services (\$137k). As at the date of this report only the DFES invoice is outstanding, noting an amendment to the invoice had to be issued and was done so on 16 April 2024.
 No significant matters noted.

CITY OF ALBANY
 NOTES TO THE MONTHLY FINANCIAL REPORT
 FOR THE PERIOD ENDED 31 MARCH 2024

NOTE 5
 CAPITAL ACQUISITIONS

Capital Acquisitions	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	\$	%	
Roads	11,965,286	11,947,263	9,374,188	5,044,536	(4,329,652)	(46%)	▼
Surf Reef	11,200,000	11,200,000	0	30,008	30,008	-	
Plant & Equipment	7,308,069	7,489,983	5,975,345	3,963,157	(2,012,187)	(34%)	▼
Buildings/Property	6,125,290	7,169,737	3,085,234	1,074,157	(2,011,077)	(65%)	▼
Parks & Reserves	5,553,604	5,446,730	1,575,902	1,000,835	(575,067)	(36%)	▼
Paths	3,272,464	2,970,330	2,659,507	610,112	(2,049,395)	(77%)	▼
Waste/Sanitation	2,826,229	3,067,574	2,434,914	130,492	(2,304,422)	(95%)	▼
Drainage	2,364,930	1,914,930	1,266,177	1,282,028	15,851	1%	
Other Infrastructure	1,823,438	2,970,298	2,117,280	676,072	(1,441,208)	(68%)	▼
Total Capital Acquisitions	52,439,310	54,176,845	28,488,547	13,811,397	(14,677,149)	(52%)	▼



COMMENTS:
 Total Capital Acquisitions of \$13.56m for the period ending 31 March 2024 equates to 25% of the current full year budget. YTD spend (\$13.56m) is slightly above the same period last year, totalling \$13.52m.

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 27 MARCH 2024**

CREDIT CARD TRANSACTIONS

DATE	PAYEE	DESCRIPTION	AMOUNT
28/02/2024	DOG BITE PREVENTION	Animal Management Training - C Kneebone & J Tieman	\$1,194.00
28/02/2024	TRAVEL 72769379888800	Accommodation - Animal Management Training - C Kneebone & J Tieman	\$718.16
29/02/2024	TRAVEL 72769379888800	Accommodation - Animal Management Training - C Kneebone & J Tieman	-\$359.08
29/02/2024	TRAVEL 72769379888800	Accommodation - Animal Management Training - C Kneebone & J Tieman	-\$359.08
29/02/2024	YARNMARKETPLACE	NAIDOC Uniforms - Returns	-\$79.74
29/02/2024	YARNMARKETPLACE	NAIDOC Uniforms - Returns	-\$59.50
04/03/2024	REX8996067846844	Flights - Animal Management Training - J Tieman	\$675.08
04/03/2024	REX8996067846845	Flights - Animal Management Training - C Kneebone	\$675.08
05/03/2024	REGIONAL EXPRESS	Flights - Animal Management Training - C Kneebone & J Tieman	\$55.70
05/03/2024	REZDY	Monthly Subscription to Rezdy Booking Platform - NAC	\$286.22
13/03/2024	WUFOO	Online Forms for Various Business Units	\$481.16
13/03/2024	INTNL TRANSACTION FEE	International Transaction fee	\$12.03
18/03/2024	TRAVEL 72782319248296	Accommodation - 41G Case - A Sharpe, M Gilfellon & D Waugh	\$1,992.00
20/03/2024	HEALTHCORP PTY. LTD.	Battery & Defib Pads for Defibrillator	\$583.70
21/03/2024	YODECK.COM FLIPNODE	Online Advertising Portal - TV's at the Airport	\$101.51
21/03/2024	INTNL TRANSACTION FEE	International Transaction fee	\$2.54
22/03/2024	CROWN PROMENADE PERTH	Accommodation & Meals - Finance Conference - S Van Nierop	\$459.22
25/03/2024	ZOOM.US 888-799-9666	Video Conferencing Facility for City of Albany	\$190.34
29/02/2024	METRO HOTEL PERTH	Meals - TAFE - B O'Meara	\$222.00
05/03/2024	NESUTO CURTIN PERTH	Accommodation - TAFE - N Brown	\$1,359.10
05/03/2024	NESUTO CURTIN PERTH	Accommodation - TAFE - N Brown	\$200.00
07/03/2024	DROPBOX 7NFP7SBTPQYX	Dropbox Business Standard Plan	\$302.50
11/03/2024	DMIRS EAST PERTH	High Risk Work Licence - J Ashby	\$44.00
13/03/2024	TICKETS*ACRS LGN W	Training - Speed Management - City Assets	\$20.00
13/03/2024	TICKETS*BUNURU SOC	Registration - Bunuru Social Impact Summit - A McEwan	\$20.00
13/03/2024	TICKETS*BUNURU SOC	Registration - Bunuru Social Impact Summit - A McEwan	\$400.00
13/03/2024	PLANNING INSTITUTE OF	Registration - Purposeful Planner Series - A Nicoll	\$65.00
13/03/2024	PLANNING INSTITUTE OF	Registration - Purposeful Planner Series - A Nicoll	\$65.00
15/03/2024	WESTERN POWER	Relocation of Street Lighting - Middleton	\$498.91
18/03/2024	METRO HOTEL PERTH	Meals - TAFE - B O'Meara	\$56.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 27 MARCH 2024**

CREDIT CARD TRANSACTIONS

DATE	PAYEE	DESCRIPTION	AMOUNT
19/03/2024	AUREA HOTEL PERTH KING	Accommodation - Aboriginal Engagement Forum - N Walker & K White	\$380.00
20/03/2024	REGIONAL EXPRESS	Flights - Aboriginal Engagement Forum - N Walker	\$403.03
20/03/2024	REGIONAL EXPRESS	Flights - Aboriginal Engagement Forum - K White	\$403.03
21/03/2024	TRYBOOKING*GREAT SOUTH	Registration - Kwodjet Goorliny Symposium - J Freeman, S Maciejewski & P Bockman	\$751.50
25/03/2024	TICKETS*MORAY AGN	Registration - Aboriginal Cultural Heritage Protection in WA - S Maciejewski & K O'Flaherty	\$110.00
25/03/2024	INSTITUTE OF PUBLIC	Registration - Asset Management for Green Infrastructure - K Outhwaite	\$110.00
25/03/2024	INSTITUTE OF PUBLIC	Registration - Asset Management for Green Infrastructure - R Polette	\$110.00
27/03/2024	GREAT STHN MOTOR/CYC	Plant Service & Tyre Repairs - Polaris Ranger	\$514.35
27/03/2024	PAYPAL *CRKENNEDYCO	Stationery Supplies - T Bond	\$206.80
06/03/2024	JOJOESPIZZ* ONLINE	Meal - Closed Door Meeting 05/03 - Mayor & Elected Members	\$213.00
07/03/2024	NESPRESSO AU	Coffee Stock - Councillors & Staff	\$246.00
12/03/2024	NORTH ROAD SUPERMARK	Catering Supplies - Major Projects	\$30.38
12/03/2024	WOOLWORTHS 4374	Catering Supplies - Major Projects	\$112.59
15/03/2024	REX	Unknown - REX System Error - Refunded 18/04/2024	\$747.65
18/03/2024	AUREA HOTEL PERTH KING	Accommodation - WALGA Aboriginal Engagement Forum - Cr Traill	\$190.00
21/03/2024	DORALANE PASTRIES	Birthday Cake for Deputy Mayor - Annual Electors Council Meeting	\$30.15
25/03/2024	FERVE FERVE CINEFESTOZ	Tickets - CinefestOZ Opening - Mayor, A Sharpe & Partners	\$206.96
01/03/2024	TICKETS*ACCI GREAT	Tickets - ACCI Women's Day Event - D Baesjou, T Rogister, A McEwan, M Henderson, N Leggett, S Schulz, K O'Flaherty, T Jahn	\$927.44
04/03/2024	THREE ANCHORS	Meeting - A Sharpe, I Clark (AYSA), D Wellington	\$21.65
12/03/2024	HILTON HOTELS 11101	Dinner - Governor & Mrs Dawson, Mayor Stocks, A Sharpe, GSDC Chair R Burges & CEO J Gardner - 50/50 Bill Split with GSDC	\$198.39
18/03/2024	KATES PLACE	Office of CEO Team Meeting - A Sharpe, D Clark, N Banyard & S Ellis	\$20.50
22/03/2024	DYLAN'S	Meeting - A Sharpe & ACCI CEO	\$11.50
28/02/2024	SHOPIFY 219031037	Forts Store Online Postal Shipping Rates	\$15.31
28/02/2024	INTNL TRANSACTION FEE	International Transaction fee	\$0.38
29/02/2024	EVENT LISTING FEE	Event Organiser Fee - New Resident Meet & Greet - T Flett	\$24.99
04/03/2024	GOOGLE ADS1978259392	Advertising - National Anzac Centre	\$0.07

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 27 MARCH 2024**

CREDIT CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
06/03/2024	INTUIT MAILCHIMP	Monthly Marketing Plan - Communications - L Condon	\$526.68
07/03/2024	REGIONAL EXPRESS	Flights - Statistics Workshop - S Majidi	\$806.45
08/03/2024	FACEBK *3SC8WXXX52	Advertising - Facebook & Instagram	\$28.26
11/03/2024	SOUNDTRACK YOUR BRAND	Subscription - Music Service - Albany Leisure & Aquatic Centre	\$40.22
11/03/2024	DT PERTH NORTHBRIDGE	Accommodation & Meals - Statistics Workshop - S Majidi	\$357.77
11/03/2024	INTNL TRANSACTION FEE	International Transaction fee	\$1.01
12/03/2024	DEPT OF RACING GAMIN	Occasional Liquor Licence - Cinefest Oz 'Deadly Day' 19 April 2024 - Town Hall	\$58.50
14/03/2024	MCDONALDS JOLIMONT	Meal - Bunuru Social Impact Summit 2024 - N Watson	\$24.00
14/03/2024	DELISIO CAFE	Meal - Bunuru Social Impact Summit 2024 - N Watson	\$30.41
15/03/2024	REGIONAL EXPRESS	Flights - 2024 WALGA Aboriginal Engagement Forum - Councillor Traill	\$806.45
15/03/2024	RIVERSIDE ROADHOUSE	Meal - Bunuru Social Impact Summit 2024 - N Watson	\$20.50
18/03/2024	AFCI	Training - Film Commission Fundamentals - A Kiddle	\$456.83
18/03/2024	INTNL TRANSACTION FEE	International Transaction fee	\$11.42
18/03/2024	MONDAY.COM	Monday Project Management Software - Bicentenary 2026	\$1,801.30
21/03/2024	CAFE ESPRESSO ONE	Meeting - Southern Aboriginal Corporation - N Watson	\$16.00
22/03/2024	ACCOR* MERCURE WELCOME	Accommodation - Gordon Darling Travel Grant - I Geidans & T Crosby	\$188.00
25/03/2024	VIRGIN AU	Flights - Gordon Darling Travel Grant - I Geidans & T Crosby	\$1,936.30
25/03/2024	WIX.COM	Subscription - City of Albany Events App Charge	\$7.41
			\$22,925.03

**CITY OF ALBANY
 LIST OF ACCOUNTS FOR PAYMENT
 FOR THE PERIOD ENDING 15 APRIL 2024**

PAYROLL TRANSACTIONS				
DATE			DESCRIPTION	AMOUNT
21/03/2024			Payroll	\$774,533.80
26/03/2024			Superannuation	\$154,363.33
04/04/2024			Payroll	\$787,489.54
				\$ 1,716,386.67

CHEQUE TRANSACTIONS				
DATE	CHEQUE	NAME	DESCRIPTION	AMOUNT
				\$0.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174615	04/04/2024	35 DEGREES SOUTH	Surveying Services Q22010A	\$1,614.25
EFT174817	11/04/2024	4 STEEL SUPPLIES	Hardware Supplies	\$2,288.50
EFT174719	11/04/2024	ACORN TREES AND STUMPS	Vegetation Management Services C21005(A)	\$495.00
EFT174247	21/03/2024	AD CONTRACTORS PTY LTD	Plant And Equipment Hire C23009(B)	\$19,362.75
EFT174453	28/03/2024	AD CONTRACTORS PTY LTD	Plant And Equipment Hire C23009(B)	\$22,732.33
EFT174589	04/04/2024	AD CONTRACTORS PTY LTD	Plant And Equipment Hire C23009(B)	\$7,271.00
EFT174699	11/04/2024	AD CONTRACTORS PTY LTD	Plant And Equipment Hire C23009(B)	\$31,598.85
EFT174285	21/03/2024	A CHESTER	Staff Reimbursement	\$14.70
EFT174454	28/03/2024	ADVERTISER PRINT	Printing Services	\$1,272.00
EFT174700	11/04/2024	ADVERTISER PRINT	Printing Services	\$3,329.00
EFT174632	04/04/2024	AFGRI EQUIPMENT AUSTRALIA PTY LTD	Plant Parts And Repairs	\$1,679.39
EFT174766	11/04/2024	AFGRI EQUIPMENT AUSTRALIA PTY LTD	Plant Parts And Repairs	\$471.09
EFT174271	21/03/2024	AIR BP	Avgas Purchase	\$1,314.98
EFT174443	21/03/2024	AIRBORNE MAPPING & PHOTOGRAPHY SERVICES	GIS Consultancy	\$1,900.00
EFT174455	28/03/2024	AIRBORNE MAPPING & PHOTOGRAPHY SERVICES	GIS Consultancy	\$1,900.00
EFT174701	11/04/2024	AIRBORNE MAPPING & PHOTOGRAPHY SERVICES	GIS Consultancy	\$1,900.00
EFT174702	11/04/2024	AKUBRA HATS PTY LTD	Stock Items - Forts Store	\$1,622.50
EFT174293	21/03/2024	AL CURNOW HYDRAULICS	Plant Parts And Repairs	\$2,462.18
EFT174614	04/04/2024	AL CURNOW HYDRAULICS	Plant Parts And Repairs	\$2,459.10
EFT174597	04/04/2024	ALBANY ALLSOILS LANDSCAPE SUPPLIES	Concreting Supply	\$80.00
EFT174757	11/04/2024	ALBANY ASPHALT SERVICES - GORDON WALMSLEY PTY LTD	Asphalt Services C23015(A)	\$24,614.50
EFT174591	04/04/2024	ALBANY AUTO ONE	Plant Parts And Repairs	\$708.00
EFT174706	11/04/2024	ALBANY AUTO ONE	Plant Parts And Repairs	\$191.61
EFT174465	28/03/2024	ALBANY AUTOS	Vehicle Purchase P23022	\$38,373.39
EFT174267	21/03/2024	ALBANY BITUMEN SPRAYING	Road Maintenance Services Q23069	\$1,282.60
EFT174727	11/04/2024	ALBANY BITUMEN SPRAYING	Road Maintenance Services Q23069	\$1,800.15
EFT174460	28/03/2024	ALBANY CHAMBER OF COMMERCE AND INDUSTRY INC	International Women's Day Sponsorship	\$1,320.00
EFT174705	11/04/2024	ALBANY CHAMBER OF COMMERCE AND INDUSTRY INC	Survey Services Q24006	\$13,728.00
EFT174780	11/04/2024	ALBANY CITY MOTORS	Plant Parts And Repairs	\$1,243.97

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174464	28/03/2024	ALBANY COMMUNITY FOUNDATION	Payroll Deductions	\$5.00
EFT174711	11/04/2024	ALBANY COMMUNITY FOUNDATION	Payroll Deductions	\$5.00
EFT174458	28/03/2024	ALBANY COMMUNITY HOSPICE	Payroll Deductions	\$10.00
EFT174704	11/04/2024	ALBANY COMMUNITY HOSPICE	Payroll Deductions	\$10.00
EFT174350	21/03/2024	ALBANY EVENT HIRE	Event Hire - Q23015	\$1,581.20
EFT174644	04/04/2024	ALBANY EVENT HIRE	Event Hire - Q23015	\$266.00
EFT174703	11/04/2024	ALBANY HYDRAULICS	Plant Parts And Repairs	\$172.43
EFT174459	28/03/2024	ALBANY INDOOR PLANT HIRE AND SALES	Indoor Plant Hire	\$513.70
EFT174334	21/03/2024	ALBANY INDOOR SPORTS CENTRE	Indoor Soccer Pitch Hire	\$440.00
EFT174257	21/03/2024	ALBANY IRRIGATION & DRILLING	Irrigation / Retic Materials	\$8,235.85
EFT174596	04/04/2024	ALBANY IRRIGATION & DRILLING	Irrigation / Retic Materials	\$441.46
EFT174710	11/04/2024	ALBANY IRRIGATION & DRILLING	Irrigation / Retic Materials	\$1,207.05
EFT174559	28/03/2024	ALBANY LOCK & SECURITY	Locksmith / Security Services	\$1,885.53
EFT174820	11/04/2024	ALBANY LOCK & SECURITY	Locksmith / Security Services	\$455.36
EFT174595	04/04/2024	ALBANY MILK DISTRIBUTORS	Milk Deliveries	\$299.52
EFT174709	11/04/2024	ALBANY MILK DISTRIBUTORS	Milk Deliveries	\$350.12
EFT174361	21/03/2024	ALBANY NEWS DELIVERY	Newspaper Delivery	\$150.56
EFT174526	28/03/2024	ALBANY NEWS DELIVERY	Newspaper Delivery	\$125.76
EFT174653	04/04/2024	ALBANY NEWS DELIVERY	Newspaper Delivery	\$108.16
EFT174255	21/03/2024	ALBANY OFFICE PRODUCTS DEPOT	Stationery / Office Supplies	\$1,879.20
EFT174463	28/03/2024	ALBANY OFFICE PRODUCTS DEPOT	Stationery / Office Supplies	\$848.50
EFT174592	04/04/2024	ALBANY OFFICE PRODUCTS DEPOT	Stationery / Office Supplies	\$1,892.35
EFT174707	11/04/2024	ALBANY OFFICE PRODUCTS DEPOT	Stationery / Office Supplies	\$1,112.75
EFT174593	04/04/2024	ALBANY PLASTERBOARD COMPANY	Transport Services	\$880.00
EFT174374	21/03/2024	ALBANY PLUMBING AND GAS	Plumbing Services C21006	\$1,128.95
EFT174536	28/03/2024	ALBANY PLUMBING AND GAS	Plumbing Services C21006	\$99.90
EFT174662	04/04/2024	ALBANY PLUMBING AND GAS	Plumbing Services C21006	\$449.55
EFT174799	11/04/2024	ALBANY PLUMBING AND GAS	Plumbing Services C21006	\$11,828.30
EFT174252	21/03/2024	ALBANY POWDER COATERS	Infrastructure Maintenance Materials	\$1,776.34
EFT174590	04/04/2024	ALBANY POWDER COATERS	Infrastructure Maintenance Materials	\$1,776.34

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174708	11/04/2024	ALBANY PSYCHOLOGICAL SERVICES	EAP Services	\$270.00
EFT174256	21/03/2024	ALBANY QUALITY LAWNMOWING	Mowing Services	\$130.00
EFT174461	28/03/2024	ALBANY RETRAVISION	Appliance Replacement	\$1,398.00
EFT174254	21/03/2024	ALBANY SCREENPRINTERS	Printing Services	\$520.00
EFT174289	21/03/2024	ALBANY SIGNS	Sign Printing / Supply	\$2,293.50
EFT174612	04/04/2024	ALBANY SIGNS	Sign Printing / Supply	\$1,303.50
EFT174745	11/04/2024	ALBANY SIGNS	Sign Printing / Supply	\$357.50
EFT174607	04/04/2024	ALBANY SKIPS AND WASTE SERVICES	Waste Disposal Services	\$862.50
EFT174251	21/03/2024	ALBANY SWEEP CLEAN	Sweeping Services C23005	\$6,545.00
EFT174466	28/03/2024	ALBANY TANKS	Water Delivery	\$400.00
EFT174248	21/03/2024	ALBANY TOYOTA	Vehicle Servicing Q23005	\$1,272.24
EFT174456	28/03/2024	ALBANY TOYOTA	Vehicle Servicing Q23005	\$771.61
EFT174422	21/03/2024	ALBANY TYREPOWER	Tyre Supply / Maintenance	\$6,851.65
EFT174683	04/04/2024	ALBANY TYREPOWER	Tyre Supply / Maintenance	\$2,000.70
EFT174250	21/03/2024	ALBANY V-BELT AND RUBBER	Plant Parts and Repairs	\$3,458.39
EFT174457	28/03/2024	ALBANY V-BELT AND RUBBER	Plant Parts and Repairs	\$49.87
EFT174427	21/03/2024	ALBANY VETERINARY HOSPITAL PTY LTD	Veterinary Services	\$50.00
EFT174462	28/03/2024	ALBANY VOLUNTEER FIRE & RESCUE SERVICE	Volunteer Services	\$200.00
EFT174467	28/03/2024	ALBANY WACKY GOLF	Event Hire	\$550.00
EFT174468	28/03/2024	ALINTA	Gas Charges	\$52.40
EFT174342	21/03/2024	A LAMBE	Staff Reimbursement	\$95.00
EFT174249	21/03/2024	ALL TECH MECHANICAL / ALBANY BRAKE AND CLUTCH	Plant Parts And Repairs	\$41.00
EFT174308	21/03/2024	ALL TRUCK REPAIRS	Vehicle Parts / Maintenance / DOT Inspection	\$880.93
EFT174618	04/04/2024	ALL TRUCK REPAIRS	Vehicle Parts / Maintenance / DOT Inspection	\$241.65
EFT174712	11/04/2024	ALLIANCE DISTRIBUTION SERVICES	Stock Items - Forts Store	\$612.10
EFT174493	28/03/2024	AMANDA CRUSE	Mayoral And Councillor Allowance	\$3,042.50
EFT174647	04/04/2024	AMANDA MARKEY (MAND MARKEY)	Judging Services	\$200.00
EFT174279	21/03/2024	AMPOL AUSTRALIA PETROLEUM PTY LTD	Diesel Deliveries	\$13,976.88
EFT174278	21/03/2024	AMPOL LIMITED	Ampol Card Purchases February	\$13,828.22
EFT174735	11/04/2024	AMPOL LIMITED	Ampol Card Purchases March	\$7,772.79

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174423	21/03/2024	AMY G ULLRICH	Stock Items - Visitor Centre	\$295.00
EFT174477	28/03/2024	ANDIMAPS	Advertising	\$825.00
EFT174782	11/04/2024	A MAUGHAN	Rates Refund	\$21.12
EFT174369	21/03/2024	A & T PALFREY	Rates Refund	\$1,126.14
EFT174797	11/04/2024	A & D PILLAI	Rates Refund	\$22.43
EFT174783	11/04/2024	A MCEWAN	Staff Reimbursement	\$102.07
EFT174469	28/03/2024	ANTONIA'S DANCE STUDIO	Dance Classes	\$240.00
EFT174528	28/03/2024	A & G OFFER	Rates Refund	\$552.10
EFT174604	04/04/2024	ARC INFRASTRUCTURE PTY LTD	Lease Payment	\$678.50
EFT174260	21/03/2024	ARCHIVAL SURVIVAL PTY LTD	Archiving Supplies	\$254.10
EFT174599	04/04/2024	ARMSTRONG SHINE GROUP PTY LTD	Window Cleaning Services Q23039	\$660.00
EFT174717	11/04/2024	ASP ALLOY AND STAINLESS PRODUCTS	Plant Parts and Repairs	\$1,683.66
EFT174261	21/03/2024	ATC WORK SMART	Casual Labour / Apprentices	\$9,124.44
EFT174470	28/03/2024	ATC WORK SMART	Casual Labour / Apprentices	\$9,249.62
EFT174718	11/04/2024	ATC WORK SMART	Casual Labour / Apprentices	\$14,442.46
EFT174262	21/03/2024	ATTEKUS	Bookable Consulting Services Q23013	\$649.69
EFT174722	11/04/2024	AUSCOINWEST	Stock Items - Visitor Centre	\$729.30
EFT174579	28/03/2024	AUSSIE BROADBAND LIMITED	Internet Fees	\$348.00
EFT174471	28/03/2024	AUSTRALIA POST	Postage	\$10,530.33
EFT174600	04/04/2024	AUSTRALIAN INSTITUTE OF PROJECT MANAGEMENT	Annual Membership Fee	\$510.60
EFT174598	04/04/2024	AUSTRALIAN MINERAL FERTILISERS	IBC Purchases	\$320.00
EFT174716	11/04/2024	AUSTRALIAN PARKING & REVENUE CONTROL PTY LTD T/A APARC	Fee Pillar Charges	\$330.92
EFT174473	28/03/2024	AUSTRALIAN SERVICES UNION WA BRANCH	Payroll Deductions	\$1,331.50
EFT174721	11/04/2024	AUSTRALIAN SERVICES UNION WA BRANCH	Payroll Deductions	\$1,331.50
EFT174472	28/03/2024	AUSTRALIAN TAXATION OFFICE	Payroll Deductions	\$233,320.80
EFT174720	11/04/2024	AUSTRALIAN TAXATION OFFICE	Payroll Deductions	\$240,539.31
EFT174263	21/03/2024	BADGEMATE	Badge Printing Services	\$220.30
EFT174264	21/03/2024	BAKERS FOOD & FUEL	Refreshments	\$630.30
EFT174724	11/04/2024	BATTERY WORLD	Plant Parts and Repairs	\$954.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174725	11/04/2024	BELL ART AUSTRALIA	Stock Items - Visitor Centre	\$754.62
EFT174475	28/03/2024	BEST OFFICE SYSTEMS	IT Equipment C21016	\$4,260.30
EFT174266	21/03/2024	BEYOND CLARITY	Software Subscription	\$90.75
EFT174311	21/03/2024	BILL GIBBS EXCAVATIONS	Plant and Equipment Hire C23009(D)	\$27,960.91
EFT174601	04/04/2024	B O'MEARA	Staff Reimbursement	\$780.14
EFT174474	28/03/2024	BINALUP ABORIGINAL CORPORATION	Vegetation Management Services	\$3,135.00
EFT174726	11/04/2024	BIO DIVERSE SOLUTIONS	Investigation and Management Services Q22005	\$4,741.00
EFT174269	21/03/2024	BOC GASES AUSTRALIA LIMITED	Gas Bottles	\$93.82
EFT174270	21/03/2024	BOOKEASY AUSTRALIA PTY LTD	Bookeasy Bookings	\$1,135.28
EFT174603	04/04/2024	BP BIRD PLUMBING & GAS PTY LTD	Plant Parts and Repairs	\$137.50
EFT174449	25/03/2024	B STONE	Rates Refund	\$512.72
EFT174531	28/03/2024	BRAYDEN JOHN PARKER	Lawn Mowing	\$285.00
EFT174274	21/03/2024	BROOKS HEAVY TRANSPORT SERVICE PTY LTD	Plant and Equipment Hire	\$671.00
EFT174273	21/03/2024	BROOKS HIRE SERVICE PTY LTD	Plant and Equipment Hire	\$17,825.49
EFT174729	11/04/2024	BROOKS HIRE SERVICE PTY LTD	Plant and Equipment Hire	\$1,016.49
EFT174643	04/04/2024	BUCHER MUNICIPAL PTY LTD	Plant Parts And Repairs	\$462.64
EFT174778	11/04/2024	BUCHER MUNICIPAL PTY LTD	Plant Parts And Repairs	\$1,494.43
EFT174479	28/03/2024	BUILDING AND CONSTRUCTION INDUSTRY TRAINING BOARD	BCITF Levy	\$6,176.80
EFT174275	21/03/2024	BULLSEYE PLUMBING & GAS	Plumbing / Hydro Jetting Services Q23045	\$8,025.00
EFT174480	28/03/2024	BULLSEYE PLUMBING & GAS	Plumbing / Hydro Jetting Services Q23045	\$3,780.00
EFT174276	21/03/2024	BUNNINGS GROUP LIMITED	Hardware Supplies / Tools	\$2,097.03
EFT174481	28/03/2024	BUNNINGS GROUP LIMITED	Hardware Supplies / Tools	\$129.59
EFT174605	04/04/2024	BUNNINGS GROUP LIMITED	Hardware Supplies / Tools	\$244.04
EFT174730	11/04/2024	BUNNINGS GROUP LIMITED	Hardware Supplies / Tools	\$40.53
EFT174277	21/03/2024	BUSY BLUE BUS	Rezdy Tour Sales	\$306.00
EFT174732	11/04/2024	C & C MACHINERY CENTRE	Plant Parts And Repairs	\$81.31
EFT174734	11/04/2024	CABCHARGE PAYMENTS PTY LTD	Taxi Fares	\$181.23
EFT174283	21/03/2024	CAM MANAGEMENT SOLUTIONS (CAMMS)	Annual Licence Fees Q23025	\$17,820.00
EFT174280	21/03/2024	CAMLYN SPRINGS	Water Dispenser Refills	\$225.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174736	11/04/2024	CAMTRANS ALBANY PTY LTD	Freight Charges	\$1,100.00
EFT174738	11/04/2024	CATALYST CONSULTANCY & RESEARCH	Community & Youth Survey	\$13,420.00
EFT174484	28/03/2024	CENTENNIAL STADIUM INC	Electricity Charges / Hygiene Services	\$266.82
EFT174609	04/04/2024	CENTENNIAL STADIUM INC	Electricity Charges / Hygiene Services	\$125.84
EFT174284	21/03/2024	CENTIGRADE SERVICES PTY LTD	Plant Maintenance Services C21008	\$8,378.78
EFT174483	28/03/2024	CENTIGRADE SERVICES PTY LTD	Plant Maintenance Services C21008	\$319.00
EFT174608	04/04/2024	CENTIGRADE SERVICES PTY LTD	Plant Maintenance Services C21008	\$853.48
EFT174739	11/04/2024	CENTIGRADE SERVICES PTY LTD	Plant Maintenance Services C21008	\$281.24
EFT174296	21/03/2024	CGS QUALITY CLEANING	Cleaning Services C23016	\$107,435.94
EFT174494	28/03/2024	CGS QUALITY CLEANING	Cleaning Services C23016	\$228.00
EFT174750	11/04/2024	CGS QUALITY CLEANING	Cleaning Services C23016	\$6,209.22
EFT174740	11/04/2024	CHAMBER OF COMMERCE AND INDUSTRY OF WESTERN AUSTRALIA LIMITED	Membership Fees	\$12,595.00
EFT174485	28/03/2024	CHILD SUPPORT AGENCY	Payroll Deductions	\$1,343.37
EFT174741	11/04/2024	CHILD SUPPORT AGENCY	Payroll Deductions	\$1,316.42
EFT174286	21/03/2024	CHRISEA DESIGNS	Stock Items - Box Office	\$944.00
EFT174287	21/03/2024	CLEANAWAY PTY LIMITED	Waste Disposal Services P20020	\$320,962.08
EFT174253	21/03/2024	COASTAL CRANES ALBANY	Plant And Equipment Hire Q23053	\$253.00
EFT174743	11/04/2024	COATES HIRE OPERATIONS PTY LIMITED	Plant And Equipment Hire	\$137.46
EFT174488	28/03/2024	COHERA-TECH PTY LTD	Subscription Fee	\$550.00
EFT174288	21/03/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries / Catering	\$587.42
EFT174489	28/03/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD	Gift Vouchers	\$269.61
EFT174611	04/04/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD	Office Supplies	\$358.40
EFT174744	11/04/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD	Catering Supplies	\$208.12
EFT174292	21/03/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD (ONLINE ONLY)	Catering / Office / Event Supplies	\$999.90
EFT174613	04/04/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD (ONLINE ONLY)	Catering / Office / Event Supplies	\$364.05
EFT174747	11/04/2024	COLES SUPERMARKETS AUSTRALIA PTY LTD (ONLINE ONLY)	Catering / Office / Event Supplies	\$247.68

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174733	11/04/2024	COMMERCIAL AQUATICS AUSTRALIA (WA) PTY LTD	Preventative Maintenance Q22028	\$20,410.50
EFT174574	28/03/2024	CONNY WEHLAND	Workshop Presentation	\$300.00
EFT174521	28/03/2024	CRAIG MCKINLEY	Mayoral And Councillor Allowance	\$3,042.50
EFT174290	21/03/2024	CRAYON AUSTRALIA PTY LTD	Software Subscription P23026	\$1,431.25
EFT174291	21/03/2024	CREATIONS HOMES PTY LTD	Building Maintenance Services C23024	\$950.00
EFT174746	11/04/2024	CREATIVE SUPPLIERS	Stock Items - Forts Store	\$4,580.29
EFT174748	11/04/2024	CYNERGIC INTERNET	Cloud Services Q21024	\$2,106.89
EFT174368	21/03/2024	CYNTHIA TRACEY ORR	Artwork Sales	\$129.50
EFT174294	21/03/2024	D & K ENGINEERING	Plant Parts And Repairs	\$859.99
EFT174715	11/04/2024	DAMON ANNISON	Stock Items - Visitor Centre	\$262.55
EFT174344	21/03/2024	D LEMIN	Rates Refund	\$3,500.00
EFT174749	11/04/2024	DATA #3 LIMITED	Subscription Fee P21046	\$3,313.07
EFT174583	28/03/2024	D ZOHAR	Rates Refund	\$1,156.48
EFT174343	21/03/2024	DAVID LEECH	Stock Items - Forts Store	\$240.00
EFT174641	04/04/2024	DAVID LEECH	Stock Items - Forts Store	\$240.00
EFT174414	21/03/2024	D THEODORE	Staff Reimbursement	\$136.78
EFT174621	04/04/2024	D GALYER	Refund	\$541.73
EFT174491	28/03/2024	DELMA BAESJOU	Mayoral And Councillor Allowance	\$3,042.50
EFT174533	28/03/2024	DELTA AGRIBUSINESS T/A PETER GRAHAM CO	Vegetation Management Supplies Q24003	\$35.00
EFT174658	04/04/2024	DELTA AGRIBUSINESS T/A PETER GRAHAM CO	Vegetation Management Supplies Q24003	\$2,414.00
EFT174796	11/04/2024	DELTA AGRIBUSINESS T/A PETER GRAHAM CO	Vegetation Management Supplies Q24003	\$6,884.00
EFT174298	21/03/2024	DEPARTMENT OF BIODIVERSITY CONSERVATION AND ATTRACTIONS (FORMERLY DEPT OF PARKS & WILDLIFE)	National Park Passes For Resale	\$4,275.00
EFT174616	04/04/2024	DEPARTMENT OF BIODIVERSITY CONSERVATION AND ATTRACTIONS (FORMERLY DEPT OF PARKS & WILDLIFE)	Lease - Goode Beach	\$163.99
EFT174584	02/04/2024	DEPARTMENT OF JUSTICE - FINES ENFORCEMENT	Court Lodgement Fees	\$2,254.50
EFT174752	11/04/2024	DEPARTMENT OF TRANSPORT	Disclosure Of Information Fees	\$396.00
EFT174751	11/04/2024	DEPARTMENT OF TRANSPORT - MARINE SAFETY	Community Jetty Renewal Fee	\$90.20
EFT174446	21/03/2024	DEPARTMENT OF WATER AND ENVIRONMENTAL REGULATION	Annual Licence Fee	\$13,904.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174787	11/04/2024	DIANA LOUISE MILLER	Stock Items - Forts Store	\$270.00
EFT174299	21/03/2024	DISCOVERY BAY TOURISM PRECINCT LTD	Day Entry Tickets	\$51.00
EFT174301	21/03/2024	DJL ELECTRICAL CONTRACTING	Electrical Services Q21057	\$2,954.56
EFT174495	28/03/2024	DJL ELECTRICAL CONTRACTING	Electrical Services Q21057	\$185.57
EFT174281	21/03/2024	D CAMERON	Staff Reimbursement	\$92.19
EFT174690	04/04/2024	D WILLOCK	Rates Refund	\$952.73
EFT174302	21/03/2024	DYNAMIC GIFT INTERNATIONAL PTY LTD	Stock Items - Visitor Centre	\$658.90
EFT174496	28/03/2024	EASI PACKAGING PTY LTD	Payroll Deductions	\$11,268.48
EFT174753	11/04/2024	EASI PACKAGING PTY LTD	Payroll Deductions	\$11,113.64
EFT174303	21/03/2024	ELLEKER GENERAL STORE AND TAVERN	Fuel Purchases	\$87.19
EFT174754	11/04/2024	ELLEKER GENERAL STORE AND TAVERN	Fuel Purchases	\$247.52
EFT174837	11/04/2024	E WIEDENHOEFT	Refund	\$96.00
EFT174663	04/04/2024	E POLETTE	Staff Reimbursement	\$87.00
EFT174547	28/03/2024	E SCHAUMANN	Refund	\$302.00
EFT174304	21/03/2024	E-STRALIAN PTY LTD T/A SPARQUE	Weekly E-Bike Lease	\$494.02
EFT174617	04/04/2024	E-STRALIAN PTY LTD T/A SPARQUE	Weekly E-Bike Lease	\$494.02
EFT174755	11/04/2024	EVERETT-SMITH & CO PTY LTD	Concreting Services	\$1,584.00
EFT174305	21/03/2024	EVERTRANS	Plant Purchases Q23066	\$14,415.50
EFT174306	21/03/2024	EYERITE SIGNS	Sign Printing / Supply	\$733.29
EFT174307	21/03/2024	FIRST NATIONAL BAIRSTOW KERR	Rental Charges	\$400.00
EFT174309	21/03/2024	FLEET NETWORK	Novated Lease And Associated Costs	\$1,618.54
EFT174619	04/04/2024	FLEET NETWORK	Novated Lease And Associated Costs	\$1,020.31
EFT174310	21/03/2024	FLIPS ELECTRICS	Retic / Plant / Electrical Services / Supplies	\$1,419.00
EFT174497	28/03/2024	FLIPS ELECTRICS	Retic / Plant / Electrical Services / Supplies	\$1,221.00
EFT174620	04/04/2024	FLIPS ELECTRICS	Retic / Plant / Electrical Services / Supplies	\$1,237.50
EFT174371	21/03/2024	FULTON HOGAN INDUSTRIES	Construction Works C23018 / C23028 / P23017	\$360,711.66
EFT174534	28/03/2024	FULTON HOGAN INDUSTRIES	Construction Works C23018	\$180,448.42
EFT174315	21/03/2024	G & M DETERGENTS & HYGIENE SERVICES ALBANY	Cleaning / Hygiene Supplies Q22034	\$2,819.20
EFT174624	04/04/2024	G & M DETERGENTS & HYGIENE SERVICES ALBANY	Cleaning / Hygiene Supplies Q22034	\$1,608.88
EFT174756	11/04/2024	G & M DETERGENTS & HYGIENE SERVICES ALBANY	Cleaning / Hygiene Supplies Q22034	\$384.05

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174323	21/03/2024	GHD PTY LTD	Design Services Q23060	\$42,210.85
EFT174498	28/03/2024	GIN LAO	Cooking Class	\$800.00
EFT174622	04/04/2024	GLEN FLOOD GROUP PTY LTD - GFG CONSULTING	Consulting Services P23033	\$32,660.10
EFT174312	21/03/2024	GLENN'S HEAVY RECOVERY & TOWING	Freight Charges	\$275.00
EFT174314	21/03/2024	GLOBAL MARINE ENCLOSURES PTY LTD	Infrastructure Maintenance Q23073	\$61,069.53
EFT174313	21/03/2024	GLOBAL SPILL CONTROL PTY LTD	Spill Cleaning Supplies	\$677.85
EFT174316	21/03/2024	GRACE TRAINING AND OPERATIONS	Staff Training	\$4,950.00
EFT174550	28/03/2024	GRAEME MITCHELL SIMPSON	Welcome To Country / Performance Fees	\$1,000.00
EFT174763	11/04/2024	GREAT SOUTHERN BIO LOGIC	Staff Training	\$924.00
EFT174764	11/04/2024	GREAT SOUTHERN FARM SERVICE	Vehicle Parts / Maintenance Q23037	\$1,595.00
EFT174321	21/03/2024	GREAT SOUTHERN GEOTECHNICS PTY LTD	Geotechnical Services	\$6,837.05
EFT174627	04/04/2024	GREAT SOUTHERN LIQUID WASTE	Liquid Waste Disposal Services Q22009	\$2,323.07
EFT174762	11/04/2024	GREAT SOUTHERN LIQUID WASTE	Liquid Waste Disposal Services Q22009	\$3,884.00
EFT174318	21/03/2024	GREAT SOUTHERN PEST & WEED CONTROL / ALBANY PEST & WEED CONTROL	Pest Management Services Q23031	\$1,803.75
EFT174759	11/04/2024	GREAT SOUTHERN PEST & WEED CONTROL / ALBANY PEST & WEED CONTROL	Pest Management Services Q23031	\$135.00
EFT174319	21/03/2024	GREAT SOUTHERN SUPPLIES	Cleaning / Hygiene Supplies / Uniforms / PPE Q23004	\$2,942.39
EFT174500	28/03/2024	GREAT SOUTHERN SUPPLIES	Cleaning / Hygiene Supplies / Uniforms / PPE Q23004	\$5,404.77
EFT174626	04/04/2024	GREAT SOUTHERN SUPPLIES	Cleaning / Hygiene Supplies / Uniforms / PPE Q23004	\$4,326.13
EFT174760	11/04/2024	GREAT SOUTHERN SUPPLIES	Cleaning / Hygiene Supplies / Uniforms / PPE Q23004	\$525.45
EFT174723	11/04/2024	GREAT SOUTHERN TREE CARE PTY LTD T/A BARNETT'S TREE SERVICES	Chipping Services C23012(C)	\$645.00
EFT174761	11/04/2024	GREAT SOUTHERN TURF	Turf Supplies Q23003	\$1,650.00
EFT174317	21/03/2024	GREEN SKILLS INCORPORATED	Track Vegetation Maintenance C22010(A)	\$27,027.95
EFT174499	28/03/2024	GREEN SKILLS INCORPORATED	Track Vegetation Maintenance C22010(A)	\$104,104.40
EFT174558	28/03/2024	GREGORY BRIAN STOCKS	Mayoral And Councillor Allowance	\$12,197.08

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174320	21/03/2024	GREYBIRD MEDIA	Advertising	\$1,148.40
EFT174628	04/04/2024	GRP TANK SOLUTIONS	Water Tank	\$24,303.84
EFT174322	21/03/2024	GSM AUTO ELECTRICAL	Plant Parts and Repairs	\$377.00
EFT174487	28/03/2024	GULL ROCK CONSTRUCTIONS	Road / Construction Services Q24002(D)	\$16,771.00
EFT174610	04/04/2024	GULL ROCK CONSTRUCTIONS	Road / Construction Services Q24002(D)	\$5,357.00
EFT174742	11/04/2024	GULL ROCK CONSTRUCTIONS	Road / Construction Services Q24002(D)	\$4,500.00
EFT174633	04/04/2024	H+H ARCHITECTS	Architectural Services	\$3,913.47
EFT174594	04/04/2024	HANGAR HOLDINGS (WA) PTY LTD	Refund	\$12.00
EFT174840	11/04/2024	H MCGUFFIE	Staff Reimbursement	\$24.95
EFT174372	21/03/2024	HANSON CONSTRUCTION MATERIALS PTY LTD	Concreting Supply C22007	\$1,555.84
EFT174660	04/04/2024	HANSON CONSTRUCTION MATERIALS PTY LTD	Concreting Supply C22007	\$668.80
EFT174798	11/04/2024	HANSON CONSTRUCTION MATERIALS PTY LTD	Concreting Supply C22007	\$668.80
EFT174328	21/03/2024	HARVEY NORMAN AV/IT ALBANY	Event Supplies	\$129.00
EFT174502	28/03/2024	HAVOC BUILDERS PTY LTD	Construction Services C21014	\$440.00
EFT174629	04/04/2024	HAVOC BUILDERS PTY LTD	Construction Services C21014	\$4,202.45
EFT174325	21/03/2024	HEATLEYS SAFETY & INDUSTRIAL / SKIPPER TRANSPORT PARTS	Plant Parts and Repairs	\$925.47
EFT174326	21/03/2024	HELEN FITZHARDINGE	Stock Items - Box Office	\$80.00
EFT174630	04/04/2024	HELEN MUNT	Heritage Advisory Services Q21023	\$8,134.50
EFT174327	21/03/2024	HERE NOW	Exhibition Services	\$550.00
EFT174631	04/04/2024	HERE NOW	Exhibition Services	\$577.50
EFT174330	21/03/2024	HHG LEGAL GROUP	Legal Fees	\$1,515.25
EFT174634	04/04/2024	HHG LEGAL GROUP	Legal Fees	\$1,551.00
EFT174765	11/04/2024	HIGHWAY WRECKERS	Towing Services	\$220.00
EFT174329	21/03/2024	HOBBS PAINTING AND DECORATING	Painting Services Q22023	\$1,865.39
EFT174503	28/03/2024	HOBBS PAINTING AND DECORATING	Painting Services Q22023	\$272.54
EFT174331	21/03/2024	HUNTED THE INTERACTIVE HORROR EXPERIENCE	Regional Events Funding	\$2,200.00
EFT174332	21/03/2024	ICKY FINKS WAREHOUSE SALES	Craft Supplies / Workshop Presentation	\$154.22
EFT174504	28/03/2024	ICKY FINKS WAREHOUSE SALES	Craft Supplies / Workshop Presentation	\$272.92
EFT174333	21/03/2024	ILLUMINATION MANDALAS	Stock Items - Visitor Centre	\$315.54

**CITY OF ALBANY
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174505	28/03/2024	IMPACT SERVICES PTY LTD	Sponsorship Fees / Casual Labour / Apprentices	\$5,775.76
EFT174767	11/04/2024	IMPACT SERVICES PTY LTD	Sponsorship Fees / Casual Labour / Apprentices	\$334.03
EFT174506	28/03/2024	INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA - WA INC	Corporate Membership	\$1,144.00
EFT174635	04/04/2024	INTERFIRE AGENCIES PTY LTD	Protective Equipment	\$2,684.00
EFT174768	11/04/2024	IPAR REHABILITATION PTY LTD	Medical Services	\$328.90
EFT174636	04/04/2024	IVENTURE WA PTY LTD	Flexi-Pass Sales	\$6,833.00
EFT174366	21/03/2024	IXOM	Chlorine Service Fee	\$359.74
EFT174282	21/03/2024	J & S CASTLEHOW ELECTRICAL SERVICES	Drainage C23014 / Electrical Services C22021	\$287,127.20
EFT174482	28/03/2024	J & S CASTLEHOW ELECTRICAL SERVICES	Drainage C23014 / Electrical Services C22021	\$553,096.90
EFT174606	04/04/2024	J & S CASTLEHOW ELECTRICAL SERVICES	Drainage C23014 / Electrical Services C22021	\$48,156.71
EFT174737	11/04/2024	J & S CASTLEHOW ELECTRICAL SERVICES	Drainage C23014 / Electrical Services C22021	\$19,455.18
EFT174775	11/04/2024	J BAKURSKI & W BAKURSKI T/A KINSHIP CLEANING CO	Cleaning Services	\$240.00
EFT174268	21/03/2024	J. BLACKWOOD & SON PTY LTD	Hardware / Safety Supplies	\$1,124.20
EFT174476	28/03/2024	J. BLACKWOOD & SON PTY LTD	Hardware / Safety Supplies	\$185.02
EFT174602	04/04/2024	J. BLACKWOOD & SON PTY LTD	Hardware / Safety Supplies	\$302.13
EFT174728	11/04/2024	J. BLACKWOOD & SON PTY LTD	Hardware / Safety Supplies	\$808.53
EFT174335	21/03/2024	JAPANESE TRUCK AND BUS SPARES PTY LTD	Plant Parts And Repairs	\$222.40
EFT174507	28/03/2024	JAPANESE TRUCK AND BUS SPARES PTY LTD	Plant Parts And Repairs	\$1,398.30
EFT174448	25/03/2024	J & P KIGHTLY	Rates Refund	\$355.68
EFT174803	11/04/2024	J REED	Staff Reimbursement	\$15.00
EFT174452	28/03/2024	J ABBEY	Refund	\$170.00
EFT174681	04/04/2024	JENNY TAYLOR DESIGNS	Stock Items - Forts Store	\$816.70
EFT174386	21/03/2024	JL HOWELL & RC KEEPA-TIBBLE (RNB SOUL TRAIN)	Performance Fee	\$400.00
EFT174770	11/04/2024	JO JOES DIAL A PIZZA AND KEBAB	Pizza	\$99.00
EFT174336	21/03/2024	JO WESLEY	Workshop Presentation	\$560.00
EFT174508	28/03/2024	JO WESLEY	Workshop Presentation	\$560.00
EFT174638	04/04/2024	JOBLINK MIDWEST (INC)	Advertising	\$33.00
EFT174447	25/03/2024	J HARVEY	Rates Refund	\$370.22
EFT174769	11/04/2024	JOHN KINNEAR AND ASSOCIATES	Surveying Services	\$1,760.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174438	21/03/2024	JON WOOLF	Animal Collection Services Q23033	\$850.00
EFT174582	28/03/2024	JON WOOLF	Animal Collection Services Q23033	\$425.00
EFT174692	04/04/2024	JON WOOLF	Animal Collection Services Q23033	\$425.00
EFT174841	11/04/2024	JON WOOLF	Animal Collection Services Q23033	\$425.00
EFT174580	28/03/2024	J WILLOX	Rates Refund	\$637.92
EFT174295	21/03/2024	J DE JONG	Refund	\$183.20
EFT174509	28/03/2024	JUMP MARKETING AND BUSINESS SOLUTIONS	Stock Items - Visitor Centre	\$160.00
EFT174510	28/03/2024	JUST SEW EMBROIDERY	Safety Equipment Maintenance	\$262.35
EFT174771	11/04/2024	JUST THE SWEET SPOT	Workshops	\$700.00
EFT174572	28/03/2024	K VICKERS	Rates Refund	\$40.01
EFT174337	21/03/2024	KALGAN QUEEN SCENIC CRUISES	Rezdy Tour Sales	\$4,288.25
EFT174772	11/04/2024	KALGAN QUEEN SCENIC CRUISES	Rezdy Tour Sales	\$4,029.00
EFT174511	28/03/2024	KALGAN VOLUNTEER BUSHFIRE BRIGADE	Volunteer Services	\$200.00
EFT174773	11/04/2024	KANDOO WINDSCREENS	Plant Parts And Repairs	\$800.00
EFT174338	21/03/2024	KENNARDS HIRE PTY LTD	Plant And Equipment Hire	\$1,168.00
EFT174774	11/04/2024	KENNARDS HIRE PTY LTD	Plant And Equipment Hire	\$385.00
EFT174339	21/03/2024	KINJARLING FILMS PTY LTD	Regional Event Sponsorship	\$5,000.00
EFT174512	28/03/2024	KLB SYSTEMS T/A TURN 7 MEDIA	IT Services / Products	\$15,911.56
EFT174639	04/04/2024	KLB SYSTEMS T/A TURN 7 MEDIA	IT Services / Products	\$1,683.00
EFT174340	21/03/2024	KMART ALBANY	Library Stock / Easter Supplies / Appliances	\$726.00
EFT174640	04/04/2024	KMART ALBANY	Library Stock / Easter Supplies / Appliances	\$29.25
EFT174776	11/04/2024	KMART ALBANY	Library Stock / Easter Supplies / Appliances	\$149.00
EFT174363	21/03/2024	KOMATSU AUSTRALIA PTY LTD	Plant Parts and Repairs	\$1,380.19
EFT174791	11/04/2024	KOMATSU AUSTRALIA PTY LTD	Plant Parts and Repairs	\$3,620.12
EFT174341	21/03/2024	LAFITTE CLOTHING PTY LTD	Stock Items - Visitor Centre	\$1,143.12
EFT174297	21/03/2024	LANDGATE	Interim Valuations	\$1,091.32
EFT174389	21/03/2024	L HALL	Rates Refund	\$721.85
EFT174514	28/03/2024	LARRIKIN HOUSE PTY LTD	Kindy Resources	\$375.00
EFT174444	21/03/2024	LESTER COYNE	Welcome To Country	\$300.00
EFT174492	28/03/2024	LESTER COYNE	Welcome To Country	\$300.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
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EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174345	21/03/2024	LGC TRAFFIC MANAGEMENT	Traffic Control C21002(B)	\$33,033.72
EFT174359	21/03/2024	LGIS PROPERTY	Motor Vehicle Claim	\$300.00
EFT174346	21/03/2024	LIBBY SHEPPARD DESIGN	Stock Items - Visitor Centre	\$571.12
EFT174347	21/03/2024	LISA MAREE COLLYER	Presentation Fees	\$239.00
EFT174348	21/03/2024	LOCHNESS LANDSCAPE SERVICES	Vegetation Maintenance Services C22009	\$55,036.53
EFT174349	21/03/2024	LOWER KALGAN COMMUNITY ASSOCIATION INC	Community Events Grant	\$5,500.00
EFT174515	28/03/2024	LW SUPPLY PTY LTD TRADING AS - LIFE APPAREL CO	Stock Items - Forts Store	\$1,893.73
EFT174518	28/03/2024	LYNN MACLAREN	Mayoral And Councillor Allowance	\$3,042.50
EFT174517	28/03/2024	M AND B SALES PTY LTD	Building / Road Maintenance Materials	\$66.67
EFT174777	11/04/2024	M AND B SALES PTY LTD	Building / Road Maintenance Materials	\$1,219.99
EFT174779	11/04/2024	M CROOK	Refund	\$63.33
EFT174490	28/03/2024	MALCOLM TRAILL	Mayoral And Councillor Allowance	\$3,042.50
EFT174646	04/04/2024	MANDALAY TECHNOLOGIES PTY LTD	Subscription Renewal	\$62,958.13
EFT174532	28/03/2024	M PEARCE	Refund	\$429.17
EFT174516	28/03/2024	MARIO LIONETTI	Mayoral And Councillor Allowance	\$3,042.50
EFT174839	11/04/2024	MARJORIE JILL WILSON	Music Lessons	\$750.00
EFT174648	04/04/2024	MARSHALL MOWERS	Plant Purchases / Hardware Supplies / Tools	\$6,346.10
EFT174781	11/04/2024	MARSHALL MOWERS	Plant Purchases / Hardware Supplies / Tools	\$3,599.00
EFT174538	28/03/2024	MASTERS PSYCHOLOGY	EAP Services	\$209.00
EFT174802	11/04/2024	MASTERS PSYCHOLOGY	EAP Services	\$209.00
EFT174786	11/04/2024	M DAVIDSON	Refund	\$117.93
EFT174714	11/04/2024	MATTHEW ANGUS	Workshop Presentation	\$2,000.00
EFT174649	04/04/2024	MERRIFIELD REAL ESTATE	Rates Refund	\$649.84
EFT174351	21/03/2024	METROLL ALBANY	Building/Drainage Maintenance Materials	\$81.29
EFT174650	04/04/2024	METROLL ALBANY	Building/Drainage Maintenance Materials	\$1,619.37
EFT174272	21/03/2024	MILITARY SHOP	Stock Items - Forts Store	\$3,871.02
EFT174352	21/03/2024	MINNA ENGINEERING	Clock Maintenance	\$1,309.00
EFT174522	28/03/2024	MINNA ENGINEERING	Clock Maintenance	\$1,859.00
EFT174353	21/03/2024	MINTER ELLISON	Legal Fees	\$11,768.02
EFT174354	21/03/2024	MJB INDUSTRIES PTY LTD	Drainage Materials	\$1,623.60

**CITY OF ALBANY
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174355	21/03/2024	MM DESIGNS	Stock Items - Visitor Centre	\$270.00
EFT174651	04/04/2024	MODERN TEACHING AIDS PTY LTD	Supplies For Daycare	\$30.47
EFT174788	11/04/2024	MODERN TEACHING AIDS PTY LTD	Supplies For Daycare	\$1,232.69
EFT174356	21/03/2024	MOKOH DESIGN	Stock Items - Visitor Centre	\$808.50
EFT174357	21/03/2024	MORAY & AGNEW LAWYERS	Legal Fees	\$10,381.36
EFT174523	28/03/2024	MORAY & AGNEW LAWYERS	Legal Fees	\$8,047.60
EFT174385	21/03/2024	MP ROGERS AND ASSOCIATES PTY LTD	CHRMAP Services	\$687.34
EFT174525	28/03/2024	MULE CREATIVE	Graphic Design Services	\$4,895.00
EFT174384	21/03/2024	NADIA LORRAINE ROELOFS	Stock Items - Box Office	\$130.92
EFT174789	11/04/2024	NATURALISTE CHARTERS	Rezdy Tour Sales	\$3,340.50
EFT174486	28/03/2024	NEV CLARKE ART PHOTOGRAPHY	Photography Classes	\$450.00
EFT174360	21/03/2024	NEWMAN'S QUALITY CONCRETE PRODUCTS	Retic Materials	\$591.36
EFT174758	11/04/2024	NICHOLAS JOHN GORMAN	Waste Disposal Services	\$1,138.50
EFT174362	21/03/2024	NORTH ROAD SUPA IGA	Catering	\$445.06
EFT174790	11/04/2024	NORTH ROAD SUPA IGA	Catering	\$33.81
EFT174527	28/03/2024	OCTAGON LIFTS PTY LTD	Lift Maintenance Services Q21008	\$5,551.33
EFT174364	21/03/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office Supplies / Stationery	\$313.98
EFT174654	04/04/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office Supplies / Stationery	\$194.00
EFT174792	11/04/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office Supplies / Stationery	\$397.00
EFT174655	04/04/2024	OFFROAD TRUCKS AUSTRALIA	Plant Parts And Repairs	\$1,000.00
EFT174529	28/03/2024	O'KEEFE'S PAINTS	Paint / Painting Supplies	\$338.73
EFT174793	11/04/2024	O'KEEFE'S PAINTS	Paint / Painting Supplies	\$155.14
EFT174365	21/03/2024	OMNICOM MEDIA GROUP AUSTRALIA PTY LTD	Advertising	\$696.42
EFT174367	21/03/2024	ORIKAN NEW ZEALAND LIMITED	Subscription Fees	\$29.15
EFT174530	28/03/2024	PALMER EARTHMOVING - PALMER CIVIL CONSTRUCTION	Plant / Equipment / Labour Hire C23009(H)	\$2,425.50
EFT174656	04/04/2024	PALMER EARTHMOVING - PALMER CIVIL CONSTRUCTION	Plant / Equipment / Labour Hire C23009(H)	\$54,693.59
EFT174419	21/03/2024	PAMELA FOWLER THE TROPHY SHOP ALBANY	Engraving Services	\$93.30
EFT174259	21/03/2024	PAPERBARK MERCHANTS	Newspaper Delivery	\$237.20
EFT174637	04/04/2024	PATRICK JENNINGS T/A TORNDIRUPWW	Stock Items - Box Office	\$92.72
EFT174370	21/03/2024	PAUL ARMSTRONG PANELBEATERS	Towage Fee	\$863.50

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174563	28/03/2024	PAUL TERRY	Mayoral And Councillor Allowance	\$4,987.92
EFT174795	11/04/2024	PERIBO PTY LTD	Stock Items - Forts	\$503.79
EFT174659	04/04/2024	PERTH INTERNATIONAL DANCE	Dance Classes	\$100.00
EFT174535	28/03/2024	P PITTMAN	Refund	\$149.85
EFT174657	04/04/2024	PHOENIX CIVIL & EARTHMOVING PTY LTD	Road Construction Services C23030	\$159,634.41
EFT174794	11/04/2024	PHOENIX CIVIL & EARTHMOVING PTY LTD	Road Construction Services C23030	\$139,041.50
EFT174378	21/03/2024	PIVOT SUPPORT SERVICES	Gardening Services	\$316.80
EFT174585	04/04/2024	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$310.00
EFT174696	11/04/2024	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$388.98
EFT174373	21/03/2024	PLASTICS PLUS	Storage Supplies	\$150.04
EFT174661	04/04/2024	PLASTICS PLUS	Storage Supplies	\$145.20
EFT174405	21/03/2024	POSITION PARTNERS	Software Subscription Renewal	\$2,893.00
EFT174375	21/03/2024	PROTECTOR FIRE SERVICES	Plant Parts And Repairs C20001	\$2,071.30
EFT174537	28/03/2024	PROTECTOR FIRE SERVICES	Plant Parts And Repairs C20001	\$226.38
EFT174800	11/04/2024	PROTECTOR FIRE SERVICES	Plant Parts And Repairs C20001	\$93.17
EFT174376	21/03/2024	PSYCHOLOGY AUSTRALIA (MOUNT LAWLEY) PTY LTD	EAP Services	\$300.00
EFT174801	11/04/2024	PSYCHOLOGY AUSTRALIA (MOUNT LAWLEY) PTY LTD	EAP Services	\$300.00
EFT174652	04/04/2024	QUINTIS SANDALWOOD PTY LTD	Stock Items - Visitor Centre / Forts Store	\$697.79
EFT174664	04/04/2024	QUINTIS SANDALWOOD PTY LTD	Stock Items - Visitor Centre / Forts Store	\$1,946.46
EFT174383	21/03/2024	R & J BATTERIES PTY LTD	Plant Parts And Repairs	\$130.77
EFT174543	28/03/2024	R & J BATTERIES PTY LTD	Plant Parts And Repairs	\$1,172.25
EFT174668	04/04/2024	R & J BATTERIES PTY LTD	Plant Parts And Repairs	\$485.95
EFT174805	11/04/2024	R & J BATTERIES PTY LTD	Plant Parts And Repairs	\$140.54
EFT174539	28/03/2024	RECONNECT HEALTH AND WELLBEING	EAP Services	\$187.00
EFT174540	28/03/2024	REDMAN SOLUTIONS PTY LTD	IT Services	\$4,400.00
EFT174665	04/04/2024	REDMOND SALES	Stock Items - Forts Store	\$353.54
EFT174377	21/03/2024	REECE PTY LTD	Plumbing Products / Services	\$241.19
EFT174541	28/03/2024	REECE PTY LTD	Plumbing Products / Services	\$189.32
EFT174666	04/04/2024	REECE PTY LTD	Plumbing Products / Services	\$281.46
EFT174804	11/04/2024	REECE PTY LTD	Plumbing Products / Services	\$17.59

**CITY OF ALBANY
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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174379	21/03/2024	REPCO AUTO PARTS	Plant Parts And Repairs	\$57.76
EFT174380	21/03/2024	REPLICA MEDALS & RIBBONS PTY LTD	Stock Items - Forts Store	\$428.62
EFT174667	04/04/2024	REPLICA MEDALS & RIBBONS PTY LTD	Stock Items - Forts Store	\$731.94
EFT174381	21/03/2024	R-GROUP INTERNATIONAL	Software Subscriptions	\$4,169.62
EFT174542	28/03/2024	R-GROUP INTERNATIONAL	Software Subscriptions	\$321.41
EFT174382	21/03/2024	RICOH	Photocopier Charges	\$10,360.90
EFT174544	28/03/2024	RMI ENGINEERING PTY LTD	Infrastructure Maintenance Materials	\$3,119.33
EFT174669	04/04/2024	RMI ENGINEERING PTY LTD	Infrastructure Maintenance Materials	\$1,991.00
EFT174560	28/03/2024	ROBERT SUTTON	Mayoral And Councillor Allowance	\$3,042.50
EFT174387	21/03/2024	ROPS ENGINEERING AUSTRALIA PTY LTD	Plant Parts And Repairs	\$555.02
EFT174838	11/04/2024	ROSS WILLIAMSON	Tank Cleaning Services	\$2,100.00
EFT174545	28/03/2024	ROYALE PATISSERIE	Catering	\$57.00
EFT174806	11/04/2024	ROYALE PATISSERIE	Catering	\$66.00
EFT174390	21/03/2024	RUSTYS MARINE	Plant Parts And Repairs	\$10.00
EFT174300	21/03/2024	SANDRA DIXON	EAP Services	\$180.00
EFT174623	04/04/2024	SANDRA GILFILLAN	Professional Services	\$2,210.00
EFT174391	21/03/2024	SCARLET DRIVE	Performance Fees	\$2,000.00
EFT174406	21/03/2024	SCORPTEC COMPUTERS	IT Equipment	\$5,577.00
EFT174392	21/03/2024	SECUREPAY PTY LTD	Bookeasy Fees	\$14.25
EFT174807	11/04/2024	SECUREPAY PTY LTD	Bookeasy Fees	\$15.40
EFT174393	21/03/2024	SEEK LIMITED	Advertising	\$1,138.50
EFT174548	28/03/2024	SEEK LIMITED	Advertising	\$984.50
EFT174670	04/04/2024	SEEK LIMITED	Advertising	\$346.50
EFT174808	11/04/2024	SEEK LIMITED	Advertising	\$984.50
EFT174549	28/03/2024	SIGMA CHEMICALS	Pool Cleaning Supplies / Equipment	\$3,945.87
EFT174551	28/03/2024	SIMPLY AMAZING BISCOTTI PTY LTD	Stock Items - Forts Store	\$425.10
EFT174784	11/04/2024	SINCH MESSAGE MEDIA / MESSAGE4U PTY LTD	Monthly Access Fee	\$46.20
EFT174552	28/03/2024	SJ TRAFFIC MANAGEMENT	Traffic Control	\$19,146.88
EFT174809	11/04/2024	SJ TRAFFIC MANAGEMENT	Traffic Control	\$14,856.61
EFT174324	21/03/2024	SMITH CONSTRUCTIONS WA	Construction Services C23013	\$135,449.50

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ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174396	21/03/2024	SMITHS ALUMINIUM AND 4WD CENTRE	Building Maintenance Materials	\$837.50
EFT174810	11/04/2024	SMITHS ALUMINIUM AND 4WD CENTRE	Building Maintenance Materials	\$1,950.00
EFT174397	21/03/2024	SOIL SOLUTIONS PTY LTD	Waste Disposal Services C20019 / Infrastructure Materials C23008(E)	\$3,909.00
EFT174553	28/03/2024	SOIL SOLUTIONS PTY LTD	Waste Disposal Services C20019 / Infrastructure Materials C23008(E)	\$71,871.20
EFT174671	04/04/2024	SOIL SOLUTIONS PTY LTD	Waste Disposal Services C20019 / Infrastructure Materials C23008(E)	\$21,162.70
EFT174811	11/04/2024	SOIL SOLUTIONS PTY LTD	Waste Disposal Services C20019 / Infrastructure Materials C23008(E)	\$7,450.00
EFT174398	21/03/2024	SOLOMON MERCHANTS	Prize Vouchers	\$125.00
EFT174394	21/03/2024	SOMEONE I LOVE	Stock Items - Forts Store	\$1,105.20
EFT174519	28/03/2024	S MAJIDI	Staff Reimbursement	\$66.99
EFT174402	21/03/2024	SOUTH COAST ENVIRONMENTAL	Vegetation Management Services C22010(C)	\$4,340.00
EFT174645	04/04/2024	SOUTH COAST WOODWORKS GALLERY	Stock Items - Forts Store	\$1,287.00
EFT174673	04/04/2024	SOUTH METROPOLITAN TAFE	Staff Training	\$336.00
EFT174625	04/04/2024	SOUTH REGIONAL TAFE	Staff Training	\$518.80
EFT174400	21/03/2024	SOUTHCOAST SECURITY SERVICE	Security Services C23019	\$34,261.13
EFT174401	21/03/2024	SOUTHERN ABORIGINAL CORPORATION	Environmental Works Panel	\$2,323.20
EFT174546	28/03/2024	SOUTHERN BUS CHARTERS	Bus Charter	\$1,364.00
EFT174403	21/03/2024	SOUTHERN CROSS AUSTEREO PTY LTD	Advertising	\$264.00
EFT174554	28/03/2024	SOUTHERN SITE HIRE	Site Hire Q23053	\$9,469.90
EFT174672	04/04/2024	SOUTHERN SITE HIRE	Site Hire Q23053	\$2,417.25
EFT174399	21/03/2024	SOUTHERN TOOL AND FASTENER CO	Hardware Supplies / Tools	\$821.74
EFT174812	11/04/2024	SOUTHERN TOOL AND FASTENER CO	Hardware Supplies / Tools	\$1,176.97
EFT174814	11/04/2024	SPORTSTECH MARKING	Field Painting Services	\$2,750.00
EFT174813	11/04/2024	SPORTSWORLD OF WA	Stock Items - ALAC	\$2,989.80
EFT174674	04/04/2024	SPOTLIGHT PTY LTD	Art Supplies	\$22.75
EFT174395	21/03/2024	S BABU	Crossover Subsidy	\$155.40
EFT174409	21/03/2024	ST JOHN AMBULANCE WESTERN AUSTRALIA LTD	First Aid Training / Supplies Q21022	\$3,328.36

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EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174677	04/04/2024	ST JOHN AMBULANCE WESTERN AUSTRALIA LTD	First Aid Training / Supplies Q21022	\$340.00
EFT174819	11/04/2024	ST JOHN AMBULANCE WESTERN AUSTRALIA LTD	First Aid Training / Supplies Q21022	\$170.00
EFT174676	04/04/2024	STANTEC AUSTRALIA PTY LTD	Consultancy Services Q23070	\$11,859.10
EFT174815	11/04/2024	STANTEC AUSTRALIA PTY LTD	Consultancy Services Q23070	\$12,434.40
EFT174556	28/03/2024	STAR IMS PTY LTD	Ergonomic Services	\$369.19
EFT174404	21/03/2024	STAR SALES AND SERVICE	Plant Parts and Repairs	\$458.00
EFT174555	28/03/2024	STAR SALES AND SERVICE	Plant Parts and Repairs	\$535.00
EFT174675	04/04/2024	STATEWIDE BEARINGS	Vehicle Parts	\$20.46
EFT174501	28/03/2024	STEPHEN GRIMMER	Mayoral And Councillor Allowance	\$3,042.50
EFT174571	28/03/2024	S VAN NIEROP	Staff Reimbursement	\$36.15
EFT174407	21/03/2024	STEWART AND HEATON CLOTHING PTY LTD	Uniforms / PPE	\$453.75
EFT174816	11/04/2024	STEWART AND HEATON CLOTHING PTY LTD	Uniforms / PPE	\$261.49
EFT174557	28/03/2024	STIRLING PRINT	Printing Services	\$1,065.00
EFT174818	11/04/2024	STIRLING PRINT	Printing Services	\$70.00
EFT174713	11/04/2024	STOCKER-CREW	Plant Parts And Repairs	\$1,641.14
EFT174410	21/03/2024	SUNNY INDUSTRIAL BRUSHWARE	Plant Parts And Repairs	\$1,848.00
EFT174411	21/03/2024	SYNERGY	Electricity Charges P21047	\$47,040.64
EFT174561	28/03/2024	SYNERGY	Electricity Charges P21047	\$32,191.38
EFT174678	04/04/2024	SYNERGY	Electricity Charges P21047	\$858.83
EFT174821	11/04/2024	SYNERGY	Electricity Charges P21047	\$29,895.23
EFT174412	21/03/2024	T & C SUPPLIES PTY LTD	Hardware Supplies / Tools	\$3,240.93
EFT174562	28/03/2024	T & C SUPPLIES PTY LTD	Hardware Supplies / Tools	\$2,253.88
EFT174679	04/04/2024	T & C SUPPLIES PTY LTD	Hardware Supplies / Tools	\$981.02
EFT174822	11/04/2024	T & C SUPPLIES PTY LTD	Hardware Supplies / Tools	\$3,344.28
EFT174785	11/04/2024	TANIA MEUZELAAR T/A HANDMADE BY TANIA	Stock Items - Forts Store	\$375.00
EFT174415	21/03/2024	TEAM GLOBAL EXPRESS PTY LTD	Freight Charges	\$976.37
EFT174564	28/03/2024	TEAM GLOBAL EXPRESS PTY LTD	Freight Charges	\$781.95
EFT174413	21/03/2024	TEEDE & CO - COFFEE HOUSE & CATERING	Catering	\$520.00
EFT174450	28/03/2024	TELSTRA	Telephone Charges	\$14,582.70
EFT174586	04/04/2024	TELSTRA	Telephone Charges	\$174.37

CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174451	28/03/2024	THE 12 VOLT WORLD	Plant Parts And Repairs	\$25.00
EFT174587	04/04/2024	THE 12 VOLT WORLD	Plant Parts And Repairs	\$480.00
EFT174697	11/04/2024	THE 12 VOLT WORLD	Plant Parts And Repairs	\$1,836.00
EFT174258	21/03/2024	THE ALBANY SHANTYMEN	Performance Fee	\$900.00
EFT174513	28/03/2024	THE LAKE HOUSE DENMARK	Town Hall Bar Stock	\$513.22
EFT174246	21/03/2024	THE MCNAMAR FAMILY TRUST T/A ALBANY COMMERCIAL DEBT COLLECTORS	Process Serving Fees	\$1,660.40
EFT174588	04/04/2024	THE MCNAMAR FAMILY TRUST T/A ALBANY COMMERCIAL DEBT COLLECTORS	Process Serving Fees	\$1,831.40
EFT174698	11/04/2024	THE MCNAMAR FAMILY TRUST T/A ALBANY COMMERCIAL DEBT COLLECTORS	Process Serving Fees	\$171.00
EFT174358	21/03/2024	THE MUFFIN QUEEN	Catering	\$520.00
EFT174524	28/03/2024	THE MUFFIN QUEEN	Catering	\$4,154.00
EFT174388	21/03/2024	THE ROYAL LIFE SAVING SOCIETY WA INC	Certificates	\$48.50
EFT174642	04/04/2024	THE TRUSTEE FOR CANNING TRUST (LORLAINE DISTRIBUTORS)	Hygiene Services	\$89.66
EFT174570	28/03/2024	THE UNIVERSITY OF WESTERN AUSTRALIA	Membership Renewal	\$25.00
EFT174433	21/03/2024	THE WEST AUSTRALIAN NEWSPAPERS LIMITED	Advertising	\$6,639.23
EFT174445	21/03/2024	THINKWATER ALBANY	Retic Installation Materials / Services	\$20,182.15
EFT174478	28/03/2024	THOMAS BROUGH	Mayoral And Councillor Allowance	\$3,042.50
EFT174823	11/04/2024	TOOL KIT DEPOT	Plant Replacement	\$6,612.00
EFT174824	11/04/2024	TORBAY CATCHMENT GROUP INC	Community Sustainability Grant	\$2,500.00
EFT174416	21/03/2024	TOTAL GREEN RECYCLING	Waste Disposal Services Q23038	\$2,859.89
EFT174418	21/03/2024	TRADELINK PLUMBING SUPPLIES	Drainage Maintenance Materials	\$28.64
EFT174417	21/03/2024	TRAILBLAZERS	Uniforms / PPE / Gas Bottle Refills	\$506.00
EFT174825	11/04/2024	TRAILBLAZERS	Uniforms / PPE / Gas Bottle Refills	\$36.75
EFT174421	21/03/2024	TRUCK CENTRE WA PTY LTD	Plant Parts And Repairs	\$29.51
EFT174566	28/03/2024	TRUCK CENTRE WA PTY LTD	Plant Parts And Repairs	\$823.46
EFT174682	04/04/2024	TRUCK CENTRE WA PTY LTD	Plant Parts And Repairs	\$128.73
EFT174826	11/04/2024	TRUCK CENTRE WA PTY LTD	Plant Parts And Repairs	\$2,775.76

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174420	21/03/2024	TRUCKLINE	Plant Parts And Repairs	\$450.85
EFT174565	28/03/2024	TRUCKLINE	Plant Parts And Repairs	\$124.52
EFT174567	28/03/2024	TUAARI AMOR-KUITI T/AS TK MUSIC SERVICES	Workshop Presentation	\$250.00
EFT174265	21/03/2024	TUTT BRYANT EQUIPMENT	Plant Parts And Repairs	\$816.17
EFT174568	28/03/2024	TWILIGHT DREAMS	French Lessons	\$1,190.00
EFT174827	11/04/2024	ULVERSCROFT LARGE PRINT BOOKS	Large Print Book Order	\$1,638.21
EFT174424	21/03/2024	UNITED BOOK DISTRIBUTORS	Stock Items - Forts Store	\$603.57
EFT174569	28/03/2024	URBAN ASSET SOLUTIONS PTY LTD	Drainage Construction Materials	\$48,400.00
EFT174425	21/03/2024	URBIS PTY LTD	Heritage Advisory Services	\$3,182.50
EFT174680	04/04/2024	V TASIC	Refund	\$120.00
EFT174731	11/04/2024	VERITY BYTH	Artist Fee	\$500.00
EFT174426	21/03/2024	VERVE ST	Performance Fee	\$300.00
EFT174828	11/04/2024	VINOFOOD PTY LTD	Stock Items - Forts Store	\$580.90
EFT174684	04/04/2024	VIRGINIA MILES	Cleaning Services - Wellstead	\$2,786.00
EFT174428	21/03/2024	VOEGELER CREATIONS	Stock Items - Visitor Centre / Forts Store	\$3,349.88
EFT174829	11/04/2024	VOEGELER CREATIONS	Stock Items - Visitor Centre / Forts Store	\$799.00
EFT174429	21/03/2024	WA NATURALLY PUBLICATIONS (DEPT OF PARKS & WILDLIFE)	Stock Items - Visitor Centre	\$583.60
EFT174430	21/03/2024	WATER CORPORATION	Water Charges	\$27,952.12
EFT174573	28/03/2024	WATER CORPORATION	Water Charges	\$33,335.71
EFT174830	11/04/2024	WATER CORPORATION	Water Charges	\$10,662.53
EFT174831	11/04/2024	WAUTERS ENTERPRISES PTY LTD	Construction Services C23003	\$688,306.62
EFT174431	21/03/2024	WCP CIVIL PTY LTD	Road Resurfacing C23015(E)	\$132,900.43
EFT174832	11/04/2024	WCP CIVIL PTY LTD	Road Resurfacing C23015(E)	\$35,002.81
EFT174575	28/03/2024	WELLINGTON AND REEVES	Refund / Rates Refund	\$50.00
EFT174685	04/04/2024	WELLINGTON AND REEVES	Refund / Rates Refund	\$577.03
EFT174432	21/03/2024	WELLSTEAD COMMUNITY RESOURCE CENTRE INCORPORATED	Cleaning Services	\$364.50
EFT174439	21/03/2024	WEST OZ WINES	Town Hall Bar Stock	\$545.88
EFT174576	28/03/2024	WESTERBERG PANEL BEATERS	Insurance Excess	\$300.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

ELECTRONIC FUND TRANSFER PAYMENTS

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT174687	04/04/2024	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION T/A WALGA	Engagement Forum	\$380.00
EFT174835	11/04/2024	WESTERN AUSTRALIAN MUSEUM ALBANY	Mowing Services	\$1,870.83
EFT174695	02/04/2024	WESTERN AUSTRALIAN TREASURY CORPORATION	Loan Repayment	\$124,627.05
EFT174520	28/03/2024	WESTERN DIAGNOSTIC PATHOLOGY	Medical Services	\$69.96
EFT174834	11/04/2024	WESTERN POWER CORPORATION	Power Pole Relocation	\$11,063.00
EFT174686	04/04/2024	WESTRAC EQUIPMENT PTY LTD	Plant Parts And Repairs	\$795.28
EFT174833	11/04/2024	WESTRAC EQUIPMENT PTY LTD	Plant Parts And Repairs	\$221.08
EFT174577	28/03/2024	WESTSHRED DOCUMENT DISPOSAL	Disposal Services	\$302.50
EFT174434	21/03/2024	WE'VE DONE THE COOKING	Catering	\$240.00
EFT174578	28/03/2024	WE'VE DONE THE COOKING	Catering	\$389.00
EFT174688	04/04/2024	WE'VE DONE THE COOKING	Catering	\$488.00
EFT174836	11/04/2024	WE'VE DONE THE COOKING	Catering - Youth Week 2024	\$1,999.00
EFT174435	21/03/2024	WHEATBELT SERVICES PTY LTD	Road Safety Signs	\$1,964.05
EFT174689	04/04/2024	WHEATBELT SERVICES PTY LTD	Road Safety Signs	\$5,637.50
EFT174436	21/03/2024	WINDSOCKS AUSTRALIA PTY LTD	Windsocks	\$654.65
EFT174440	21/03/2024	WISE PERINATAL SERVICES	EAP Services	\$330.00
EFT174441	21/03/2024	WOODLAND TRAILS AND LANDSCAPE	Design / Consulting Services Q23062	\$8,250.00
EFT174437	21/03/2024	WOOLWORTHS GROUP LIMITED	Groceries For Daycare	\$855.45
EFT174581	28/03/2024	WOOLWORTHS GROUP LIMITED	Groceries For Daycare	\$746.19
EFT174691	04/04/2024	WOOLWORTHS GROUP LIMITED	Groceries For Daycare	\$787.57
EFT174842	11/04/2024	WREN OIL	Liquid Waste Disposal Services	\$390.50
EFT174693	04/04/2024	WURTH AUSTRALIA PTY LTD	Plant Parts and Repairs	\$733.84
EFT174442	21/03/2024	ZENITH LAUNDRY	Laundry Expenses	\$67.56
EFT174694	04/04/2024	ZENITH LAUNDRY	Laundry Expenses	\$64.97
EFT174843	11/04/2024	ZENITH LAUNDRY	Laundry Expenses	\$84.04

\$5,882,103.31

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS

DATE	PAYEE	DESCRIPTION	AMOUNT
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Fuel Cards:

16/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P221	\$138.87
20/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P221	\$75.38
05/02/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - P282	\$96.61
07/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P282	\$69.49
19/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P282	\$30.34
19/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P282	\$48.23
20/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P282	\$170.91
09/02/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - P323	\$81.91
09/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P281	\$83.10
20/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P333	\$188.90
08/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P396	\$111.90
08/02/2024	AMPOL WELLSTEAD S/STN	ULP - P396	\$7.17
08/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P396	\$74.38
08/02/2024	AMPOL WELLSTEAD S/STN	ULP - P396	\$41.45
13/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P396	\$343.31
14/02/2024	AMPOL WELLSTEAD S/STN	ULP - P396	\$1.56
14/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P396	\$61.67
21/02/2024	AMPOL WELLSTEAD S/STN	DIESEL - P396	\$69.81
16/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P2230	\$20.52
19/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P292	\$18.78
27/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - STOCK S002	\$3,279.32
27/02/2024	AMPOL ALBANY DIESEL STOP	ULP - P858	\$33.52
28/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - STOCK S004	\$399.79
29/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9001A1	\$16.06
08/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$27.16
22/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$25.41
31/01/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$23.46
06/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$15.85
01/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$156.73

CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024

PURCHASING CARD TRANSACTIONS

DATE	PAYEE	DESCRIPTION	AMOUNT
19/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$167.29
02/02/2024	AMPOL ALBANY DIESEL STOP	ULP - P8196	\$18.16
02/02/2024	AMPOL ALBANY DIESEL STOP	ULP - P8196	\$18.29
13/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P292	\$21.77
20/02/2024	AMPOL ALBANY DIESEL STOP	ULP - P292	\$16.72
25/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P292	\$22.01
27/02/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - STOCK S002	\$391.86
08/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB 2457	\$131.21
13/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - JOB 2457	\$44.82
05/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB NR999	\$16.72
07/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P354	\$103.16
12/02/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - P354	\$119.18
08/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P151	\$9.41
08/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P246	\$24.93
05/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P379	\$296.24
13/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P379	\$313.36
23/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P379	\$323.61
06/02/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P151	\$9.74
27/02/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P151	\$41.73
07/02/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P13	\$16.66
05/02/2024	AMPOL FOODARY ALBANY	PRMDSL A - P4032	\$115.46
23/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4032	\$108.77
19/02/2024	AMPOL FOODARY ALBANY	ULP - P4043	\$51.98
12/02/2024	AMPOL FOODARY ALBANY	ULP - P9015A1	\$61.53
16/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4042	\$35.00
28/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4042	\$61.46
01/02/2024	AMPOL FOODARY ALBANY	ULP - P4046	\$50.65
28/02/2024	AMPOL FOODARY ALBANY	ULP - P4046	\$49.69
06/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4023	\$58.99
15/02/2024	AMPOL FOODARY ALBANY	ULP - P4023	\$51.14

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS

DATE	PAYEE	DESCRIPTION	AMOUNT
29/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4023	\$67.74
02/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9017A3	\$90.96
08/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9017A3	\$54.82
10/02/2024	AMPOL FOODARY NEDLANDS	ULP - P9017A3	\$75.74
14/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9017A3	\$92.24
28/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9017A3	\$87.63
08/02/2024	EG AMPOL 94232 BROOKS GARDEN	PREMIUM98A - P4045	\$123.50
13/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$76.06
16/02/2024	AMPOL FOODARY ALBANY	PREMIUM98A - P4045	\$56.26
22/02/2024	EG AMPOL 94232 BROOKS GARDEN	PREMIUM95A - P4045	\$97.01
28/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$91.58
31/01/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P4045	\$97.03
01/02/2024	AMPOL FOODARY CARINE	PREMIUM95A - P4035	\$90.16
09/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4035	\$112.48
19/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4035	\$38.01
22/02/2024	AMPOL FOODARY CARINE	PREMIUM95A - P4035	\$77.11
08/02/2024	AMPOL FOODARY ALBANY	ULP - P4034	\$39.58
14/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$39.76
21/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$47.68
28/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$50.17
16/02/2024	AMPOL FOODARY ALBANY	PRMDSL A - P4018	\$82.17
23/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4018	\$72.22
16/02/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSL A - P4015	\$96.53
02/02/2024	AMPOL FOODARY WILLIAMS	PRMDSL A - P4041	\$43.75
03/02/2024	AMPOL FOODARY ROCKINGHAM	PRMDSL A - P4041	\$53.69
04/02/2024	AMPOL FOODARY WILLIAMS	PRMDSL A - P4041	\$33.28
28/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4041	\$28.57
02/02/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P4021	\$88.97
03/02/2024	AMPOL FOODARY COCKBURN CENTRAL JANDAKOT	PREMIUM95A - P4021	\$67.72

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
12/02/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P4021	\$104.97
19/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4024	\$94.99
03/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$76.04
08/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$48.61
16/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$34.84
20/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$56.98
22/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$56.64
27/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$53.79
31/01/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$65.80
02/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P9022A1	\$55.17
08/02/2024	AMPOL FOODARY ALBANY	PRMDSL A - P9028A2	\$99.17
23/02/2024	AMPOL FOODARY ALBANY	PRMDSL A - P9028A2	\$97.81
02/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$85.18
06/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$88.56
07/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$58.37
13/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$55.79
13/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$80.77
14/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$81.04
20/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$97.26
22/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$56.39
22/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$82.09
23/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$85.57
28/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$53.04
28/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$88.30
31/01/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$101.59
09/02/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSL A - P9208A1	\$109.37
27/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P9208A1	\$98.79
02/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9222A1	\$74.94
03/02/2024	AMPOL FOODARY WILLIAMS	ULP - P9222A1	\$82.24
09/02/2024	AMPOL FOODARY WILLIAMS	ULP - P9222A1	\$98.26

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
11/02/2024	AMPOL FOODARY JOONDALUP	ULP - P9222A1	\$43.32
28/02/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9222A1	\$104.79
22/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4025	\$115.33
22/02/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSL A - P4025	\$91.71
03/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$74.06
08/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$60.14
19/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$78.63
27/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$79.54
13/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4022	\$91.96
13/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P809	\$73.98
21/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P809	\$53.29
19/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P295	\$77.59
21/02/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB 3156	\$25.97
02/03/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P282	\$72.27
03/03/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P282	\$46.55
24/03/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P319	\$167.94
04/03/2024	AMPOL ALBANY DIESEL STOP	DIESEL - P293	\$181.31
12/03/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - P130	\$132.28
03/03/2024	AMPOL ALBANY DIESEL STOP	PRMDSL A - P281	\$112.22
20/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - STOCK S004	\$399.80
27/03/2024	INDEPENDENT KOJONUP	PRMDSL A - P843	\$119.12
27/03/2024	AMPOL FOODARY HIGH WYCOMBE	DIESEL - P843	\$144.38
27/03/2024	AMPOL KOJONUP	PRMDSL A - P843	\$102.08
21/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - TR607	\$19.32
27/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - TR607	\$52.68
07/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - 3617	\$28.13
22/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - 3617	\$24.74
01/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - 3617	\$22.27
21/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - 3617	\$24.33
18/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P8957/P341	\$157.05

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
05/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB 0008	\$19.22
05/03/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSLA - JOB 0008	\$21.48
27/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB NR999	\$11.02
08/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P8864	\$9.22
13/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSLA - P379	\$287.24
22/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSLA - P379	\$247.14
29/02/2024	AMPOL FOODARY ALBANY	PREMIUM95A - P8864	\$11.67
05/03/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSLA - P4032	\$112.81
09/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSLA - P4032	\$105.48
31/03/2024	EG AMPOL 94243 GREENWOOD	PRMDSLA - P4032	\$94.35
01/03/2024	AMPOL FOODARY ALBANY	ULP - P9015A1	\$52.78
18/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4023	\$57.91
25/03/2024	AMPOL WOOLWORTHS FORRESTDALE	ULP - P4023	\$57.78
12/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4017	\$57.09
01/03/2024	AMPOL FOODARY GOSNELLS NORTH	ULP - P9003A2	\$63.81
06/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9003A2	\$45.81
14/03/2024	AMPOL WOOLWORTHS FORRESTDALE	ULP - P9003A2	\$52.96
10/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9017A3	\$83.73
21/03/2024	AMPOL FOODARY ALBANY	ULP - P9017A3	\$90.09
30/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P9017A3	\$79.25
01/03/2024	AMPOL FOODARY MOSMAN PARK	PREMIUM98A - P4045	\$85.97
04/03/2024	AMPOL FOODARY WILLIAMS	PREMIUM98A - P4045	\$62.41
07/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$98.29
12/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$64.13
13/03/2024	AMPOL WOOLWORTHS FORRESTDALE	PREMIUM98A - P4045	\$71.07
15/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$81.83
22/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM98A - P4045	\$98.20
25/03/2024	AMPOL FOODARY WILLIAMS	PREMIUM98A - P4045	\$68.11
26/03/2024	AMPOL FOODARY WILLIAMS	PREMIUM98A - P4045	\$47.81
28/03/2024	AMPOL FOODARY ALBANY	PREMIUM98A - P4045	\$60.69

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
04/03/2024	AMPOL FOODARY CARINE	PREMIUM95A - P4035	\$68.86
14/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4035	\$105.87
28/03/2024	EG AMPOL 94232 BROOKS GARDEN	PREMIUM98A - P4035	\$49.78
29/02/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4035	\$106.86
07/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$45.92
13/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$43.48
15/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$34.37
21/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4034	\$31.57
13/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4041	\$90.95
01/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4021	\$97.82
04/03/2024	AMPOL WOOLWORTHS FORRESTD ALE	PREMIUM95A - P4021	\$79.27
16/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4021	\$103.60
21/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4021	\$42.91
24/03/2024	AMPOL FOODARY APPECROSS	PREMIUM95A - P4021	\$66.28
13/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4024	\$90.33
05/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$26.75
08/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$62.44
19/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$27.26
22/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$52.11
29/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P316	\$49.19
28/03/2024	AMPOL FOODARY ALBANY	ULP - P9027A1	\$39.39
01/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9022A1	\$36.45
15/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P4004	\$65.47
05/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$99.19
08/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$82.21
14/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$52.75
18/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$44.27
19/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$79.98
21/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$67.85
29/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P369	\$79.29

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
15/03/2024	EG AMPOL 94232 BROOKS GARDEN	PRMDSL A - P9208A1	\$86.78
27/03/2024	AMPOL FOODARY ALBANY	PRMDSL A - P9208A1	\$52.36
21/03/2024	AMPOL FOODARY ALBANY NORTH	ULP - P9222A1	\$101.20
03/03/2024	AMPOL FOODARY BELMONT	PRMDSL A - P4008	\$94.30
11/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P4008	\$140.41
17/03/2024	AMPOL FOODARY ALBANY	PRMDSL A - P4011	\$81.55
07/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$57.71
15/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$61.05
25/03/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P393	\$59.57
08/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4022	\$76.37
27/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - P4022	\$92.49
29/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P809	\$71.30
18/03/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P295	\$167.47
29/02/2024	AMPOL ALBANY DIESEL STOP	ADBLUE - P846	\$413.43
29/02/2024	AMPOL FOODARY ALBANY NORTH	PRMDSL A - P9120A1	\$99.75
15/03/2024	EG AMPOL 94232 BROOKS GARDEN	ULP - JOB 3156	\$19.91
19/03/2024	AMPOL FOODARY ALBANY NORTH	PREMIUM95A - P4043	\$68.85

Subtotal **\$21,601.01**

Coles Cards:			
11/03/2024	Coles Supermarket	Groceries For Governor Lunch Catering - Herbs, Juices And Ice	\$33.90
11/03/2024	Coles Supermarket	Office Supplies	\$35.50
14/03/2024	Coles Supermarket	Groceries	\$7.60
15/03/2024	Coles Supermarket	Groceries / Catering	\$101.27
15/03/2024	Coles Supermarket	Groceries / Catering	\$154.46
16/03/2024	Coles Supermarket	Groceries / Catering	\$168.80
19/03/2024	Coles Supermarket	Groceries	\$85.89
17/02/2024	Coles Supermarket	Groceries - Duracell Batteries	\$9.90
18/03/2024	Coles Supermarket	Groceries	\$50.65
20/03/2024	Coles Supermarket	Gift Vouchers	\$150.00

**CITY OF ALBANY
LIST OF ACCOUNTS FOR PAYMENT
FOR THE PERIOD ENDING 15 APRIL 2024**

PURCHASING CARD TRANSACTIONS			
DATE	PAYEE	DESCRIPTION	AMOUNT
20/03/2024	Coles Supermarket	Groceries	\$15.10
21/03/2024	Coles Supermarket	Groceries	\$39.46
27/03/2024	Coles Supermarket	Groceries - Milk	\$4.50
27/03/2024	Coles Supermarket	Groceries	\$8.80
28/03/2024	Coles Supermarket	Office Supplies	\$115.85
28/03/2024	Coles Supermarket	Office Supplies	\$118.25
28/03/2024	Coles Supermarket	Supplies For Youth Event	\$77.60
01/04/2024	Coles Supermarket	Gift Bags	\$30.00
02/04/2024	Coles Supermarket	Cleaning Products	\$7.90
02/04/2024	Coles Supermarket	Catering Supplies	\$54.32
02/04/2024	Coles Supermarket	Catering Supplies	\$55.25
02/04/2024	Coles Supermarket	Catering Supplies	\$89.55
09/04/2024	Coles Supermarket	Milk	\$9.00
Subtotal			\$1,423.55
Cabcharge Vouchers:			
20/02/2024	CABCHARGE PAYMENTS PTY LTD	Taxi Fare - A Sharpe - RCAWA Meeting - Perth	\$49.14
20/02/2024	CABCHARGE PAYMENTS PTY LTD	Taxi Fare - A Sharpe - RCAWA Meeting - Perth	\$57.54
21/02/2024	CABCHARGE PAYMENTS PTY LTD	Taxi Fare - A Sharpe - RCAWA Meeting - Perth	\$74.55
Subtotal			\$181.23
TOTAL			\$23,205.79

Notes:
All Purchasing Card transactions noted above are dated in accordance with the supplier issued statement. All physical payments to the suppliers are made by Electronic Fund Transfer within the date range of 16 March 2024 to 15 April 2024

Document Number	Description	DATE SENT RECD
EDR24177753	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Award of eQuote for P24002 - York Street Path and Drainage Works PARTIES: Signature Paving & Earthworks Pty SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 Copy)	18/03/2024
EDR24177805	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: EOI ONLY - Disaster Readiness Fund Round 2 Emu Beach Coastal Adaptation and Protection Monitoring PARTIES: EOI only SEMC SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 Copy)	19/03/2024
EDR24177991	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Memorandum of Understanding (MOU) to participate in Phase 2 of the Sustainable Energy Project beyond 31 March 24 PARTIES: WALGA SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	22/03/2024
EDR24178229	COPY OF EXECUTED DOCUMENT ITEM: n/a RE: Partial invoice for contract C23014 - Albany Airport Runway Sub Surface Drainage Installation PARTIES: Castlehow Nominees Pty Ltd SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	28/03/2024
EDR24178231	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: 2024/24 LGGS Funding for Bushfire Brigades and Albany SES PARTIES: LGGS SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	28/03/2024

Document Number	Description	DATE SENT RECD
EDR24178250	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: CEO to sign as owner for 33-39 Stirling Terrace. DA submitted due to heritage requirements only. PARTIES: Spectrum Theatre and City of Albany SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	28/03/2024
EDR24178531	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Award of eQuote for P24003 - Pathway Construction Maley Pl, Bardley Road and Wansbrough Road PARTIES: Fulton Hogan Industries SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024
EDR24178533	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Award of Tender for C24004 (A) - Panel of Suppliers - Supply and installation of Fencing PARTIES: Great Southern Boundaries and Fencing T/A Great Southern Boundaries SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024
EDR24178539	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Award of Tender for C24004 (B) - Panel of Suppliers - Supply and installation of Fencing PARTIES: E & C Activity Pty Ltd T/A Albany Fencing Contractors SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024
EDR24178543	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Progressing of the dedication of a number of portions of Crown Reserve as public road, to facilitate the North Road/Sanford Road roundabout upgrades. PARTIES: N/A SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024

Document Number	Description	DATE SENT RECD
EDR24178567	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Bicycle Network Funding for the Middleton Beach Cycle Connectivity Project - Variations to Contract Agreement - Under Clause 5 PARTIES: City of Albany and Department of Transport SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024
EDR24178571	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Subdivision application to Western Australian Planning Commission (WAPC) for the Sanford Road / North Road Roundabout updates PARTIES: N/A SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	08/04/2024
EDR24178656	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: 2024/25 City of Albany LGGS funding for Bushfire Brigades and Albany SES PARTIES: Bushfire Brigades and Albany SES SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	09/04/2024
EDR24178657	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Stirling Range Waste Transfer Station requires an Annual Audit and Compliance Report PARTIES: DWER SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	09/04/2024
EDR24178663	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Hanrahan Waste Facility Controlled Waste Tracking System PARTIES: DWER and City of Albany SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	10/04/2024
EDR24178667	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Application only - Bendigo Bank Community Impacts Grant of \$9,500 PARTIES: Bendigo Bank and City of Albany SIGNED BY: Andrew Sharpe, Chief Executive Officer	10/04/2024

Document Number	Description	DATE SENT RECD
EDR24178780	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Purchase order for North Road Left and North Road/Campbell Road Mill and Fills PARTIES: WCP Civil SIGNED BY: Andrew Sharpe, Chief Executive Officer (2 copies)	11/04/2024
EDR24178794	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: RADS Albany Airport Pavement Renewal - Change in scope and Additional Funding Request PARTIES: Department of Transport - Aviation SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	11/04/2024
EDR24178796	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Clearing application to the Department of Water and Environmental Regulation for drainage works at Hanrahan Waste Disposal Site PARTIES: DWER SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	11/04/2024
EDR24178803	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: Fulton Hogan invoice for Progress Claim No 2 - Marine Drive Mounts Access Pathway PARTIES: Fulton Hogan SIGNED BY: Andrew Sharpe, Chief Executive Officer (1 copy)	11/04/2024
NCSR24177825	COPY OF COMMON SEAL DOCUMENT ITEM: n/a RE: Condition of Subdivision on Lot 9002 Menegola Drive Warrenup. PARTIES: Landgate SIGNED BY: Andrew Sharpe, Chief Executive Officer and Greg Stocks, Mayor (1 copy)	19/03/2024

Document Number	Description	DATE SENT RECD
NCSR24178672	COPY OF COMMON SEAL DOCUMENT ITEM: n/a RE: Drainage easement removed from Lot 401 on Deposited Plan 45848 and Certificate of title 2605/471 PARTIES: Joshua Michael Shuttleworth and Melanie Stock SIGNED BY: Andrew Sharpe, Chief Executive Officer and Greg Stocks, Mayor (1 copy)	10/04/2024
NCSR24178803	COPY OF COMMON SEAL RECORD ITEM: CCS580 RE: New Ground lease Crown Reserve 52474 Hanrahan Road Waste Facility PARTIES: LMS Energy Pty Ltd SIGNED BY: Andrew Sharpe, Chief Executive Officer and Greg Stocks, Mayor (2 copies)	11/04/2024
NCSR24178818	COPY OF COMMON SEAL RECORD ITEM: N/A RE: Supply and installation of fencing PARTIES: Great Southern Boundaries and Fencing SIGNED BY: Andrew Sharpe, Chief Executive Officer and Greg Stocks, Mayor (2 copies)	12/04/2024



National Anzac Centre
CCS Committee
Q3 2023/24 Update

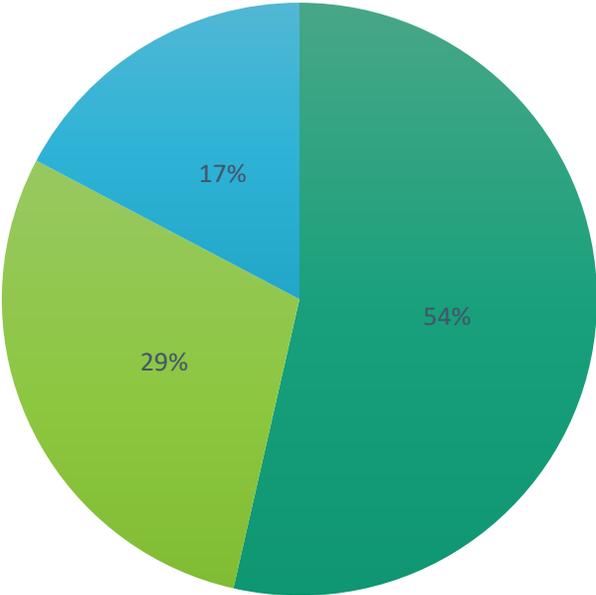
NATIONAL ANZAC CENTRE VISITATION Q3

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Totals
2014/15	0	0	0	0	10 001	6 433	9 778	5 855	8 735	11 246	5 707	3 420	61 175
2015/16	5 047	3 402	5 575	6 646	5 442	5 714	9 777	4 526	7 444	6 945	3 905	3 264	67 687
2016/17	4 300	2 928	5 616	6 016	4 440	5 123	7 639	4 192	5 751	7 534	4 143	2 952	60 634
2017/18	3 927	3 296	6 242	6 576	4 100	4 721	7 336	4 305	5 430	7 228	3 765	2 383	59 309
2018/19	3 329	2 620	5 324	6 760	4 950	4 868	8 078	5 006	8 303	10 289	3 424	2 514	65 465
2019/20	3 327	3 095	5 005	6 427	3 776	4 643	7 092	3 606	3 731	0	0	1 651	42 353
2020/21	4 798	2 795	4 592	5 914	3 840	4 974	8 199	3 213	5 171	7 426	4 226	3 400	58 548
2021/22	4 150	2 412	4 186	5 315	3 985	4 420	7 042	2 961	3 309	5 720	3 204	2 905	49 609
2022/23	3 728	3 364	5 521	6 213	4 617	4 086	6 258	3 588	5 741	7118	4271	2694	57 199
2023/24	3 235	3 018	4 961	5372	3672	3945	5,600	3,663	5,430				38,896
TOTAL													560,890



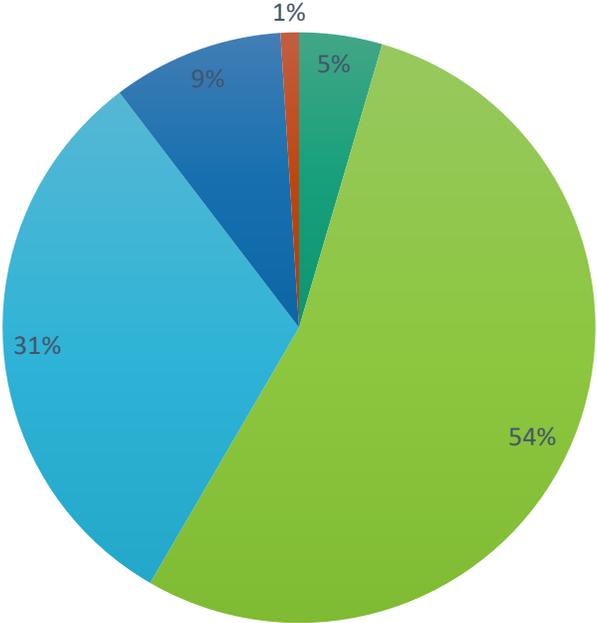
NATIONAL ANZAC CENTRE VISITATION Q3

Q3 Visitation Type
Jan – Mar 2024



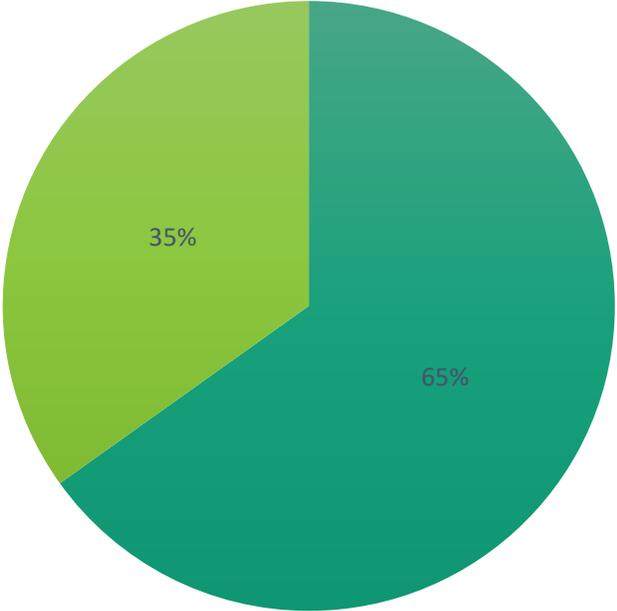
■ Adult ■ Conc. ■ Child

All Visitation
Jan - Mar 2024



■ Great Southern ■ Intrastate
■ Interstate ■ International
■ Code Not Recorded

WA / Interstate
Jan - Mar 2024

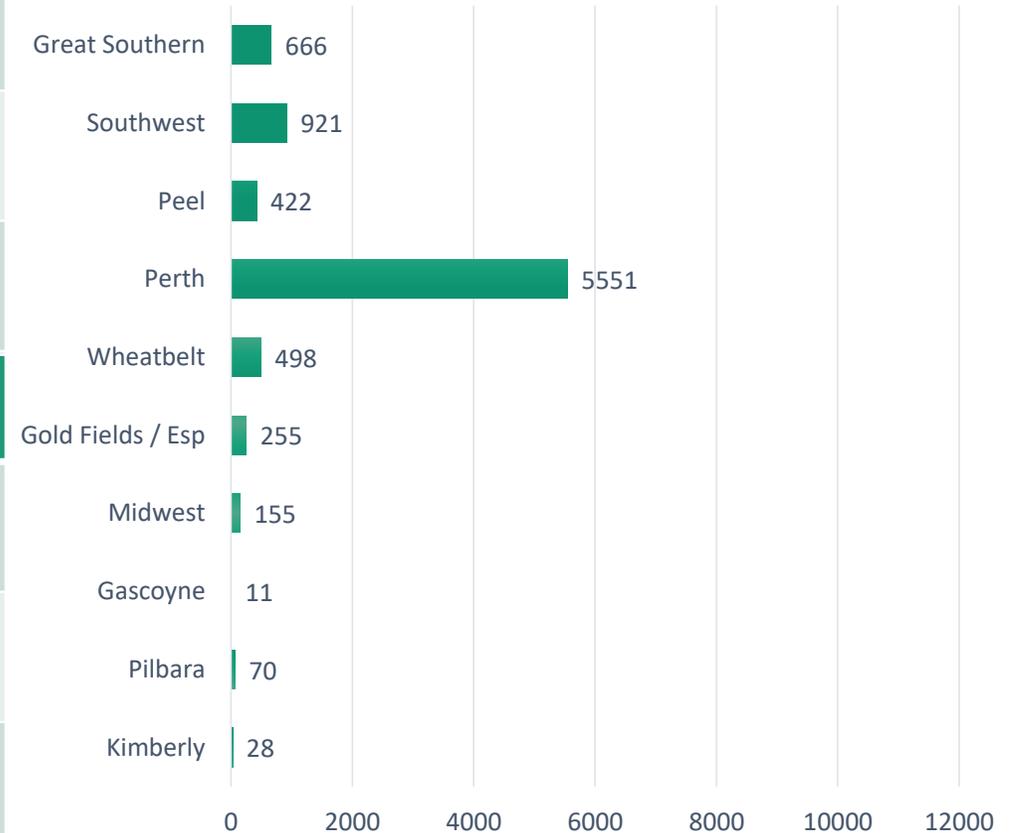


■ WA ■ Interstate

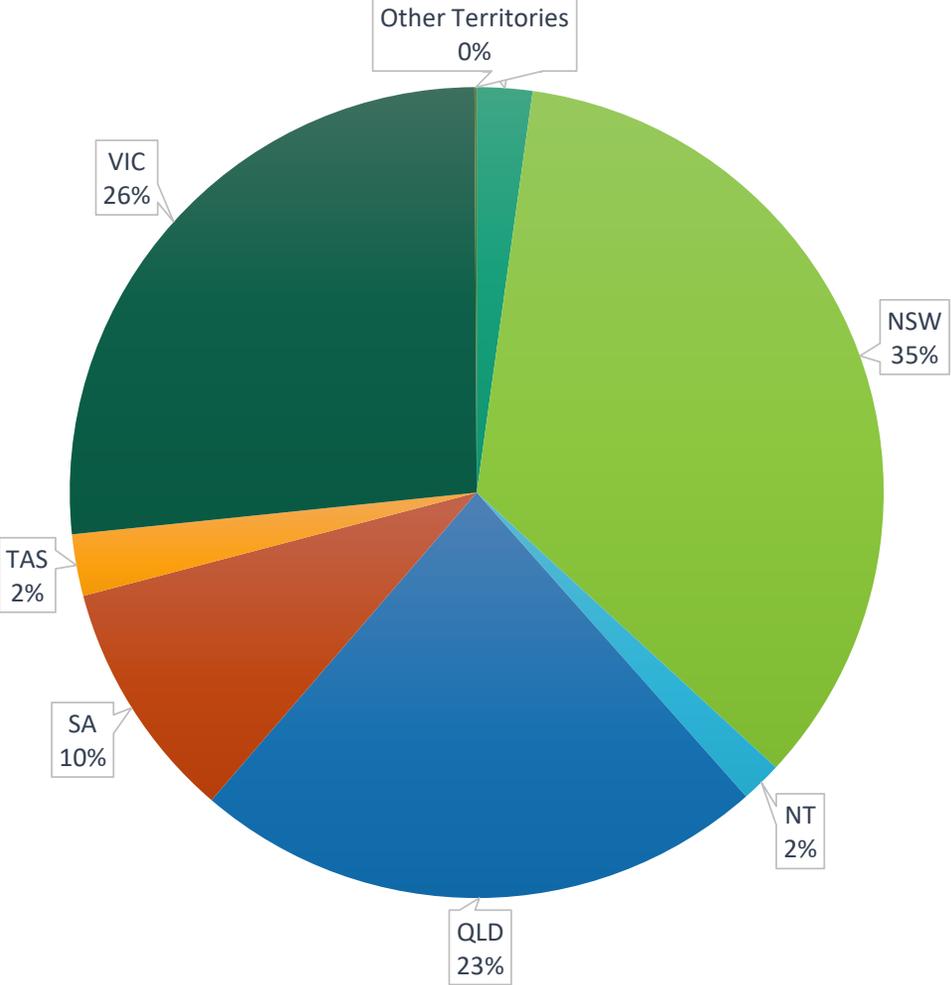
Great Southern / Rest of WA				
2023/24	Jan	Feb	Mar	Total
Great Southern	211	176	279	666
Rest of WA	3,886	1,860	2,831	8,577

Australian / International				
2023/24	Jan	Feb	Mar	Total
Australian	5,194	3,156	4,968	13,318
International	406	507	462	1,375

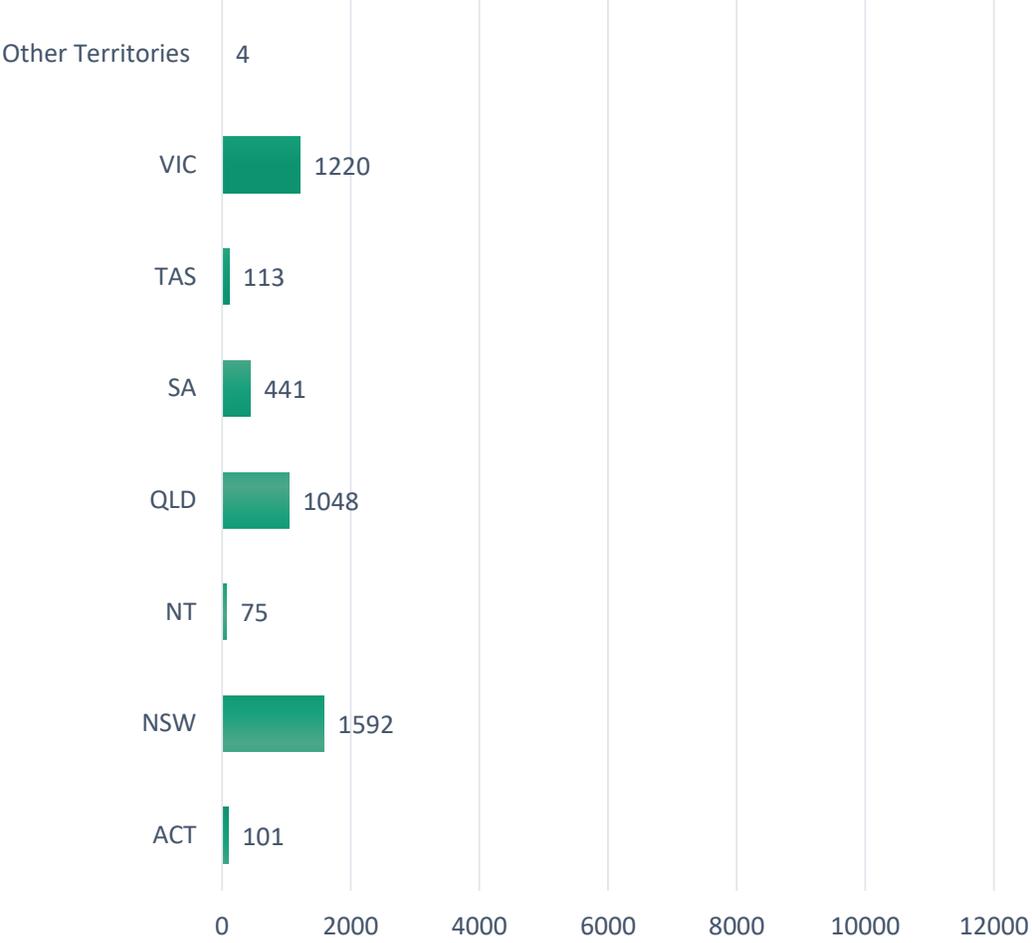
Western Australian Regions
Jan - Mar 2024



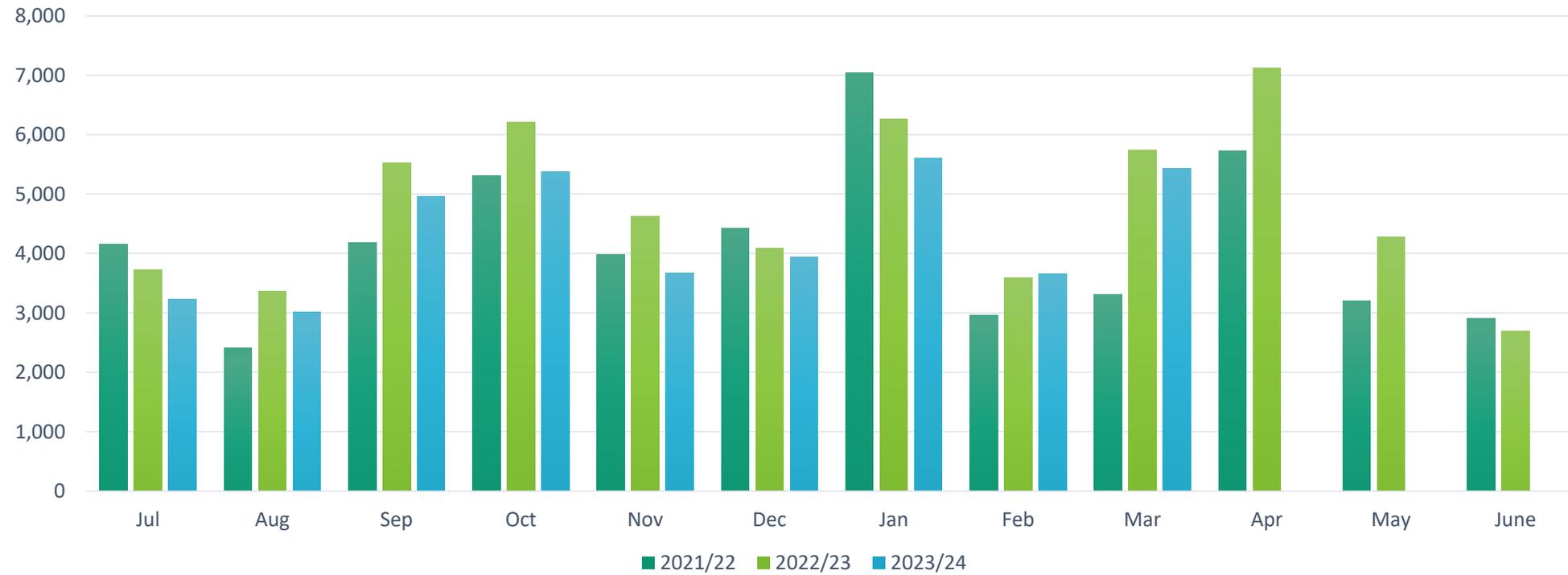
Interstate Detail Jan - Mar 2024



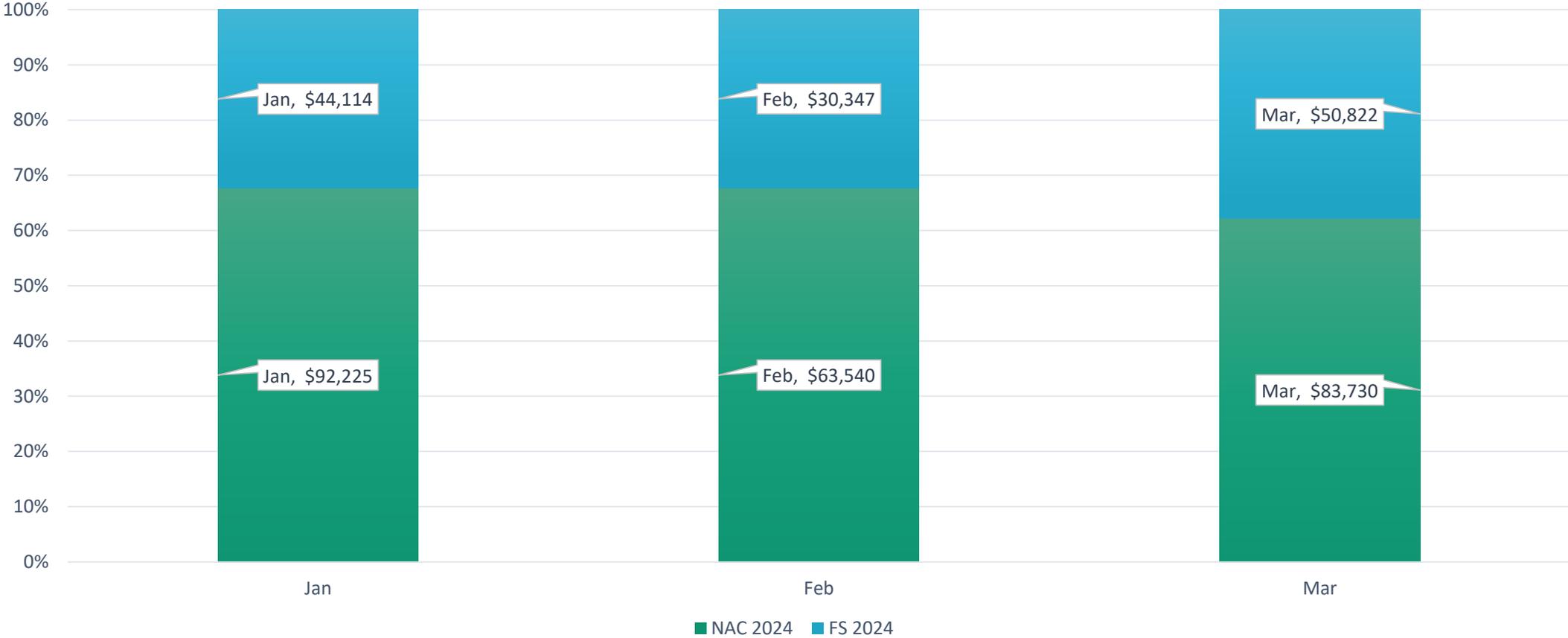
Interstate Detail Jan - Mar 2024



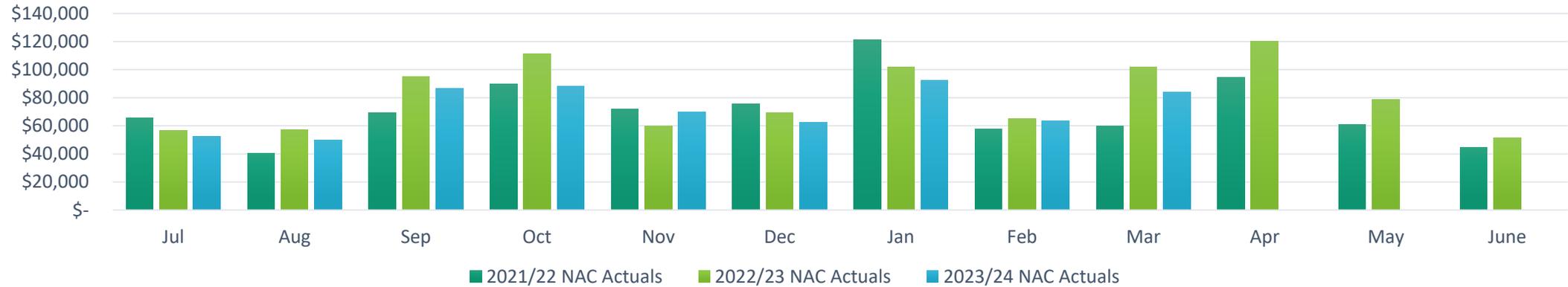
Visitation - Financial Year Comparisons 2021/22 - 2023/24



NAC / Store % of Total Q3



NAC Revenue - Financial Year Comparisons 2021/22 - 2023/24



Store Revenue - Financial Year Comparisons 2021/22 - 2023/24



LEAGUE OF LOCAL LEGENDS UPDATE Q3

- In August 2020 the NAC changed to new Point of Sale software – from Centaman to Vend.
- Vend counts LLL household Memberships, not individual people.
- When the LLL data was transferred over to Vend (Aug 2020), the number associated with the program changed from 5361 people to 2736 memberships (households).
- At 31 March, the LLL Program has a total of **10,016** memberships / households.

Visitation 23/24	Q1	Q2	Q3	Q4	Totals
	Jul - Sep 20223	Oct - Dec 2023	Jan - Mar 2024	Apr - Jun 2024	
New household Memberships	416	393	407		1,216
Visits by a League of Local Legend	262	192	210		664
Accompanying paying Visitors	205	162	242		609

LEAGUE OF LOCAL LEGENDS

WHAT IS IT?
The League of Local Legends provides the Great Southern community with unique opportunities to access the award winning National Anzac Centre. It's free to join and the only requirement is that you reside within the shires of the Great Southern!

WHAT DO YOU GET?

- Receive free entry to the National Anzac Centre
- The paying visitors chaperoned by a member receive a 10% discount on entry to the National Anzac Centre
- Receive a 10% discount on purchases at the Forts Store Boutique
- Receive VIP newsletters about a range of exciting events and programs we will be running for our Local Legends

Register at www.nationalanzaccentre.com.au/locallegends

NATIONAL ANZAC CENTRE
Mon - Sun
9.00am - 5.00pm
67 Forts Road
Albany WA 6330

ARE YOU A LOCAL?

Woodanilling, Katanning, Kent, Broomehill-Tambellup, Gnowangerup, Jerramungup, Cranbrook, Plantagenet, Albany, Denmark

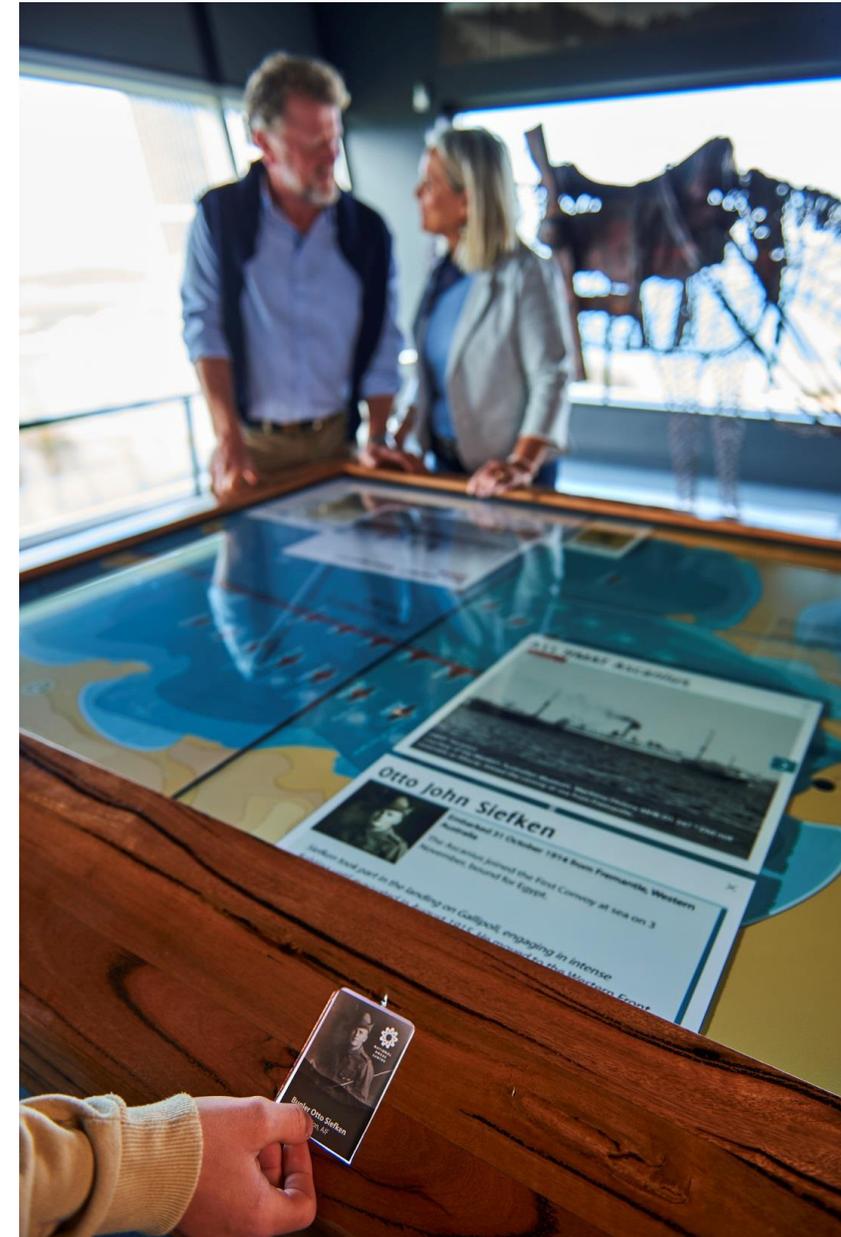
Q3 2023/24 HIGHLIGHTS

- Exceeded 560,890 visitors since opening.
- Local Legends program household memberships 10,016 continuing free entry to all Great Southern residents.
- Great Southern visitation made up 7.76% of overall WA visitation.
- Positive results with self-serve coffee machine onsite, 1945 sold over 9 months of operations and no complaints or queries recorded on beverage options.
- 17 schools visited, consisting of 677 students.
- 1164 people participated in the Princess Royal Fortress tours, facilitated by volunteers.
- 6 Cruise Ships during Q3
- Donation Tap Point activated at the NAC counter, also available online when ticket purchases occur with rezyd.
- Phase 2 NAC refresh commenced; Reflection Pool completed. Implementation Plan developed. Grant opportunities underway.
- Installation of new hand rails around both Cannons commenced within the PRF grounds.



2023/2024 Focus

- Implementation of Marketing Plan
- Marketing the experience visiting the NAC PRF & Forts Store
- Local & Intrastate advertising campaigns
- Planning for new precinct wider interpretive technology
- Albany Heritage Park Master Planning
- Identifying continued works for PRF with grant opportunities (Saluting Their Service Commemorative Grants)
- Gun emplacement maintenance works in consultation with RAN in-kind works.
- Implementation of Phase 2 Refresh of National Anzac Centre, in partnership with WA Museum





Thank you

REPORT ITEM CCS625 REFERS

City of Albany
DIRECTOR COMMUNITY SERVICES
ALBANY HERITAGE PARK
For the Period Ended 31 March 2024

\$	2023/24 Current Budget	2023/24 YTD Budgets	2023/24 YTD Actuals	2023/24 YTD Variance	2022/23 Actuals	2021/22 Actuals	2020/21 Actuals	2019/20 Actuals	2018/19 Actuals	2017/18 Actuals
TOTAL ALBANY HERITAGE PARK										
Operating Income	1,371,770	1,044,577	1,027,692	(16,885)	1,537,847	1,361,201	1,498,904	1,164,520	1,784,482	1,565,575
Purchase of Stock	(260,000)	(195,000)	(145,864)	49,136	(247,417)	(257,856)	(231,912)	(183,802)	(312,925)	(260,065)
Operating Expenditure	(961,375)	(693,589)	(596,627)	96,962	(848,384)	(836,973)	(751,319)	(810,091)	(808,269)	(658,290)
Net Operating Income/(Expense) before Indirect Costs	150,395	155,988	285,202	129,214	442,046	266,372	515,672	170,828	663,288	647,220
Shared Costs of the Precinct	(812,907)	(598,989)	(542,405)	56,584	(728,342)	(721,653)	(617,901)	(685,092)	(708,063)	(769,233)
Internal Service Delivery	(126,603)	(94,959)	(94,959)	0	(107,253)	(101,389)	(94,564)	(98,697)	(87,681)	(93,442)
Net Operating Income/(Expense)	(789,115)	(537,960)	(352,162)	185,798	(393,549)	(556,670)	(196,793)	(613,162)	(132,456)	(215,455)
Capital Income	0	0	0	0	77,694	0	0	228,368	0	0
Capital Expenditure	(176,383)	(132,237)	0	132,237	(296,025)	0	(119,047)	(501,448)	0	(2,841)
Grand Total	(965,496)	(670,197)	(352,162)	318,036	(611,880)	(556,670)	(315,840)	(886,242)	(132,456)	(218,296)

\$	2023/24 Current Budget	2023/24 YTD Budgets	2023/24 YTD Actuals	2023/24 YTD Variance	2022/23 Actuals	2021/22 Actuals	2020/21 Actuals	2019/20 Actuals	2018/19 Actuals	2017/18 Actuals
NATIONAL ANZAC CENTRE										
Operating Income	850,000	649,036	649,675	639	971,166	853,491	1,016,016	778,039	1,185,681	1,037,295
Operating Expenditure	(575,829)	(408,659)	(367,882)	40,777	(513,260)	(470,303)	(400,999)	(445,512)	(463,555)	(358,723)
Net Operating Income/(Expense) before Indirect Costs	274,171	240,377	281,793	41,416	457,906	383,188	615,017	332,527	722,126	678,572
Shared Costs of the Precinct	(209,627)	(153,268)	(137,431)	15,837	(185,293)	(169,957)	(156,260)	(156,571)	(180,625)	(189,552)
Internal Service Delivery	(31,651)	(23,740)	(23,740)	0	(26,813)	(25,347)	(23,641)	(24,674)	(21,920)	(23,361)
Net Operating Income/(Expense)	32,893	63,369	120,622	57,253	245,799	187,883	435,116	151,282	519,580	465,659
Capital Expenditure	(176,383)	(132,237)	0	132,237	(197,452)	0	(119,047)	(237,118)	0	0
Total	(143,490)	(68,868)	120,622	189,490	48,347	187,883	316,069	(65,836)	519,580	465,659

\$	2023/24 Current Budget	2023/24 YTD Budgets	2023/24 YTD Actuals	2023/24 YTD Variance	2022/23 Actuals	2021/22 Actuals	2020/21 Actuals	2019/20 Actuals	2018/19 Actuals	2017/18 Actuals
RETAIL										
Sales	463,000	347,112	324,160	(22,952)	496,074	445,876	436,752	344,636	517,603	473,006
Purchase of Stock	(260,000)	(195,000)	(145,864)	49,136	(247,417)	(257,856)	(231,912)	(183,802)	(312,925)	(260,065)
Sales less Stock	203,000	152,112	178,296	26,184	248,657	188,020	204,840	160,834	204,678	212,941
Operating Expenditure	(235,728)	(172,895)	(152,792)	20,103	(238,943)	(255,166)	(238,997)	(243,957)	(247,979)	(211,878)
Net Operating Income/(Expense) before Indirect Costs	(32,728)	(20,783)	25,505	46,288	9,714	(67,146)	(34,158)	(83,123)	(43,301)	1,063
Shared Costs of the Precinct	(182,084)	(134,123)	(125,559)	8,564	(168,591)	(168,247)	(142,251)	(164,105)	(164,060)	(177,407)
Internal Service Delivery	(31,651)	(23,740)	(23,740)	0	(26,813)	(25,347)	(23,641)	(24,674)	(21,920)	(23,361)
Net Operating Income/(Expense)	(246,463)	(178,646)	(123,794)	54,852	(185,691)	(260,768)	(200,050)	(271,902)	(229,281)	(199,705)
Total	(246,463)	(178,646)	(123,794)	54,852	(185,691)	(260,768)	(200,050)	(271,902)	(229,281)	(199,705)

\$	2023/24 Current Budget	2023/24 YTD Budgets	2023/24 YTD Actuals	2023/24 YTD Variance	2022/23 Actuals	2021/22 Actuals	2020/21 Actuals	2019/20 Actuals	2018/19 Actuals	2017/18 Actuals
FORTRESS										
Operating Income	1,000	4,493	4,602	109	8,689	8,542	5,536	9,368	19,279	11,671
Operating Expenditure	(149,818)	(112,035)	(75,953)	36,082	(96,181)	(111,504)	(111,323)	(120,622)	(96,735)	(87,689)
Net Operating Income/(Expense) before Indirect Costs	(148,818)	(107,542)	(71,351)	36,191	(87,492)	(102,962)	(105,787)	(111,254)	(77,456)	(76,018)
Shared Costs of the Precinct	(210,243)	(155,532)	(139,512)	16,020	(186,941)	(191,297)	(159,475)	(181,707)	(181,317)	(200,819)
Internal Service Delivery	(31,651)	(23,740)	(23,740)	0	(26,813)	(25,347)	(23,641)	(24,674)	(21,920)	(23,361)
Net Operating Income/(Expense)	(390,711)	(286,814)	(234,603)	52,211	(301,246)	(319,606)	(288,904)	(317,635)	(280,693)	(300,197)
Capital Income	0	0	0	0	77,694	0	0	228,368	0	0
Total	(390,711)	(286,814)	(234,603)	52,211	(223,552)	(319,606)	(288,904)	(89,267)	(280,693)	(300,197)

\$	2023/24 Current Budget	2023/24 YTD Budgets	2023/24 YTD Actuals	2023/24 YTD Variance	2022/23 Actuals	2021/22 Actuals	2020/21 Actuals	2019/20 Actuals	2018/19 Actuals	2017/18 Actuals
ALBANY HERITAGE PARK PRECINCT										
Operating Income	57,770	43,936	49,255	5,319	61,918	53,292	40,600	32,477	61,920	43,603
Operating Expenditure	0	0	0	0	0	0	0	0	0	0
Net Operating Income/(Expense) before Indirect Costs	57,770	43,936	49,255	5,319	61,918	53,292	40,600	32,477	61,920	43,603
Shared Costs of the Precinct	(210,953)	(155,065)	(139,903)	16,162	(187,516)	(192,124)	(159,914)	(182,709)	(182,061)	(201,455)
Internal Service Delivery	(31,651)	(23,740)	(23,740)	0	(26,813)	(25,347)	(23,641)	(24,674)	(21,920)	(23,361)
Net Operating Income/(Expense)	(184,834)	(135,869)	(114,387)	21,481	(152,411)	(164,179)	(142,955)	(174,907)	(142,062)	(181,213)
Capital Expenditure	0	0	0	0	(98,573)	0	(264,330)	0	0	(2,841)
Total	(184,834)	(135,869)	(114,387)	21,481	(250,984)	(164,179)	(142,955)	(439,237)	(142,062)	(184,053)

\$	Current Budget	YTD Budgets	YTD Actuals	YTD Variance	Jun-23	Jun-22	Jun-21	Jun-20	Jun-19	Jun-18
RESERVES BALANCES										
Albany Heritage Park Infrastructure Reserve	0	n/a	n/a	n/a	432,034	488,049	461,078	458,660	499,564	504,564
National ANZAC Centre Reserve	470,860	n/a	n/a	n/a	623,871	634,295	621,638	725,604	1,151,513	1,060,819

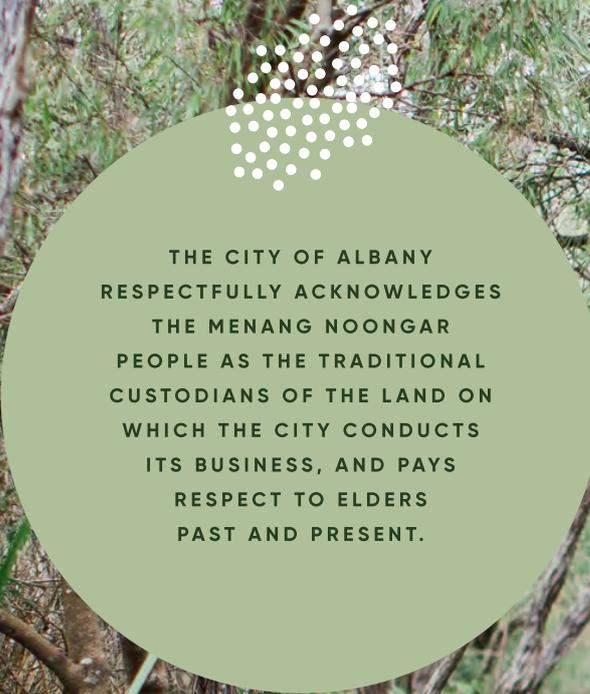


Trails Hub Strategy

2023-2025

Review and update of the City of Albany Trails Hub Strategy 2015-2025.

Image Credit: Outdoors Great Southern



THE CITY OF ALBANY
RESPECTFULLY ACKNOWLEDGES
THE MENANG NOONGAR
PEOPLE AS THE TRADITIONAL
CUSTODIANS OF THE LAND ON
WHICH THE CITY CONDUCTS
ITS BUSINESS, AND PAYS
RESPECT TO ELDERS
PAST AND PRESENT.



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Authorisation
Albany City Council
Chief Executive Officer

Introduction

The City of Albany Trails Hub Strategy 2015 – 2025 was developed to provide strategic guidance and assist the City to become one of Australia's primary trail destinations – a World Class Trail Tourism Hub (TTH) situated around a high-quality trail system, supported by a complete package of hospitality and visitor services.

Since 2015 the situation and environment has changed significantly with a large investment into trails across Western Australia and the development of the Great Southern Regional Trails Master Plan 2020.

The purpose of this addendum is to review the achievements to date against the objectives and action plan. It seeks to analyse the evolving context since the strategy's inception, identifying emerging opportunities with the goal of integrating them into modified actions for the upcoming three-year period.

The City of Albany Trails Hub Strategy aims to:

- Improve the quality, type and number of trails in iconic locations,
- Improve trails maintenance and upkeep through sustainable models of governance,
- Focus strategic investment and support in facilities and services to optimise access to and use of Albany's trails, and
- Maximise the promotion of Albany's unique trails and outdoor adventure experiences to a broad visitor market.

METHODOLOGY

Below is a summary of the methodology undertaken to complete the review of the Trails Hub Strategy.

- An internal review of the strategy was completed by City of Albany officers, reporting against the implementation plan.
- Outdoors Great Southern was engaged to update the background information and relevant projects and strategies that have been developed since the release of the strategy that may be relevant to how the Strategy is implemented.
- An updated action plan was developed, and recommendations were made for consideration by the City of Albany.

The City of Albany would like to acknowledge the support of Outdoors Great Southern in the development of this document.

Situational Analysis

Since the development of the Trails Hub Strategy in 2015, Western Australia and the Great Southern region has invested heavily in trails. This is evident through new trails market research, several new regional and state level strategies developed, and a large number of trail construction projects completed or in planning.

These developments need to be considered when reviewing the Albany Trails Hub Strategy and upgrading any existing priorities or proposing new actions.

Below is a summary of the key projects and strategies that have emerged since the Trail Hub Strategy was released.

OUTDOORS GREAT SOUTHERN

Outdoors Great Southern was established as the Great Southern Centre for Outdoor Recreation Excellence (GSCORE) in 2017 as a joint initiative of the Western Australian Department of Local Government, Sport and Cultural Industries (DLGSC), the Great Southern Development Commission (GSDC), and the Albany Chamber of Commerce and Industry (ACCI).

The Trails Hub Strategy identified Outdoors Great Southern as a key partner to strengthen Albany's opportunities in becoming a world class trails hub and trails destination.

Outdoor Great Southern's purpose it to encourage "More people in the Great Southern enjoying the outdoors safely, sustainably, and responsibly."

GREAT SOUTHERN REGIONAL TRAILS MASTER PLAN (RTMP)

In 2020 Outdoors Great Sothern released the Great Southern Regional Trail Master Plan which identified a coherent and clearly outlined program of trail infrastructure development across the Great Southern region over the ten-year period 2020-2029. The Master Plan focuses on a range of nationally and regionally significant trail experiences suited to different user groups across the Great Southern.

The Trails Hub Strategy was a key informing document which led to many of its priority trails being included in the RTMP.

The RTMP is guiding decisions about the management of, and investment in, trails and provides a vision of what the trail network across the Great Southern will look like in the future. It caters for a diversity of trail users, types and experiences, and considers future planning needs for relevant trail towns, trail networks and visitor services.

Outdoors Great Southern's role in Implementing the Master Plan includes:

- Project Governance
- Grant Writing
- Marketing Coordination
- Project Management
- Training and Capacity Building
- Trail Monitoring

The Great Southern Regional Trails Reference Group was established to oversee the implementation of the RTMP. The City of Albany has representation on this group.



A REGIONAL APPROACH TO MARKETING TRAILS

The Great Southern Regional Trails Master Plan highlighted that marketing and promotion of the Great Southern trail offering will be essential to increase participation and encourage visitation. This plan recommends the development and implementation of a Great Southern Regional Trails Marketing Strategy.

The purpose of the Marketing Strategy will be to establish a collaborate effort that will bring benefits to the whole region and all Shires. Through a regional approach to marketing, under the new approved Tracks and Trails Great Southern branding, we can market the region together as a package so that the collection of trails, as a whole, is more significant and will attract more visitors resulting in real economic and social value. Previously and currently, promotion of trails has been ad hoc with each local government or trail manager acting in isolation, however a coordinated approach will ensure better coverage for the region.

In 2022 the Local Government Authorities in the Great Southern partnered to create the visual brand for the promotion of trails in the region. Developed by Jack in the Box marketing agency, the brand was renamed from the working title of Great Southern Adventure Trails to Tracks and Trails Great Southern. This visual branding was presented to and endorsed by the Great Southern Trails Reference Group.

Irrerup Ladder Trail Perspective



INVESTMENT INTO GREAT SOUTHERN TRAILS (WA RECOVERY PROGRAM)

Through the State Government WA Recover Program \$15.2 million has been invested into trails and associated infrastructure throughout the Great Southern region. The aim of the program is to create high-quality mountain bike, walk and paddle trails in the Great Southern that will attract local, national, and international trail users, to support the local economy, job growth and promote the region as a trail destination.

The program of works began in 2020 and is scheduled to be completed by June 2024. Several projects have been completed since the start of the program with other projects still ongoing.

Incorporating new or renewed trail infrastructure has included:

- Realigning sections of the Bibbulmun Track and Munda Biddi Trail.
- Upgrades to existing trails and infrastructure including realignments and erosion management.
- Increased accessibility for paddle trail launch platforms.
- Increased accessibility for walk and cycle trails.
- New interpretive and directional signage including trailheads.
- New and improved site facilities and associated amenity infrastructure for trail developments.

Tangible benefits flowing from this project will include¹:

- A regionally significant network of high-quality, purpose-built trails that will be an invaluable tourism and recreation resource for visitors, businesses and the residents of the Great Southern.
- Enhanced and upgraded existing trails to support increased trail use, promote natural setting experiences and diversify visitor opportunities over multiple locations.
- Creation of around 200 jobs during construction (direct and indirect).
- An estimated annual total of over 44,000 additional visitors including new visitors (destination trail users) and trail-users who extend their stay.
- An estimated \$23.2 million additional annual tourism spend associated with increased visitation.
- Opportunities for new business development and consolidated offerings by existing local businesses to service the anticipated demand from increased visitation, accommodation requirements, and products and services to the region.

WORLD TRAILS CONFERENCE 2026

Outdoors Great Southern have been confirmed as the host for the 2026 World Trails Conference. Taking place every two years at different locations around the world, the 2026 World Trails Conference will bring the international trails industry to Albany.

The conference provides an opportunity to highlight the trails in the Albany area, and its timing is particularly significant with the Albany Bicentenary celebrations also happening in 2026.

¹Trails WA Projects <https://trailswaprojects.com.au/gsat-overview/>

INCREASED TRAIL INVESTMENT IN THE SOUTH WEST

The Trails Hub Strategy identified several new trail developments across the state. These trail developments were identified as potential competitors as well as potential opportunities for collaboration.

In the last five years, the Western Australian government has made a significant investment in the state’s trail network through capital works expenditure as part of the WA Recovery Program. Most of this investment has been into mountain biking trail networks, with a limited amount in new hiking trails. Local governments are also contributing to trail development as well as some funding through grant programs such as the federal Building Better Regions Fund. The following table summarises recent trail investment into the South West of Western Australia.

Destination	Investment	Trail offering
Dwellingup	\$8.4m	Murray Valley MTB Trails (32km) Munda Biddi single track (8km) Canoe trails (10km) Bibbulmun Track and Munda Biddi Trail
Collie	\$10m	Wellington National Park MTB trail network (65km) Arklow MTB Trails (36km) Westralia MTB Trails (35km) Wiilman Bilya Walking Trail (20km one-way – plan to add additional 50km – 5 day walk) Re-alignment of Munda Biddi Paddle offering in Wellington dam underdevelopment
Margaret River	\$350k	The Pines (16km) supports an existing network of 125km across 7 trail networks
Nannup	Stage 1 \$2.86m total \$5.5m	Stage 1: Tank 7 & 8 MTB Park (30km) – 2021 Stage 2: Jump Park, new cycle touring routes – proposed Stage 3: Native Forest MTB Park – proposed



TRAIL TOWNS

The term Trail Hub is no longer used in WA trail planning documents such as the WA Strategic Trails Blueprint. Instead, Trail Towns has become the framework for assessing a regions capacity to become a trail destination.

Trails WA, in conjunction with the Department of Biodiversity, Conservation and Attractions, has created a Trail Town Accreditation program that helps regions and towns to build their capacity as a trail destination.

A Trail Town is a population centre which has been assessed and accredited as a destination for its trails through the provision of high quality:

- Trails (single or mixed use);
- Outdoor experiences that encourage extended visitation;
- Trail-user related facilities and services (including accommodation);
- Trail-related businesses; and
- Trail branding and signage.

The accreditation process is a consultative one that requires a number of in-depth assessments and reviews. This includes:

- A capacity audit - which determines the level of community engagement in trails tourism, strategic governance, trail management processes, availability of attractions and accommodation.
- An inventory assessment - to understand the cultural, aesthetic, access, activities, amenities and trail infrastructure gaps and opportunities available in the region.
- A review of planning, community engagement, marketing strategies.



TRAILS WA

Trails WA, while mentioned in the Albany Trails Hub Strategy, has come a long way since 2015. Trails WA is now the primary source of public information for trails across the State.

The incorporated body manages the upkeep of the Trails WA website (trailswa.com.au) which includes trail information for over 800 sanctioned trails. Over the past five years, Trails WA has solidified their role in the trails industry, playing a critical role in the marketing of trails as destinations, businesses and trail networks. The current focus of Trails WA is to promote safe and accessible access to all types of trails for all trail users.

The Destination Microsite function on the Trails WA website provides and promotes a list of destinations directly to a large and growing Trails WA audience.

Trails WA also has a Trails Friendly Business Program which helps businesses that offer trail-specific products and services to be easily found. The program is designed to direct trail users to businesses that offer a warm welcome, provide local information and allows them to restock, refresh and re-energise.

NEW STRATEGIES AND POLICIES DEVELOPED FOR TRAILS IN WESTERN AUSTRALIA

Western Australian Mountain Bike Management Guidelines 2019

The Western Australian Mountain Bike Management Guidelines are an important tool for land managers, trail professionals and mountain bike groups by providing guidance that ensures a consistent approach to planning, designing, constructing and managing sustainable mountain bike trails across the State.

This document is now recognised by industry as best practise for the construction of Mountain Bike trails and because the guide is so robust and comprehensive, it is also utilised for the construction of hiking trails.

Trail Development Series

The WA Trail Development Series is intended to assist groups developing a trail project to follow a standardised process, consider all issues and approvals and develop an approach to gather support from the local community and relevant government agencies.

Central to the Trail Development Series the eight stages of the Trail Development Process (TDP) which guides land managers from initial proposal through to planning, construction and management. The TDP ensures any trails developed in the State are sustainable and an asset rather than a liability.

stage	Outcome
1. Trail Proposal	A trail development proposal is either supported in principle by the land manager/owner, or not supported (due to environmental, social, cultural or other constraints). The purpose of a proposal could be to identify potential suitable areas for consideration.
2. Framework	A project outline developed by the steering group (stakeholders), including: project objectives, project management model, stakeholders, roles, target market, requirements, execution, and ongoing management model.
3. Site Assessment	Broad-scale study of the area and identification of opportunities, constraints and characteristics such as soil types, vegetation etc.
4. Concept Planning	Identification of opportunities and conceptual trail plan, including broad trail corridors and infrastructure requirements.
5. Corridor Evaluation	Detailed assessment of trail corridors for use in determining the final trail alignment.
6. Detailed Design	Detailed trail design and alignments physically flagged in the field. Includes detail on the trail classifications, technical trail features (TTFs), construction methods and specifications.
7. Construction	Trail constructed in line with the Detailed Design.
8. Management	Management plan implemented detailing maintenance and monitoring requirements.

Desktop

Field

WA Strategic Trails Blueprint 2022-27

The WA Strategic Trails Blueprint is an overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences across Western Australia. It provides a vision, guiding principles, strategic directions and actions for consideration across the state by government, trail managers, landholders, trail organisations, tourism operators and the community.

The vision of the Blueprint is that "By 2027, Western Australia's trails will connect more people to Country through shared experiences in diverse landscapes, resulting in greater community, social, cultural, economic, environmental, health and wellbeing outcomes for Western Australia."

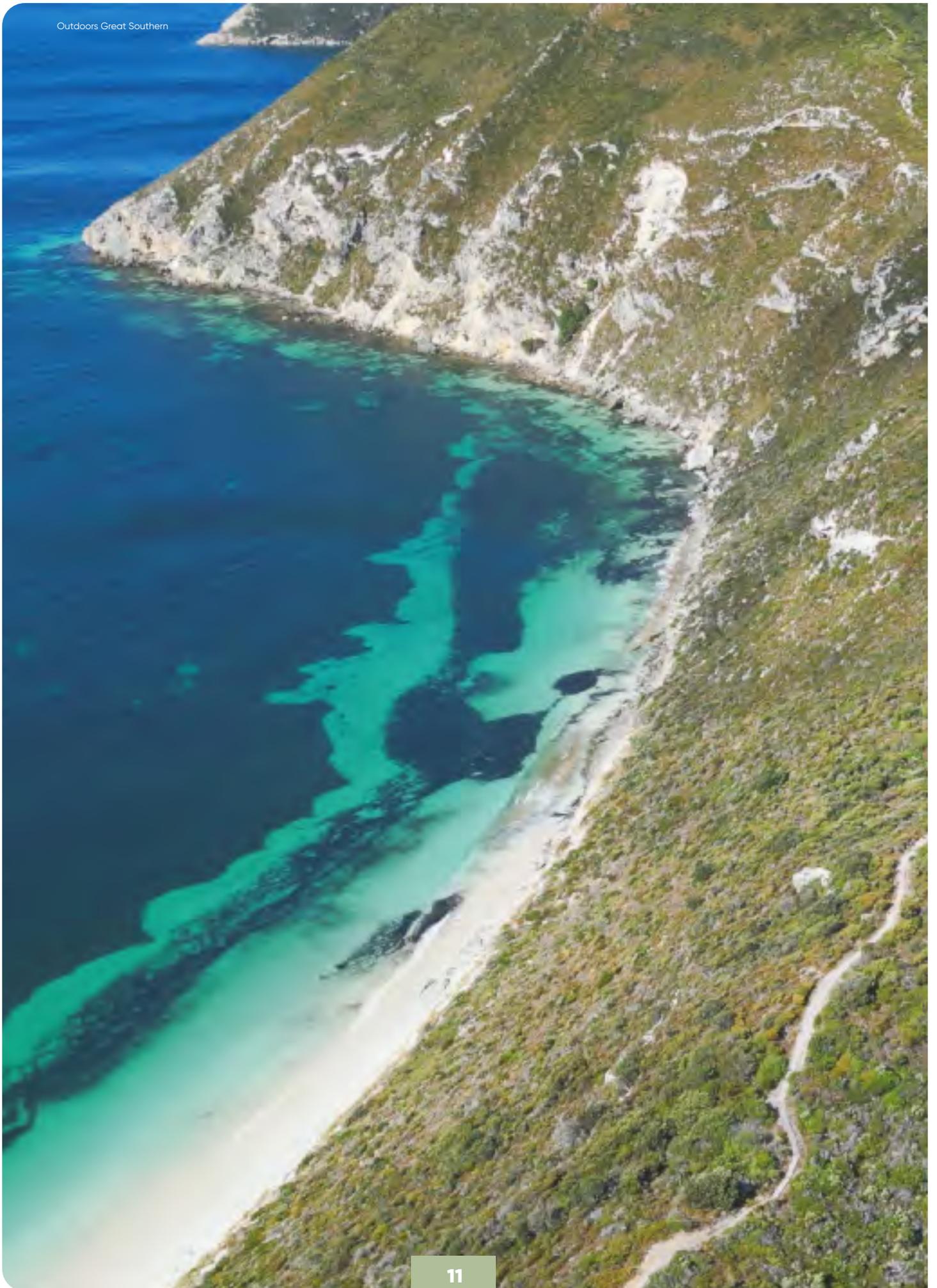
The strategic pillars of the Blueprint include:

- A. Greater trail use and awareness
- B. Consistent and collaborative planning
- C. Sustainable design, construction and maintenance
- D. Community engagement
- E. Sound knowledge base
- F. Effective governance
- G. Investment and financing
- H. Growing the visitor economy

Interestingly in workshops following the release of the Blueprint two of the highest priorities identified were maintenance and funding for trail development.



Outdoors Great Southern



FUNDING

Lotterywest historically had a dedicated trails grant program which was administered by the Department of Local Government, Sport and Cultural Industries (Formerly Department of Sport and Recreation). This program no longer exists, however there are still opportunities to secure Lotterywest funding if the project aligns to the Community Investment Framework. Importantly this program focuses on community projects meaning large scale tourism outcomes would not be eligible under this program.

The federal government Building Better Regions Fund has been a previous source of funded for various trails projects across Western Australia. This program was closed in 2022 and replaced with the Growing Regions Program. The Growing Regions Program provides grants of between \$500,000 and \$15 million for capital works projects that deliver community and economic infrastructure projects across regional and rural Australia.

Other sources of funding for trails projects has been from the WA Recovery Program and State and Federal Election Commitments. For these types of funding well planned and shovel-ready projects are an advantage.

PARTNERS

Developing large projects, such as those identified in the Albany Trails Hub Strategy, requires strong partnerships with other organisations in the industry. Key partners in the Great Southern for Developing and marketing Trails include:

- Department of Local Government Sport and Cultural Industries
- Department of Biodiversity, Conservations and Attractions
- Tourism WA
- Australia's South West
- Wagyl Kaip and Southern Noongar Aboriginal Corporation
- Great Southern Development Commission
- Other Great Southern Local Government Authorities
- Albany Chamber of Commerce and Industry
- Outdoors Great Southern
- Trails WA

Updated Research

Since the COVID-19 pandemic there has been an increase in the number of people seeking experiences in nature for recreational purposes. This has seen a surge in outdoor recreation and trail use².

Market research has shown that for recreational trails, bushwalking/hiking tourism offers the greatest opportunity for volume (i.e. the potential to increase the total number of destination trail users); whereas cycle tourism offers the greatest value (i.e. the potential to grow total visitor spend), with mountain biking providing the highest return on investment. The horse-riding market is small, locally-based and low-yield. Aquatic trails provide potential for small, niche markets in unique locations if they are supported by commercial tourism product³.

TRAIL VISITOR MARKET

There are two distinct trail visitor markets:

Destination Trail Users

Experienced trails users who regularly travel with trails as a primary motivator. They have likely visited other Australian or international trails destinations. They seek high quality trails with good supporting infrastructure in scenic/natural locations.

Trail Users While on Holiday

Typically, less experienced trail users whose primary motivator for travel is not trails. While they view trail use as a secondary motivation for their visit, they will participate in trail activities and will likely hire or require equipment. They may place less emphasis on the trail and more on accessibility of the facility, the setting and nearby attractions and amenities.

Hiking Tourism

- WA has the highest percentage of bushwalking day trippers in Australia. Between 2018–2020, approximately 3.72 million day trips involved a bushwalk. This represents 8.3% of the WA day trip market⁴.
- In 2019, 3.17 million domestic visitors to WA went on a bushwalk. The percentage of bushwalking visitors has been rising steadily and in 2019 represented 16.7% of overnight visitors.

Cycle Tourism

- In 2017, 18.5% of Western Australian residents cycled each week, and the annual cycling participation rate for WA (41.9%) is far higher than the national average (34.2%)⁵.
- In 2019, 692,000 visitors to Western Australia went cycling. The number of domestic overnight cycle tourists steadily increased over the period 2016–2020⁶.

² WA Strategic Trails Blueprint 2022–27

³ Trail Futures (2021) WA Trails Market Research Report.

⁴ Tourism Research Australia (2020) *National Visitor Survey Day Trips, YE Dec 2018 –2020*.

⁵ West Cycle (2018) *Western Australian Cycle Tourism Strategy*.

⁶ Tourism Research Australia (2020) *National Visitor Survey Day Trips, YE Dec 2018 –2020*.

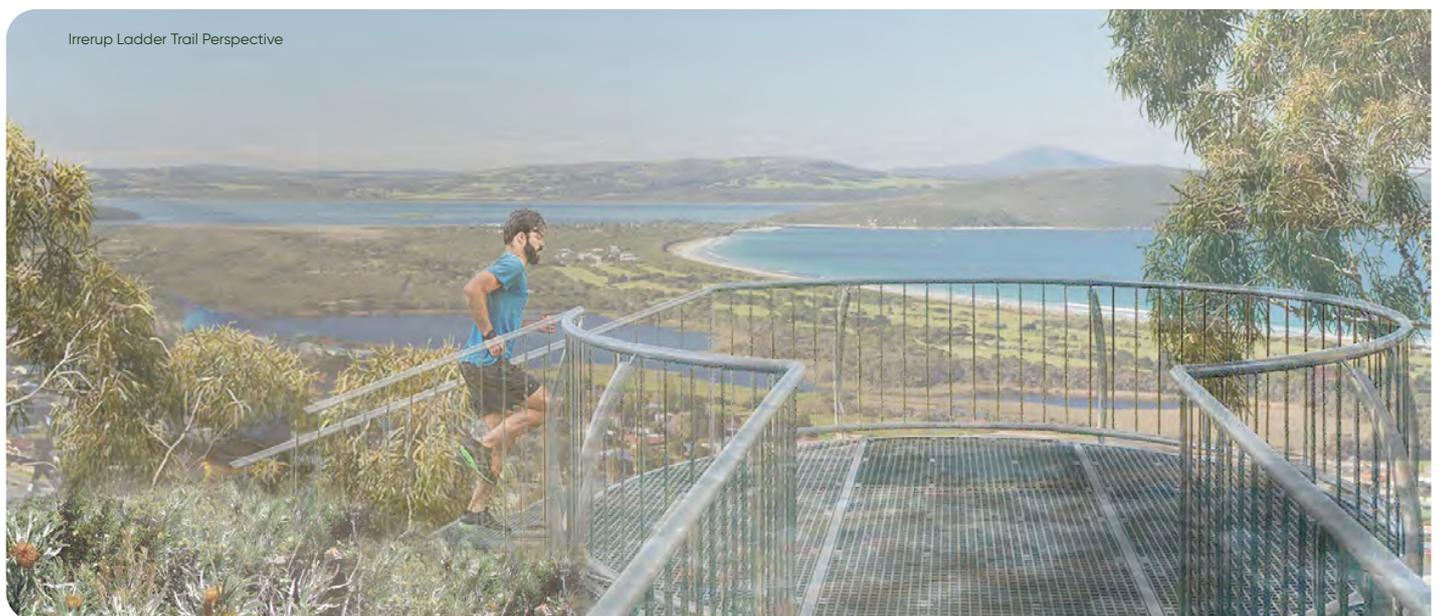
CURRENT TRAIL DESTINATIONS

A recent report completed by Trail Futures for Tourism WA and Australia’s South West categorised the state’s existing hiking and cycle tourism offering according to market potential⁷. It groups current trail destinations, trails and/or trail networks according to their potential to attract “destination trail users” from intrastate, interstate and international sources.

NATIONAL TRAIL DESTINATIONS

A national trail destination attracts destination trail visitors whose primary purpose for travel is to undertake trail-based activities. It has the potential to attract interstate and international visitors for four days of trail-based activities.

Destination	Trail offering
Iconic Trails	
South West (Perth to Albany)	Bibbulmun Track (1000km) – iconic trail
Margaret River	Cape to Cape Track (125km) – iconic trail
South West (Perth to Albany)	Munda Biddi Trail (1000km) – iconic trail
Hiking Trail Destinations	
Stirling Range NP	6 hiking trails
Torndirrup NP	3 hiking trails
Fitzgerald River NP	4 hiking trails (2 overnight)
Karijini NP	7 hiking trails
Purnululu NP	7 hiking trails
Mountain Bike Trail Destinations	
Margaret River MTB Trails	6 MTB trail networks 1 dual-use trail
Wambenger MTB Trails (Collie)	3 MTB trail networks 2 dual-use trails
Dwellingup MTB Trails	1 MTB trail network



REGIONAL TRAIL DESTINATIONS

A trail destination with facilities and services of a standard and appeal that attract intrastate destination trail visitors from outside the region for three days of trail-based activities.

Destination	Trail offering
Hiking Trail Destinations	
Wadjemup Bidi (Rottnest)	Hiking and Cycling Trail Networks
Yonga Walk Trail (Lesueur NP)	1 overnight hike
Kalbarri NP	4 hiking trails
Wellington NP	6 hiking trails
Pemberton	3 hiking trails
Porongurup NP	3 hiking trails
Cape Le Grand NP	2 hiking trails
Cape Arid NP	3 hiking trails
Mountain Bike Trail Destinations	
Kalamunda Camel Farm	1 MTB trail network
Pemberton	1 MTB trail network

Priority Trails Review

The following sections provide an update on the key Priority Trail Projects and the progress made in achieving the Objectives and Strategies set out in the Trails Hub Strategy.

The Vision and Action Plan provided in the Strategy was extensive and aspirational. Specific trail alignments, land tenure or access availability were not considered in the recommendations, and it was suggested that each project required detailed studies prior to any construction. The implications of this are that several trail projects have not been undertaken or are yet to be assessed for deliverability. An example of this are the aquatics trails which do not fall under the management of the City of Albany.

Challenges in approvals and funding have restricted the progress towards the development of the Priority Projects identifies in the Albany Trails Hub Strategy. Considering this, significant progress has been made.

The Albany Heritage Park project was identified as a pivotal project to the overall success of the Trails Hub Strategy. The completion of this project will allow other recommendations to progress further. For example, the City Centre and Trails Centre strategies, and the signage and marketing strategies are heavily dependent on the Albany Heritage Park project. Significant time and effort has been spent progressing the planning and securing funding of Albany Heritage Park over a seven year period. The City of Albany is still waiting for EPA approvals to progress to the construction phase.

Similarly, progress been made in the development of trails at Poikeclerup reserve however two large funding applications have been unsuccessful meaning progress has not been progressed beyond the concept plan.

A major study (Robinson Precinct and Stidwell Bridle Trail Study) on the Stidwell Bridal Trail has been successfully completed and the implementation plan and working group have been established. This study has been pivotal in the development of the Equestrian Trail Network at Sandpatch.

The realignment of the Bibbulmun Track and Munda-Biddi Trail to the newly developed Southern Terminus in the Town Square is a significant achievement for the City Centre project, while the realignment of the Munda Biddi Trail off Lower Denmark Rd which links it to the Albany Wind Farm has been another successful project that falls into the achievements of this Strategy.

Construction of Youth Challenge Park, which included a Pump Track and Jump Lines, was completed in 2021. This was a large development initially identified in the Albany Heritage Park project. The site at Sanford rd was selected as it provides better access and consolidates a number of youth related infrastructure.

Several large trail projects identified in the Strategy for the Torndirrup National Park are currently under construction or already completed. The upgrade to the Bald Head trail has seen significant state and national attention. Further projects at Stoney Hill and the Gap will also enhance Albany's reputation as a trail destination.

PRIORITY TRAIL UPDATE AND REVISED ACTIONS

Priority Project	Update	Revised Actions
Albany Heritage Park (Mount Adelaide & Clarence)	<ul style="list-style-type: none"> Albany Heritage Park Trail Network Concept Plan completed. Detailed design completed. City waiting for final environmental approvals. Mountain Bike Pilot Project (The Pilot Trail) completed 	<ul style="list-style-type: none"> Continue to implement Albany Heritage Park Master Plan
Vancouver Peninsular	<ul style="list-style-type: none"> Trailhead signage installed (Needs updating to new signage suite). Uredale Point concept plan being developed. Aquatic trails have not progressed as City does not manage the water. 	<ul style="list-style-type: none"> Complete the Trail Proposal and Trail Framework (Stage 1 and 2 of TDP) Upgrade existing trail to guidelines Upgrade signage to signage suite
City Centre	<ul style="list-style-type: none"> Realignment of the Bibbulmun Track and Munda-Biddi Trail completed. Southern Terminus in the Town Square completed. 	<ul style="list-style-type: none"> Develop and install Trailhead, interpretive, and waymarking for Major Trails (Munda Biddi, Bibbulmun, Albany Heritage Park) Develop the Trail Centre concept at Albany Visitors Centre and Town Square.
Mount Melville	<ul style="list-style-type: none"> Minimal Progress on any trail development. Trailhead signage installed 	<ul style="list-style-type: none"> Provide maintenance and upgrades to existing trails. Update signage
Sand Patch	<ul style="list-style-type: none"> Robinson Precinct and Stidwell Bridle Trail study completed. Friends of Stidwell Bridle Trail group established to implement recommendations. Munda Biddi trail re-alignment off Lower Denmark road, along Wind Farm access road completed. 	<ul style="list-style-type: none"> Implement the Robinson Precinct and Stidwell Bridle Trail Study
Kalgan River	<ul style="list-style-type: none"> Minimal progress to report. Some minor maintenance work completed in 2022. 	<ul style="list-style-type: none"> Complete the Trail Proposal and Trail Framework (Stage 1 and 2 of TDP) Upgrade existing trail Update Trail signage
Poikeclerup	<ul style="list-style-type: none"> Concept plan completed. Project Control Group established. Heritage survey completed. Election commitment to Albany Mt Bike Club has been repurposed to develop trails within existing unsanctioned trail corridors. 	<ul style="list-style-type: none"> Implement the \$150k election commitment for re-surfacing of existing trail alignments. Seek funding and Implement Poikeclerup MTB Trails Concept Plan
Torndirrup*	<ul style="list-style-type: none"> Significant work completed on trail upgrades and supporting infrastructure through the WA Recovery Program. Includes upgrade to Bald Head Trail and carpark, Stony Hill trail and carpark, and the Gap. 	<ul style="list-style-type: none"> Advocate for future trail planning including the Albany's Historic Whaling Station to the Gap Coastal Trail identified in the Great Southern Regional Trails Masterplan.
Mount Martin & Gull Rock National Park*	<ul style="list-style-type: none"> Minimal progress and not under management of the City of Albany. Trails managed by DBCA who have focused on trails which received WA Recovery Program funding. 	<ul style="list-style-type: none"> Advocate for future trail planning including upgrading and maintenance of existing trails.

Updated Action Plan



OBJECTIVE 1 – TRAILS NETWORK

Develop, upgrade and maintain a high quality trails network for a broad range of outdoor adventure trail users.

Strategy	Targets set in 2015	Progress	Actions 2023 - 25
1.1 Work towards upgrading existing trails to meet the Trails Development and Construction Guidelines, focusing on walking and equestrian trails	<ul style="list-style-type: none"> Trail Construction guidelines adopted. Review and upgrade existing Albany Heritage Park Trails Network Review and upgrade Mike Stidwell Trail and Network. Review and upgrade existing Top 5 Trail Project Network. 	<ul style="list-style-type: none"> Planning in progress for Albany Heritage Park Planning in progress for Poikeclreup Reserve. Robinson precinct and Stidwell Bridal Trail study completed, working group established to implement recommendations. Lake Seppings received upgrade and Luke Penn, general maintenance completed as required The Trail Development Process (TDP) and WA MTB Management Guidelines utilised in new trail planning. 	<ul style="list-style-type: none"> Audit and asses current walking trails against trail construction guidelines Continue progress on priority trail projects (Refer to Priority Projects recommendations) Continuously oversee ongoing management and maintenance of City managed trails.
1.2 Develop an environmentally sensitive, sustainable and consistent approach to new trail construction, through the use of a Trail Development Process, Trails Construction Guidelines and a Trail Framework Template	<ul style="list-style-type: none"> Trails Development Process Policy developed and adopted. Trail Construction guidelines adopted. Trails Development Process Policy and Construction Guidelines launched and promoted 	<ul style="list-style-type: none"> The City has committed to sustainable trails via the adoption of the Trail Development Series. This has been evident in the Albany Heritage Park and Poikeclerup planning. 	<ul style="list-style-type: none"> Follow Trail Development Series for all trail upgrades and developments
1.3 Undertake a mountain bike trail 'pilot project' to demonstrate an environmental sensitivity and low impact recreational activity, within City Centre	<ul style="list-style-type: none"> Completion of a pilot MTB trail at Albany Heritage Park. Code of conduct and yield hierarchy developed, installed and promoted. Launch of the MTB Trail at Albany Heritage Park. Pilot Project Evaluation completed. Code of Conduct Evaluated. 	<ul style="list-style-type: none"> Pilot Trail project was completed in 2016. Regular maintenance is required to ensure it remains environmentally sensitive and low impact. 	<ul style="list-style-type: none"> Pilot trail to be incorporated into Mounts Trails management and maintenance.
1.4 A phased and prioritised approach to trail development in the trail precincts, commencing with trails within the City Centre and expanding outwards	<ul style="list-style-type: none"> Trail development undertaken as per trails priority schedule over 10 year period. 	<ul style="list-style-type: none"> City centre, Albany Heritage Park, Poikeclerup Reserve, and Sand Patch have been prioritised for trail development. 	<ul style="list-style-type: none"> Develop prioritisation schedule for other priority trail projects.
1.5 Develop a range of new trails set in iconic locations to attract new trail growth segments, with a focus on mountain biking trails and aquatic trails	<ul style="list-style-type: none"> Develop at least three new MTB Trails with a focus on the Albany Heritage Park and Top 7 Projects. Develop at least two new aquatic Trails from the Top 7 Projects 	<ul style="list-style-type: none"> Albany Heritage Park Concept Plan completed, and project is in late stages of planning approvals. Redignment of Munda-Biddi Trail, Bibbulmun Track completed. Southern terminus for Munda-Biddi Trail and Bibbulmun Track at the City Square completed. Concept Plan completed for the Poikeclerup MTB Trail Network Youth Challenge Park complete in 2021. 	<ul style="list-style-type: none"> See 1.1

OBJECTIVE 2 – TRAILS INFRASTRUCTURE AND SERVICES

Well planned and designed facilities and services which directly encourage the use of the trails network.

Strategy	Targets set in 2015	Progress	Actions 2023 – 25
2.1 Identify and support the development of a Trails Hub Centre to provide a central contact and information point	<ul style="list-style-type: none"> Trail Hub Centre and Visitors Centre consolidated. Trail Hub Centre established. Visitor Centre staff trained in trails promotion. Supporting end of trip facilities are installed at Visitor Centre Trail Hub Centre. 	<ul style="list-style-type: none"> Visitor’s centre relocated to York St Southern terminus for the Bibbulmun Track and Munda Biddi Trail. 	<ul style="list-style-type: none"> No further action until Mounts project is completed.
2.2 Develop a standard approach to Trailheads, signage and style guidelines to identified priority trails	<ul style="list-style-type: none"> Trailhead and signage piloted at City Centre (town square) Wayfinding signage piloted at Albany Heritage Park Evaluation of wayfinding signage at Albany Heritage Park completed. Implement consistent signage in the top 7 Trail Projects 	<ul style="list-style-type: none"> A signage suite was developed and is being rolled out across the trails network. 	<ul style="list-style-type: none"> Review signage suite for all trails. Develop a signage strategy. Implement consistent signage across all City of Albany Trails. Integrate with regional branding.
2.3 Develop and implement a recognised classification system for a variety of trail users, which will be consistently promoted through the trails network	<ul style="list-style-type: none"> Pilot a classification system at Albany Heritage Park. Evaluate the classification system. Approve a recognised classification system for top 7 Trail Projects. Implement classification system for all new trails. Retrofit of all existing trails with classification system. 	<ul style="list-style-type: none"> Existing classification systems being used for trails 	<ul style="list-style-type: none"> Integrate with regional branding.
2.4 Develop a range of Trailheads and supporting infrastructure for identified key locations for a variety of trail user groups	<ul style="list-style-type: none"> A Trailhead developed at City Centre (town square). A Trailhead developed at Albany Heritage Park Realignment of the Munda Biddi and Bibbulmun Track to the City Centre Trail Head. Number of Trail heads developed and implemented 	<ul style="list-style-type: none"> Trailheads exist at all trails, however many are still to be updated to the new signage suite. Munda Biddi and Bibbulmun Track realigned 	
2.5 Develop a unified brand of trails maps, linking to existing Amazing Albany brand, in a variety of formats	<ul style="list-style-type: none"> All new trails marketing collateral to incorporate Amazing Albany branding. Development of the web-based Trails Maps, within the Amazing Albany website. Increased number of hits and downloads on the Trails Page within the Amazing Albany website. 	<ul style="list-style-type: none"> Trail maps were produced and are on the Amazing Albany website (Maps are dated and need reviewing.) Web based trail maps for most priority trails are on Trails WA Website. 	<ul style="list-style-type: none"> Create trail print collateral with relevant branding. Integrate Albany website with Trails WA maps and Destination page, and Tracks and Trail Great Southern
2.6 Encourage a variety of support services for trail users to assist with their access to the trails network	<ul style="list-style-type: none"> Increase in the number and variety of support services to trail users 		<ul style="list-style-type: none"> Investigate bike hire opportunities

OBJECTIVE 3 – THE VISITOR EXPERIENCE

Support Albany to provide an exceptional trails visitor experience which will deliver economic and tourism benefits to the community

Strategy	Targets set in 2015	Progress	Actions 2023 - 25
3.1 Develop a coordinated marketing presence, linking signage, maps and other marketing collateral to increase awareness of the trails and services in Albany and the Lower Great Southern region.	<ul style="list-style-type: none"> The consolidated Trail Hub Centre and Visitor Centre is promoted and clearly recognised. All new trails marketing collateral to incorporate Amazing Albany branding. Development of the web based Trails Maps, within the Amazing Albany website. Increased number of hits and downloads on the Trails Page within the Amazing Albany website. Annual Community perception survey shows an increase in satisfaction and awareness of Albany trails. 	<ul style="list-style-type: none"> Hiking, Cycling and Paddling campaigns (10 great...) developed for Amazing Albany website and visitor's centre. The City has partnered with Outdoors Great Southern have developed a Great Southern Regional Brand and Trails Marketing Strategy. Annual Community Perception Survey shows increase in satisfaction/awareness of Albany trails? 	<ul style="list-style-type: none"> Promote trails, the Trail Hub Centre and Visitor Centre. All new trails marketing collateral to incorporate regional branding.
3.2 Identify key trails and tourism websites and promote Albany and the region's trail's opportunities	<ul style="list-style-type: none"> An increase in the number of links to the Amazing Albany Trails Page. 	<ul style="list-style-type: none"> Most trails are included on the Trails WA website. Albany is listed in the Trails WA 'Destinations' pages section. 	<ul style="list-style-type: none"> Integrate City of Albany website with Trails WA and Tracks and Trails Great Southern Collaborate with Tracks and Trails Great Southern, Trails WA, and Australia's South West.
3.3 Explore opportunities for trails promotion and events within existing City of Albany program	<ul style="list-style-type: none"> Calendar of trails promotional events developed. Increase in the number of events incorporating trails activity. Host an annual trails event that promotes Albany as a trails destination. Host at least 3 significant trails events that promote Albany as a trails destination. 	<ul style="list-style-type: none"> Southern Peaks MTB and Urban Downhill events held. Hosted the WA Trails Forum 2021. State Pump Track Championships held in 2022 and 2023 Great Southern Stage Run – Rapid Ascent support The Delirious West Ultra Marathon supported World trails conference secured by Outdoors Great Southern for 2026. 	<ul style="list-style-type: none"> Support the delivery of the World Trails Conference in 2026 Host min.3 significant trails events that promote Albany as trails destination.
3.4 Encourage and support services and businesses to undertake recognised Hospitality Accreditation and provide a comprehensive package of hospitality to all trail visitors	<ul style="list-style-type: none"> At least 50% of identified trail related business have undertaken recognised Hospitality Accreditation. 		<ul style="list-style-type: none"> Investigate Trails WA Trail Friendly Business Program and encourage Albany businesses to get involved.
3.5 Encourage and support new trail business opportunities and identified gaps in service provision	<ul style="list-style-type: none"> Audit of trail supporting business & gap analysis. Increase in the number of new trail business established 		<ul style="list-style-type: none"> Audit of trail supporting business & gap analysis.

OBJECTIVE 4 – GOVERNANCE, MANAGEMENT AND COOPERATION

Optimise governance, management and cooperation across trail land owners, stakeholder groups and regional partners throughout the Lower Great Southern region in order to support Albany’s position as the region’s central trail hub and trails destination.

Strategy	Targets set in 2015	Progress	Actions 2023 – 25
4.1 Link priorities, (e.g. key precinct projects, budget, maintenance and responsibilities) to the 10 year Asset Management and Financial Plans to ensure commitment and progress towards the Strategy and provide list of annual priorities to key stakeholders	<ul style="list-style-type: none"> Annual Trails priorities incorporated into 10 year Asset Management Plans. Priority projects are completed within life of strategy. Agreed and clear understanding on the direction, priorities and delivery of the strategy. 	<ul style="list-style-type: none"> Trails priorities are included in 10 year financial plan. 	<ul style="list-style-type: none"> Incorporate trails priorities into 10 year Asset Management Plans
4.2 Identify and develop funding models and Business Cases which will create ongoing operational sustainability	<ul style="list-style-type: none"> Alternative funding models and Businesses Cases developed. Agreed pilot funding model trialled in one of the top 5 projects, in partnership with community. Evaluation of the pilot on improved trails sustainability and community engagement. 	<ul style="list-style-type: none"> Mounts funding secured through Election Commitment Business Case for Poikeclerup developed in conjunction with regional BBRF application. Funding secured for some sites surveys at Poikeclerup 	<ul style="list-style-type: none"> Secure funding for priority trail projects
4.3 Explore opportunities for sub-regional (LGS) collaboration (including GS CORE) to promote the regions nature trail experiences	<ul style="list-style-type: none"> Participate in regional trails planning. Actions identified for future sub regional collaboration. GSCORE established and funded 	<ul style="list-style-type: none"> Two BBRF applications developed in partnership with Shires of Plantagenet and Denmark, and Outdoors Great Southern (both unsuccessful). Collaboration with other Great Southern LGA's through the implementation of the Great Southern Regional Trails Master Plan. 	<ul style="list-style-type: none"> Engage with Tracks and Trails Great Southern Participate in Great Southern Trails Reference Group Outdoors Great Southern is funded.
4.4 Improve coordination across the City of Albany to seamlessly deliver and manage trails infrastructure	<ul style="list-style-type: none"> Establishment of Trails Network Implementation Group. Successful implementation of the strategy 	<ul style="list-style-type: none"> Internal Trails Project Group established. City is a member of the Great Southern Trails Reference Group. City is a member of the DBCA WA Recovery Program Communications Reference Group. Service Agreement with Outdoors Great Southern in place 	<ul style="list-style-type: none"> Continue internal trails reference group to monitor the delivery of this strategy
4.5 Establish a network of people and agencies with the skills and knowledge to support and guide the implementation of the City of Albany Trails Hub Strategy		<ul style="list-style-type: none"> Service Agreement in place with Outdoor Great Southern. Regular contact with Department of Local Government, Sport and Cultural Industries and Department of Biodiversity, Conservation and Attractions. Utilisation of trail building companies and other consultants for technical advice. 	<ul style="list-style-type: none"> Establish Project Control Groups for each Priority Trail Project.



Government of Western Australia
Department of Transport

Empowering a
thriving community



GREAT SOUTHERN

2050 CYCLING STRATEGY





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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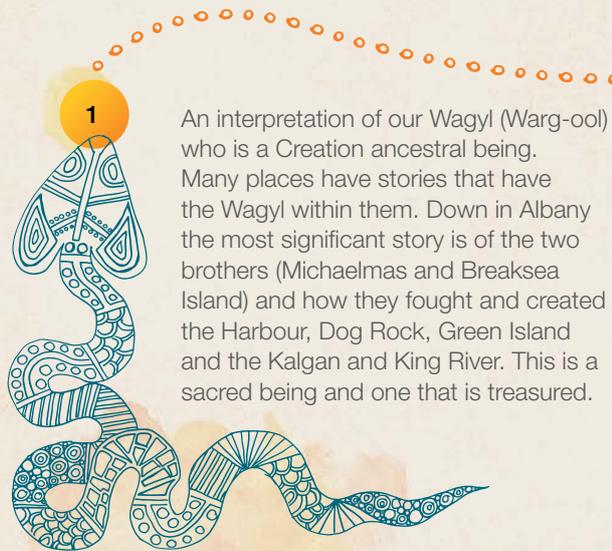
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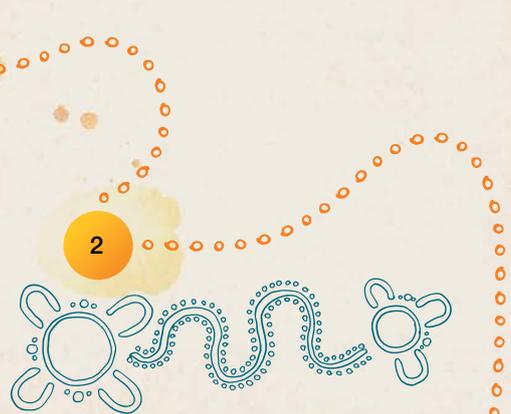
Images of the Great Southern

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.



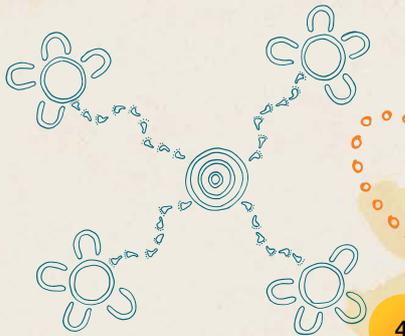
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An interpretation of our Wagyl (Warg-ool) who is a Creation ancestral being. Many places have stories that have the Wagyl within them. Down in Albany the most significant story is of the two brothers (Michaelmas and Breaksea Island) and how they fought 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.

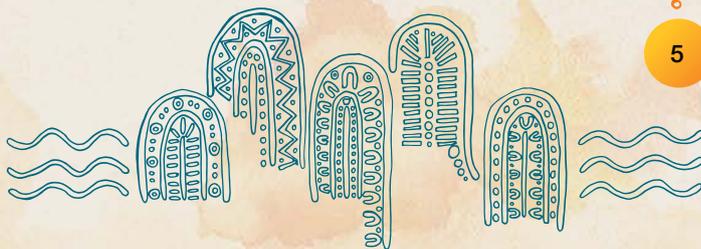
The four tribal groups that surround the Stirlings.

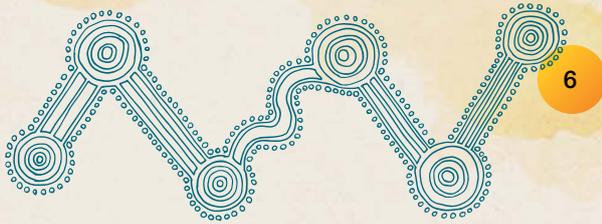
4



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.

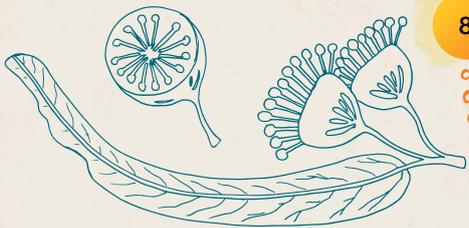




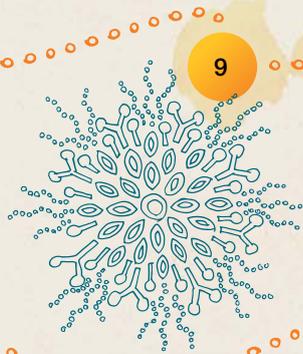
Symbolises all the places that people travel and how they travel to and from them. Most places for Aboriginal people connect in one way or another.



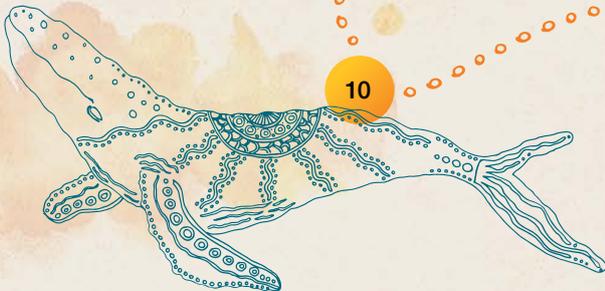
The wavy lines talk about our great ocean and the paths we travel along. The inner image is based on round circles (like a bike tyre) that also travel our paths in the region.



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.



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



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.



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.

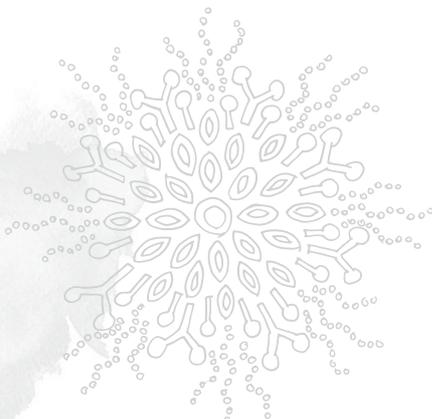
The strategy also acknowledges that bike riding infrastructure has many different users, including bike riders, walkers, e-mobility users, skateboarders and gopher users.

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

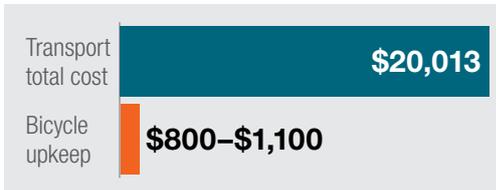
Western Australian adults don't get enough physical activity.

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

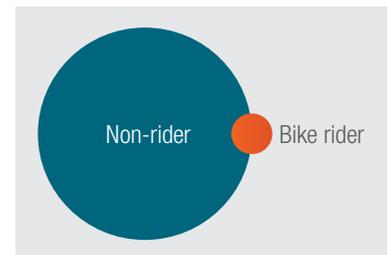
Many people living in outer urban, rural and remote regions have very limited transport options.¹⁰

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);

1. Introduction

- **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. Introduction

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 ancestral 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.

1. Introduction

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. Introduction

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.

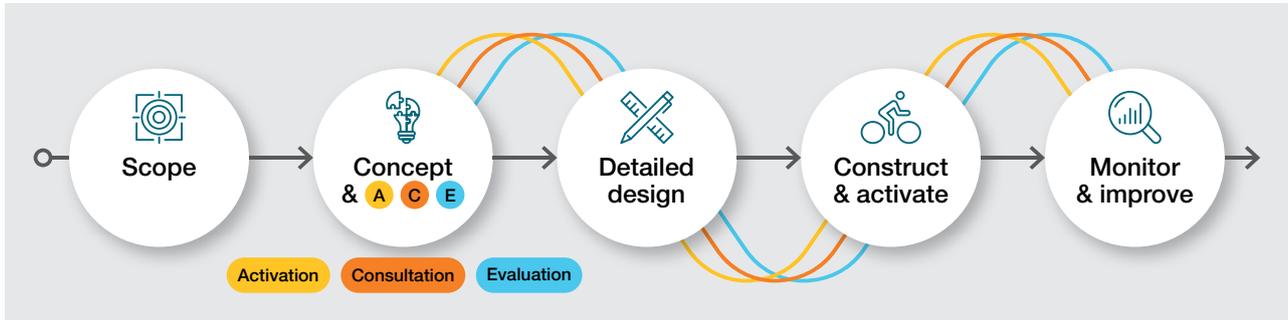
There needs to be an emphasis on creating inclusive infrastructure projects so that the product delivered serves the needs of the local community as well as people visiting the region.

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](#).

2. Encouraging Bike Riding

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. Encouraging Bike Riding

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 as 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



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. Regional Route Hierarchy

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

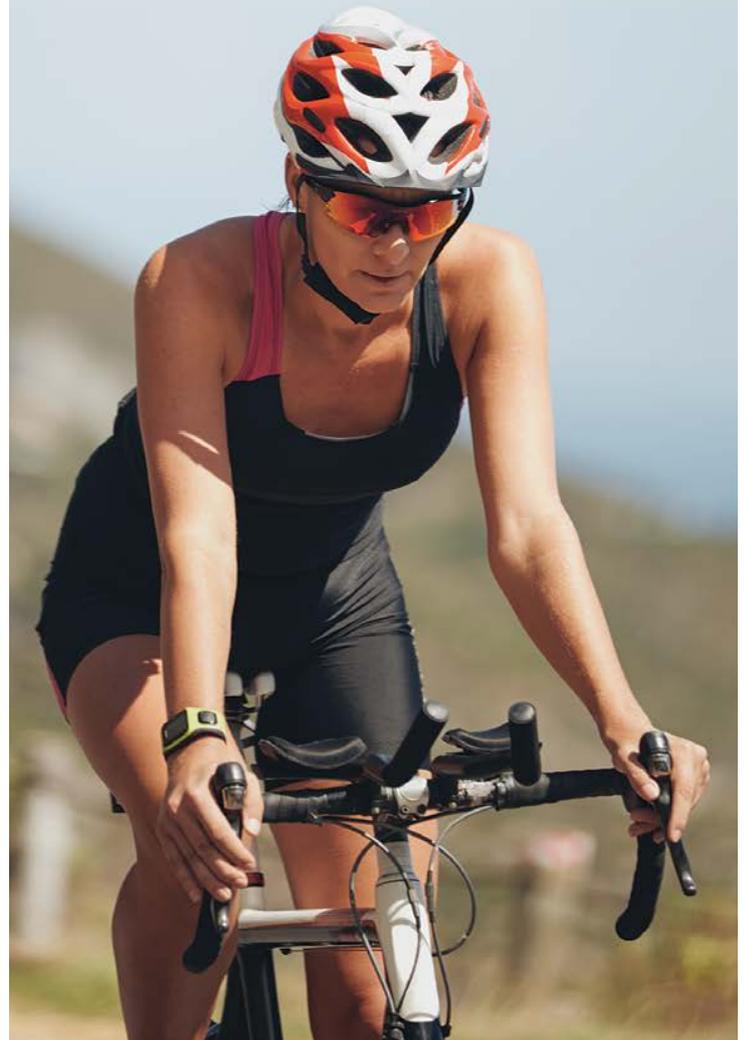
Road cycling routes cater for people cycling long distances for training, sport or recreational, as well as transport, purposes. For this user group, distances of 100 kilometres or more are achievable.

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 ≤ 60 km/h and 1.5m on roads > 60 km/h.) While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking.

● ●
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



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

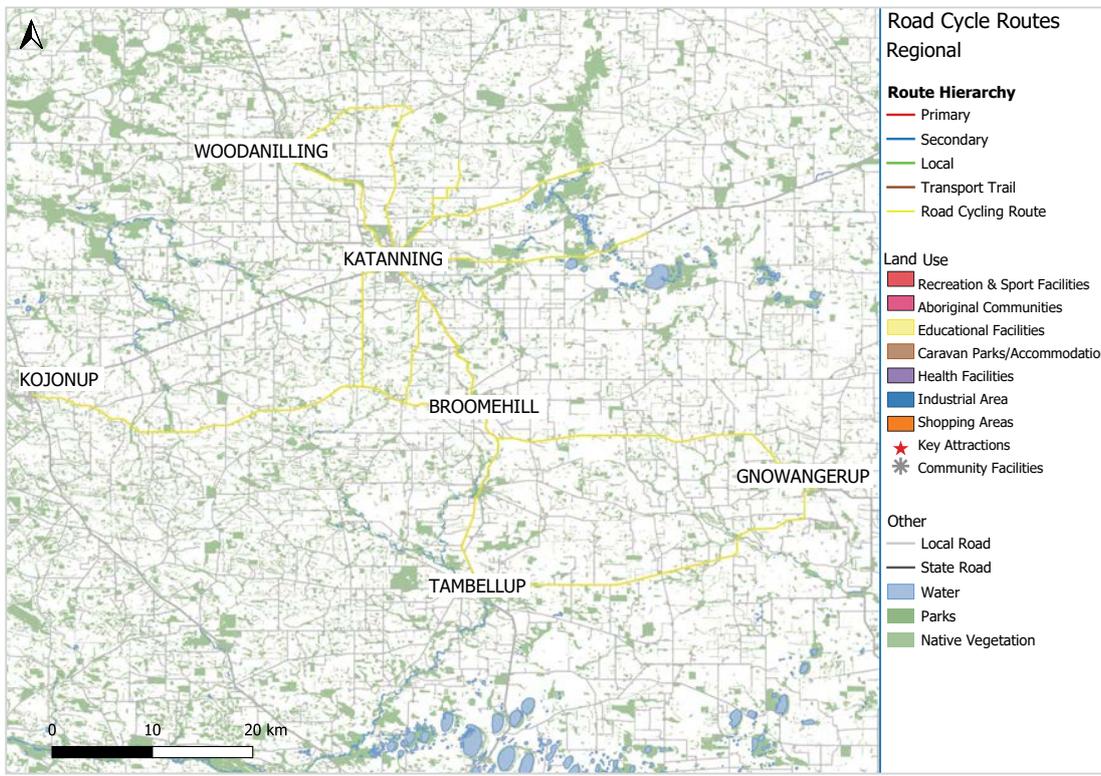
Maps 4.01 and 4.02 provide an overview of the proposed road cycling network and transport trails for the region, with maps 4.03 to 4.28 also including the primary, secondary and local routes. Key features include:

- 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.

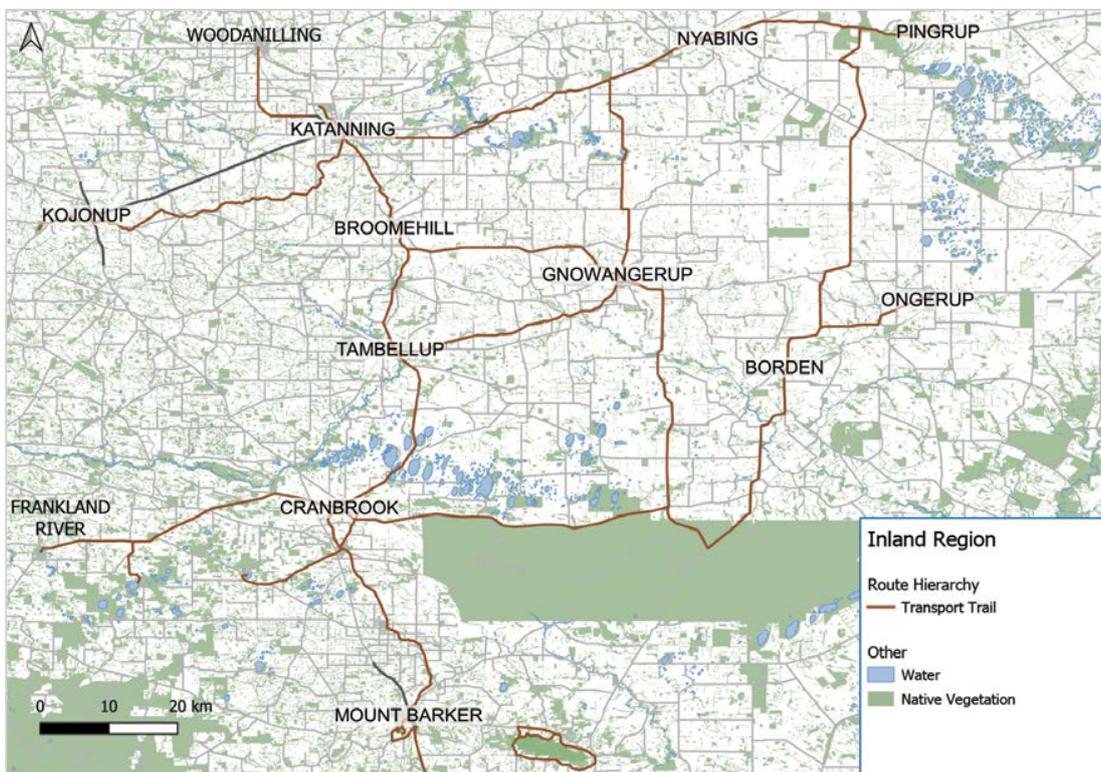
The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints.

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



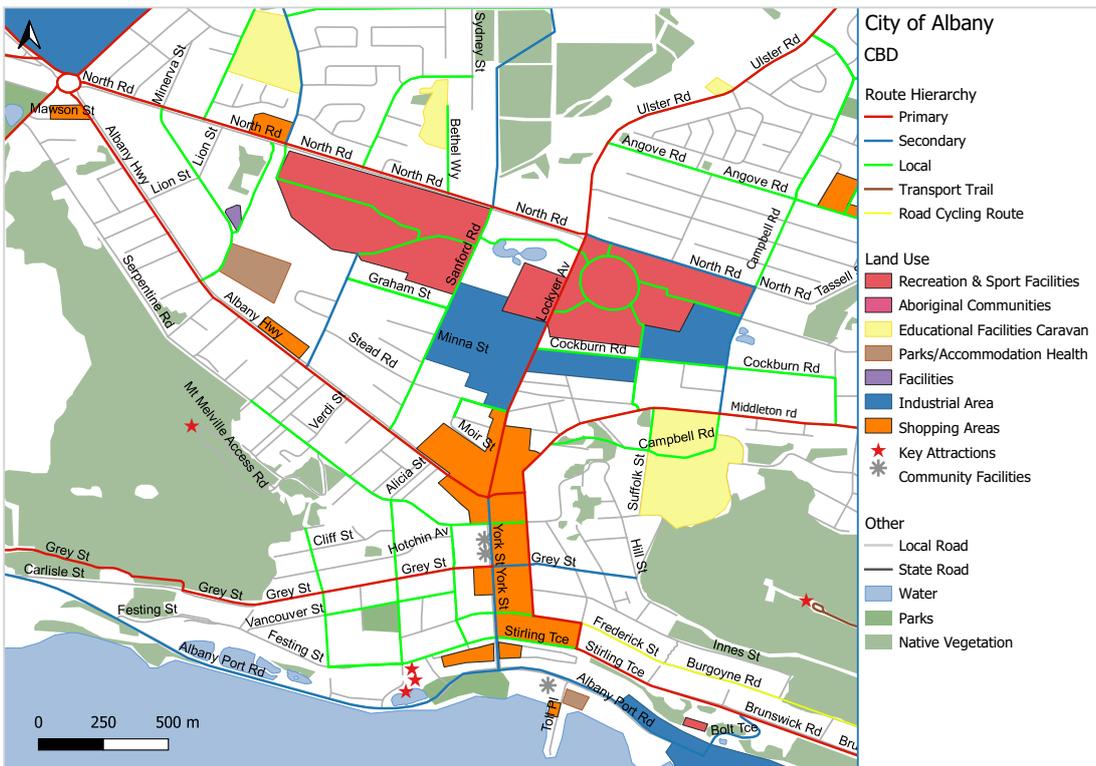
4. Proposed Network

4.2 City of Albany

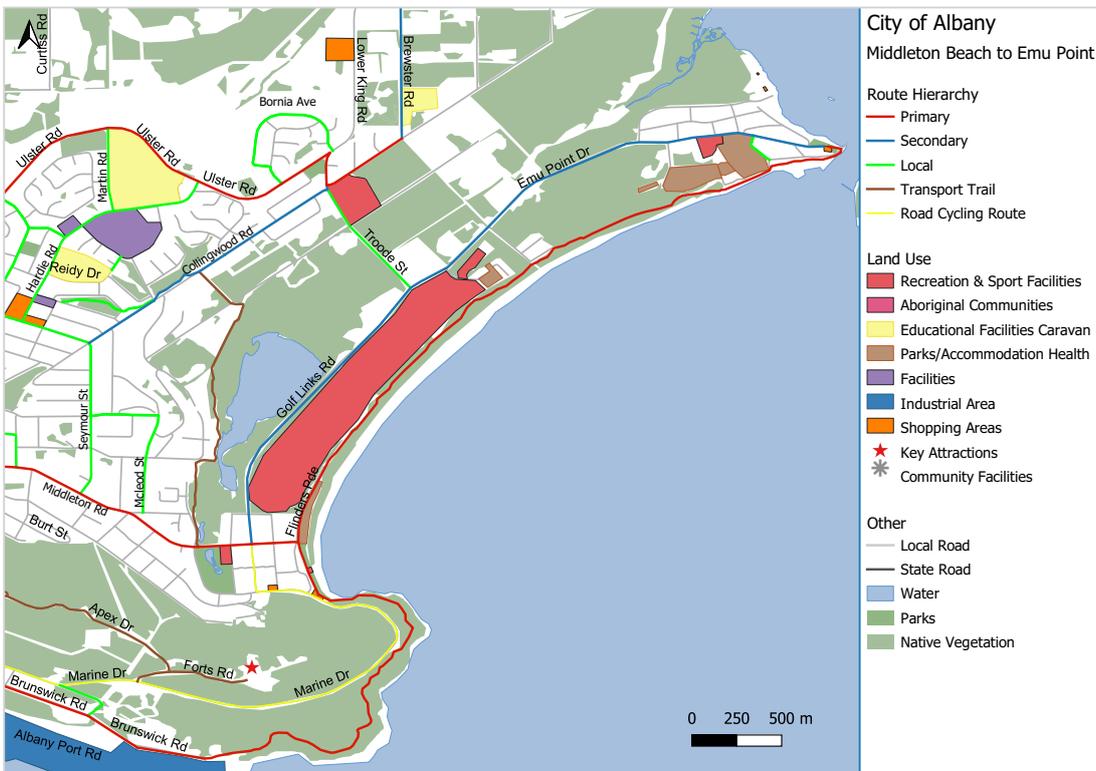
The proposed routes for the City of Albany are shown in maps 4.03 to 4.09 and include:

- 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.

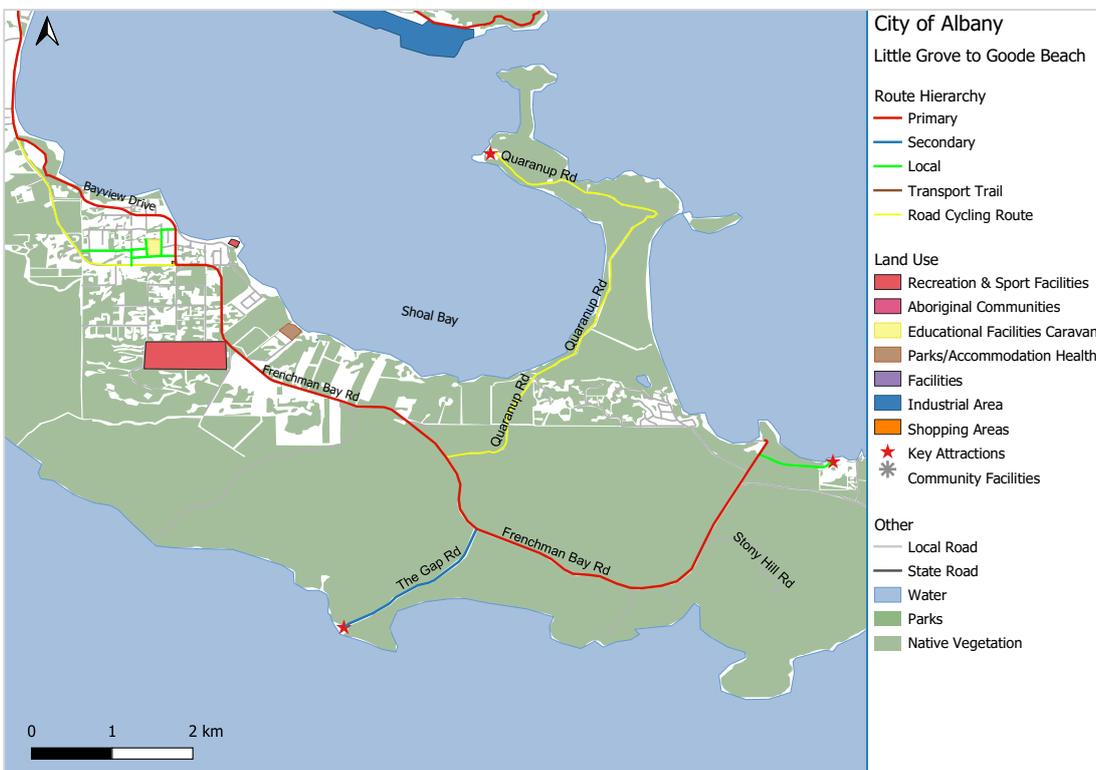
Map 4.03 City of Albany – CBD



Map 4.04 City of Albany – Middleton Beach to Emu Point

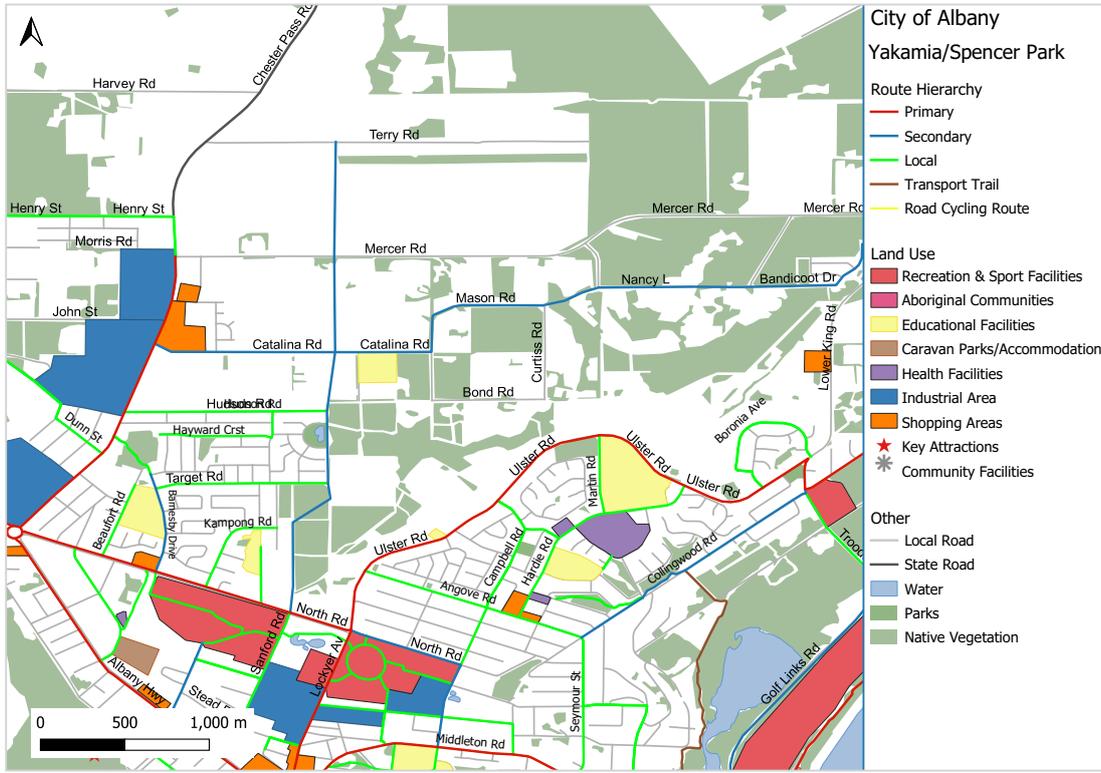


Map 4.05 City of Albany – Little Grove to Goode Beach

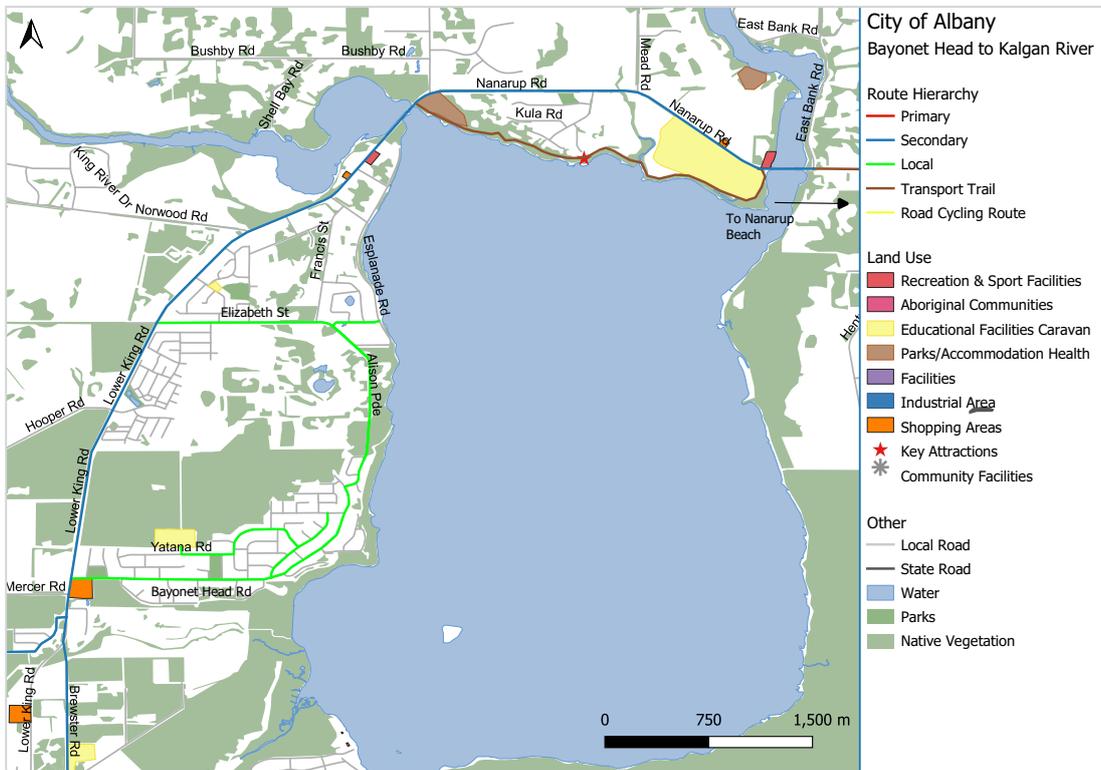


4. Proposed Network

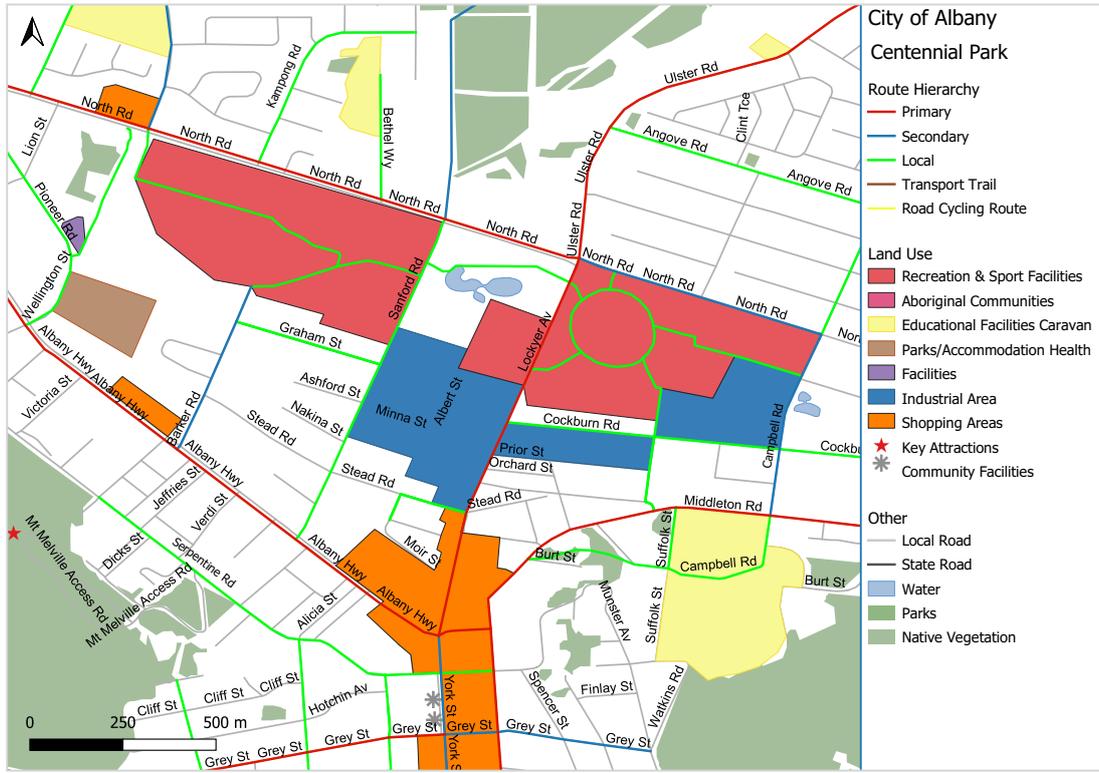
Map 4.06 City of Albany – Yakamia/Spencer Park



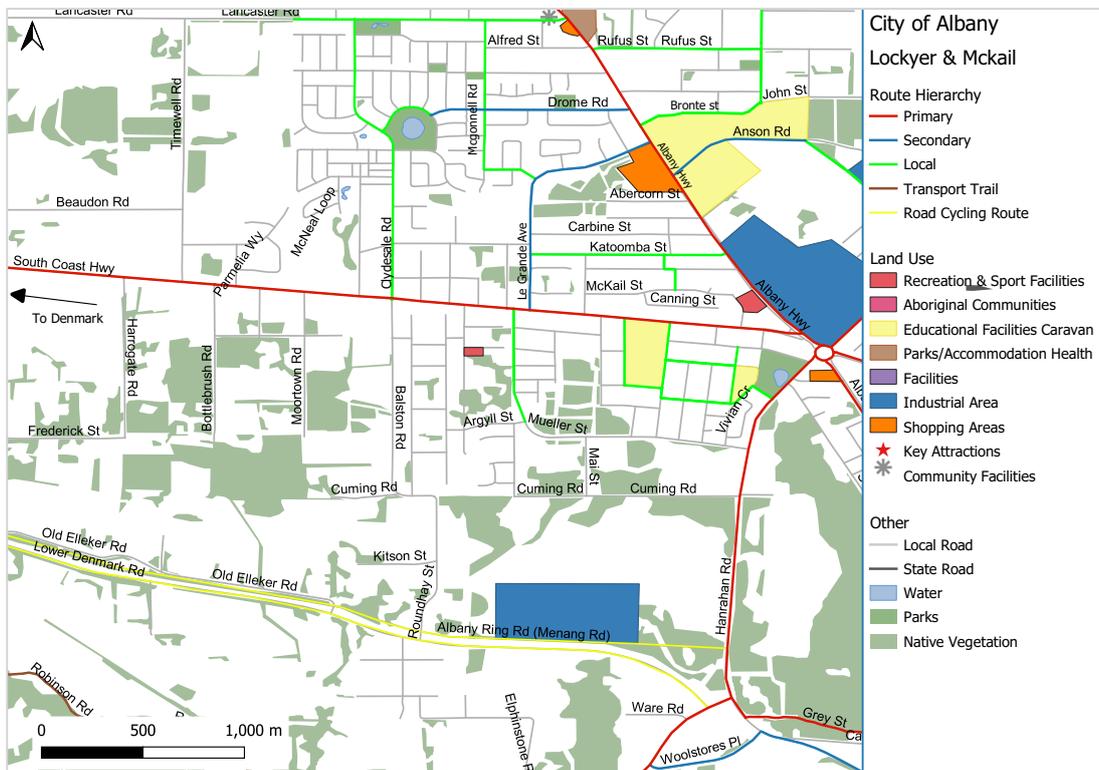
Map 4.07 City of Albany – Bayonet Head to Kalgan River



Map 4.08 City of Albany – Centennial Park



Map 4.09 City of Albany – Lockyer and McKail



4. Proposed Network

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

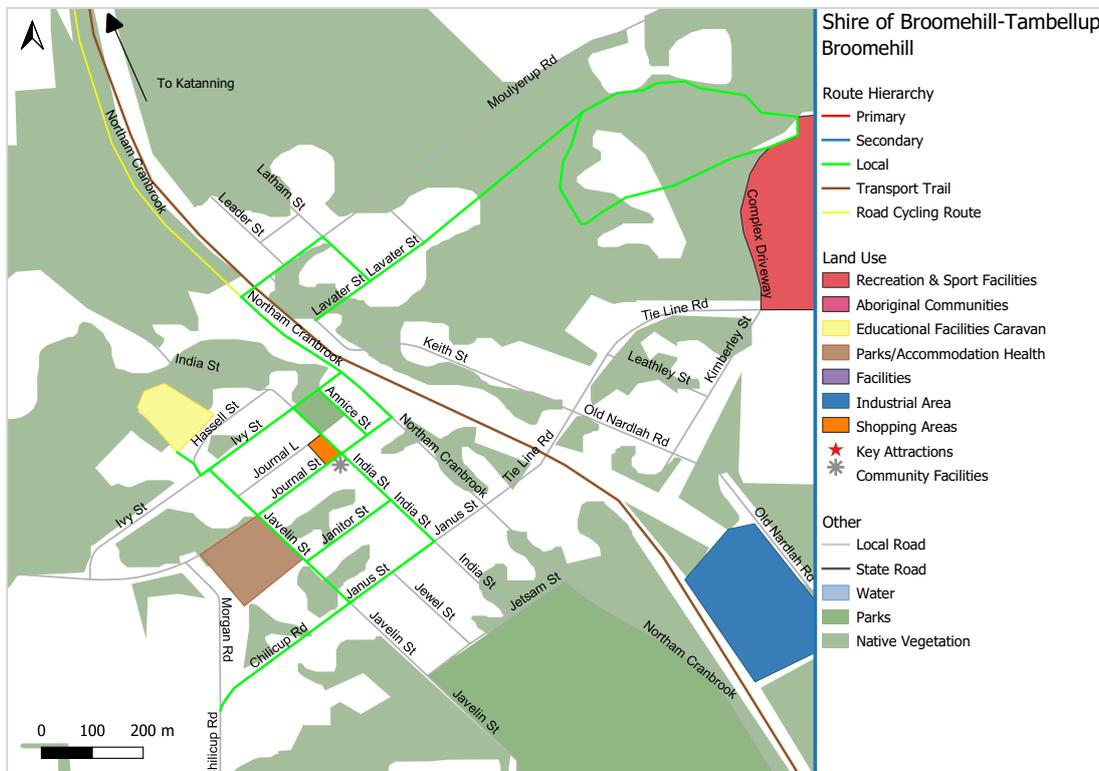
- A network of local routes connecting residents with the town centre and school;
- Developing a safe local route from the Primary School to the Recreational Centre;
- A long-distance transport trail connecting Broomehill to Katanning and Tambellup (part of the proposed Albany to Woodanilling Rail Trail); and
- A road cycling route connecting Broomehill to Katanning and Kojonup.

- 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).

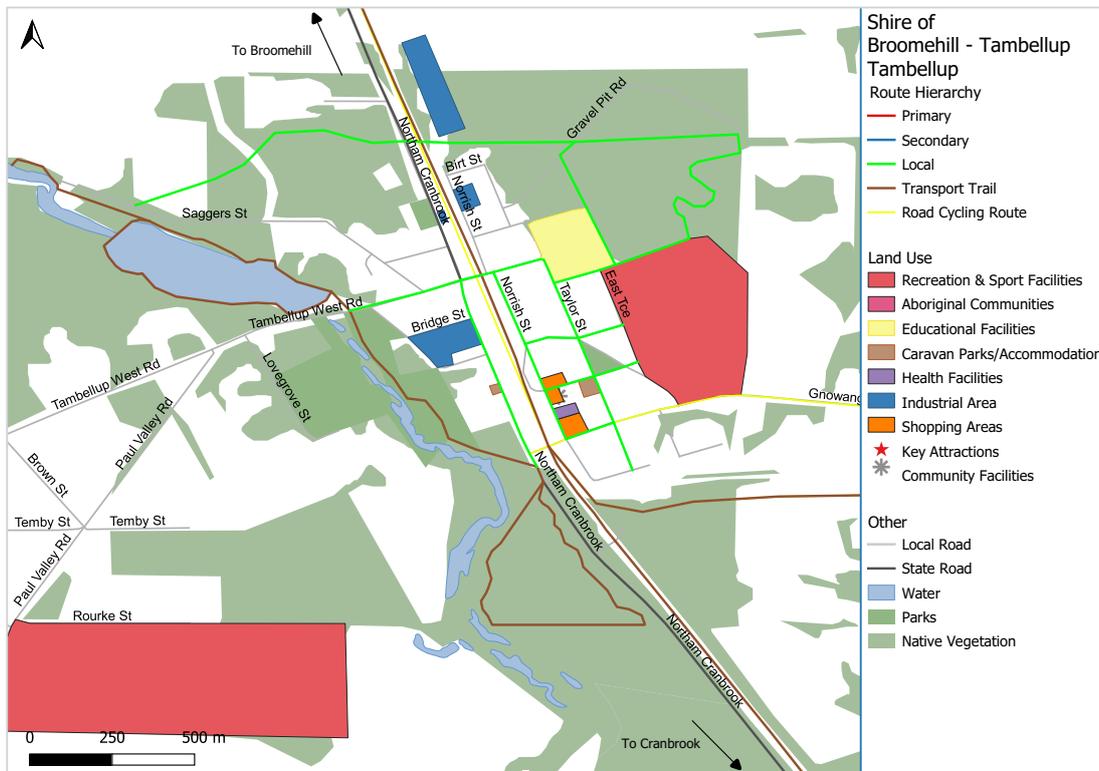
4.3.2 Tambellup

- Developing a safe local route from the Primary School and Sports Complex to the trails near the Gordon River;

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

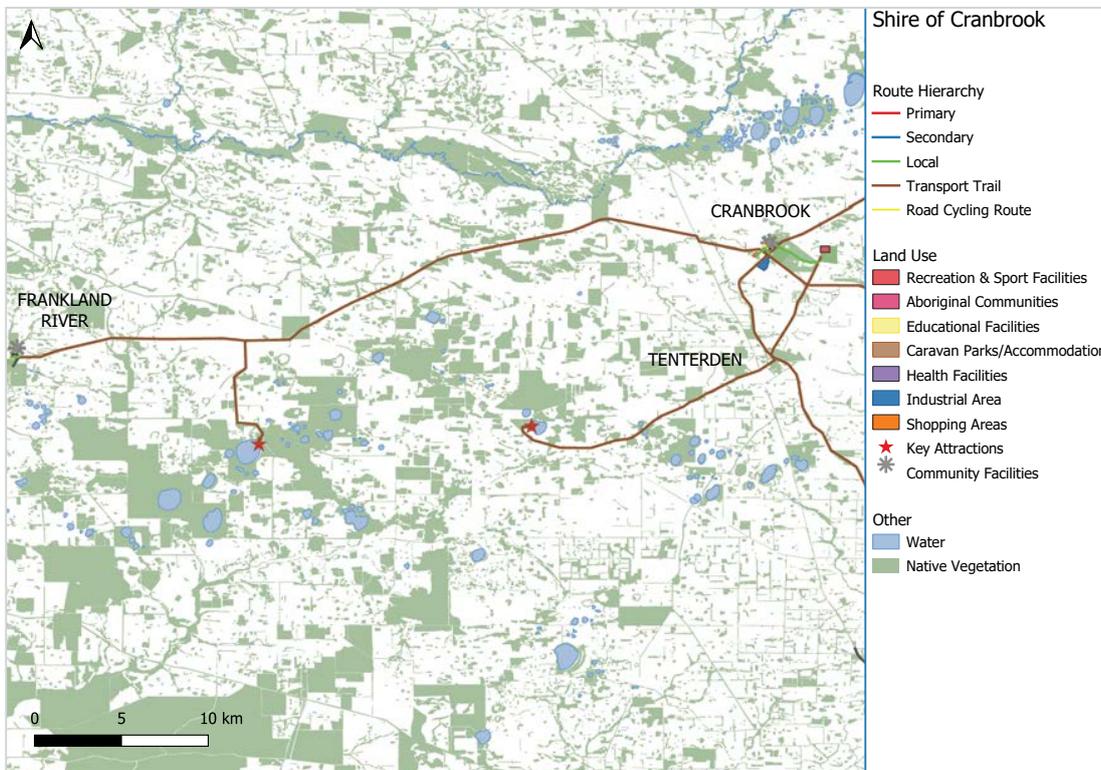
- Developing a safe local route from the Primary School and Marlock Street; and
- A safe crossing point on Wingebellup Road.

4. Proposed Network

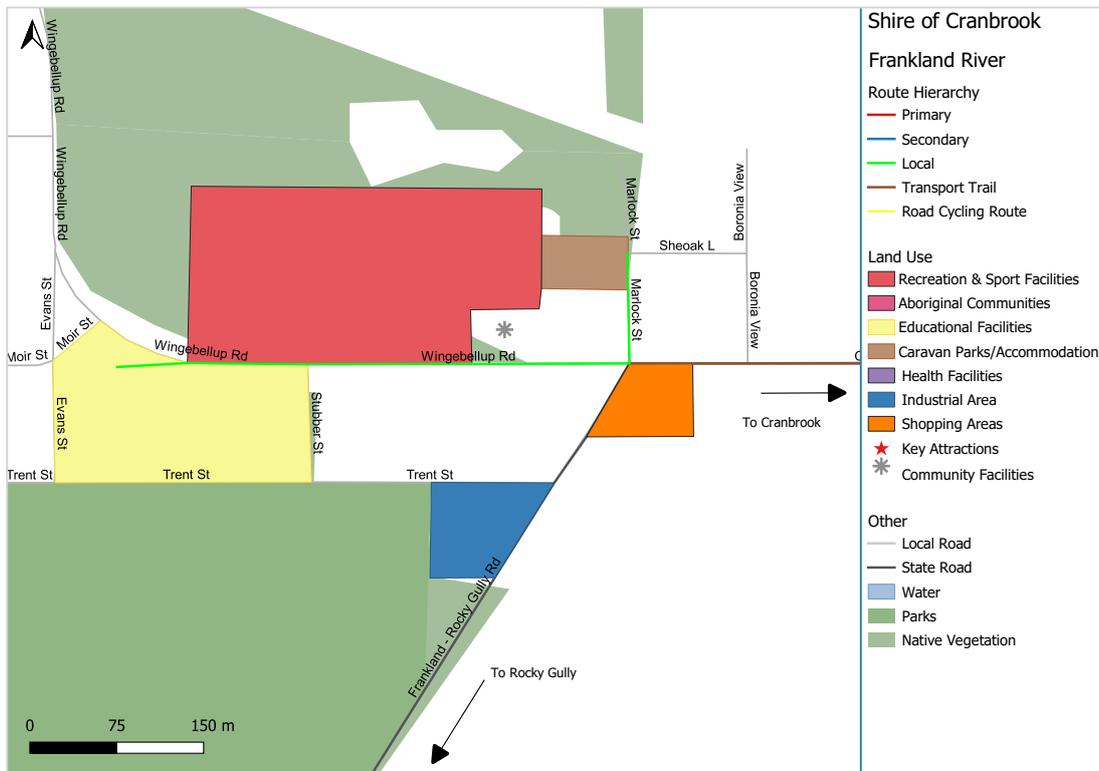
Map 4.12 Shire of Cranbrook – Townsite



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;

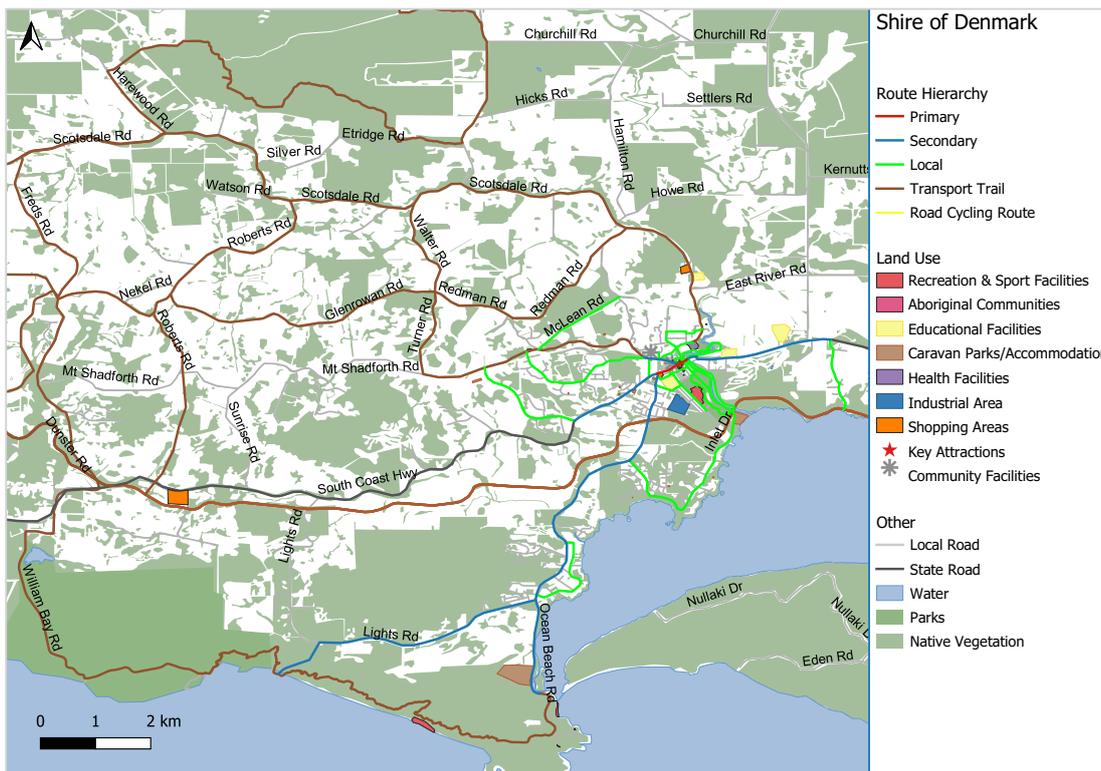
- Local routes connecting residents living in Peace Street and Cussons Road to the town centre;
- A network of transport trails linking tourism attractions on Scotsdale Road and surrounding areas;
- A transport trail along Mount Shadforth connecting to the proposed MTB trails on Turner Road;
- A transport 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. Proposed Network

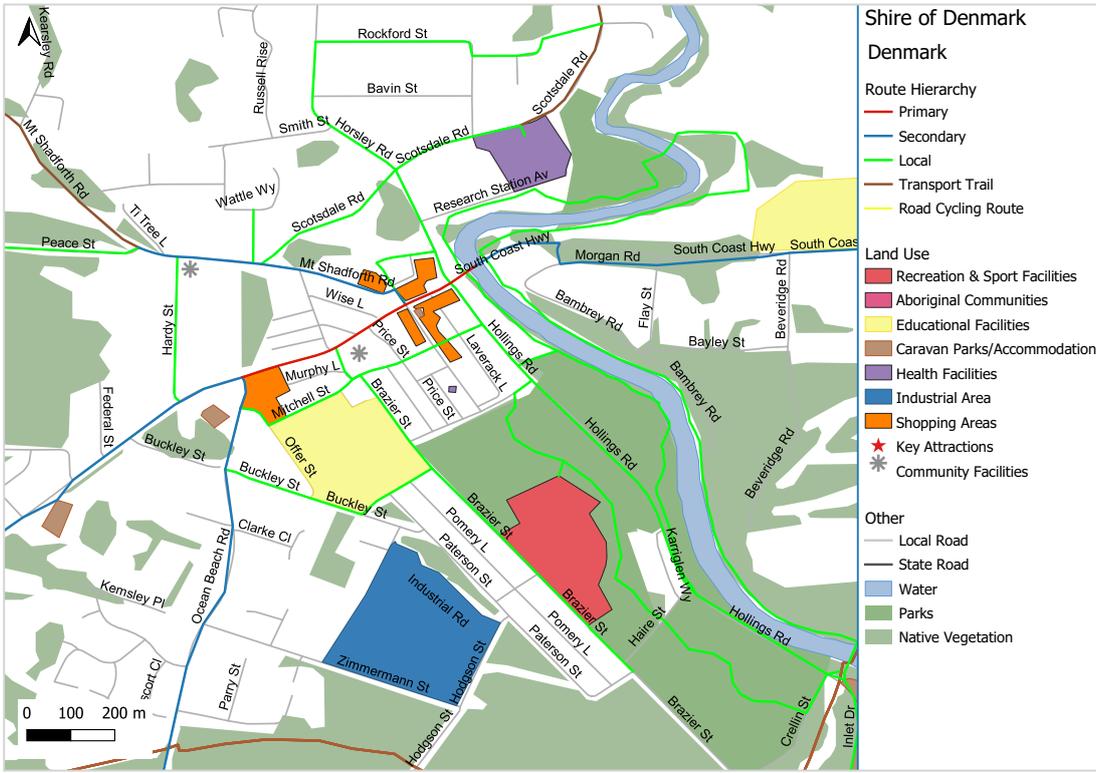
4.5.2 Peaceful Bay and Nornalup

- 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.

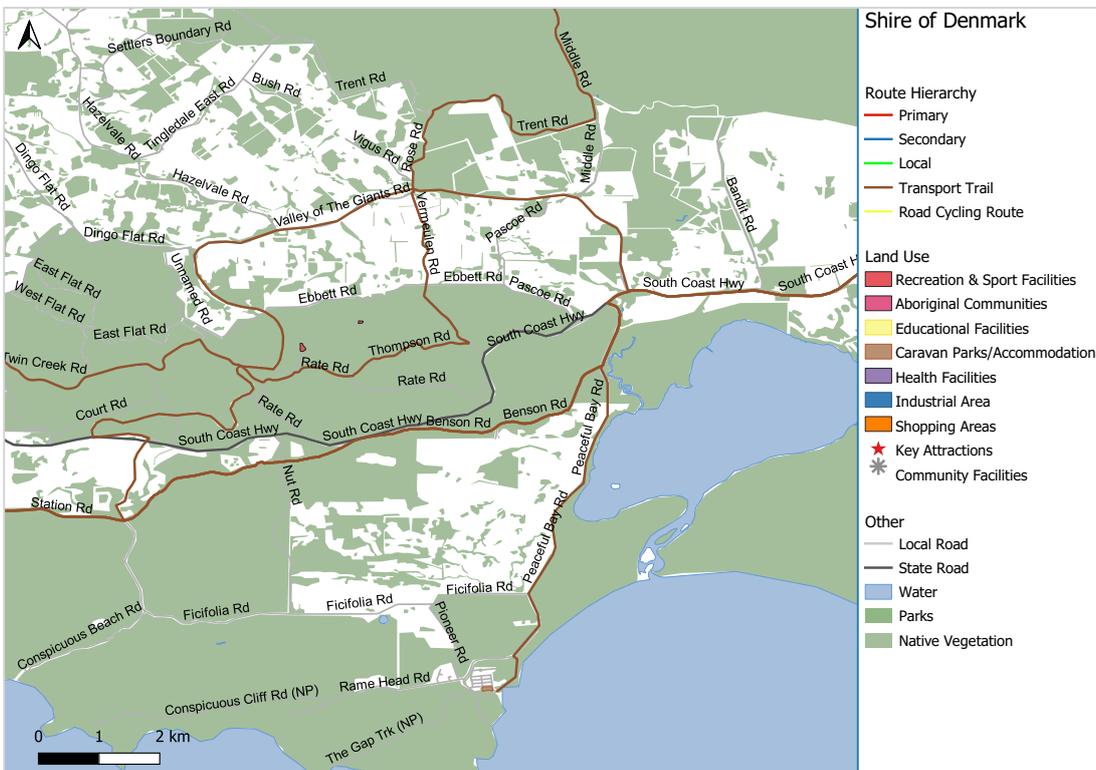
Map 4.15 Shire of Denmark – Regional



Map 4.16 Shire of Denmark – CBD



Map 4.17 Shire of Denmark – West



4. Proposed Network

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.

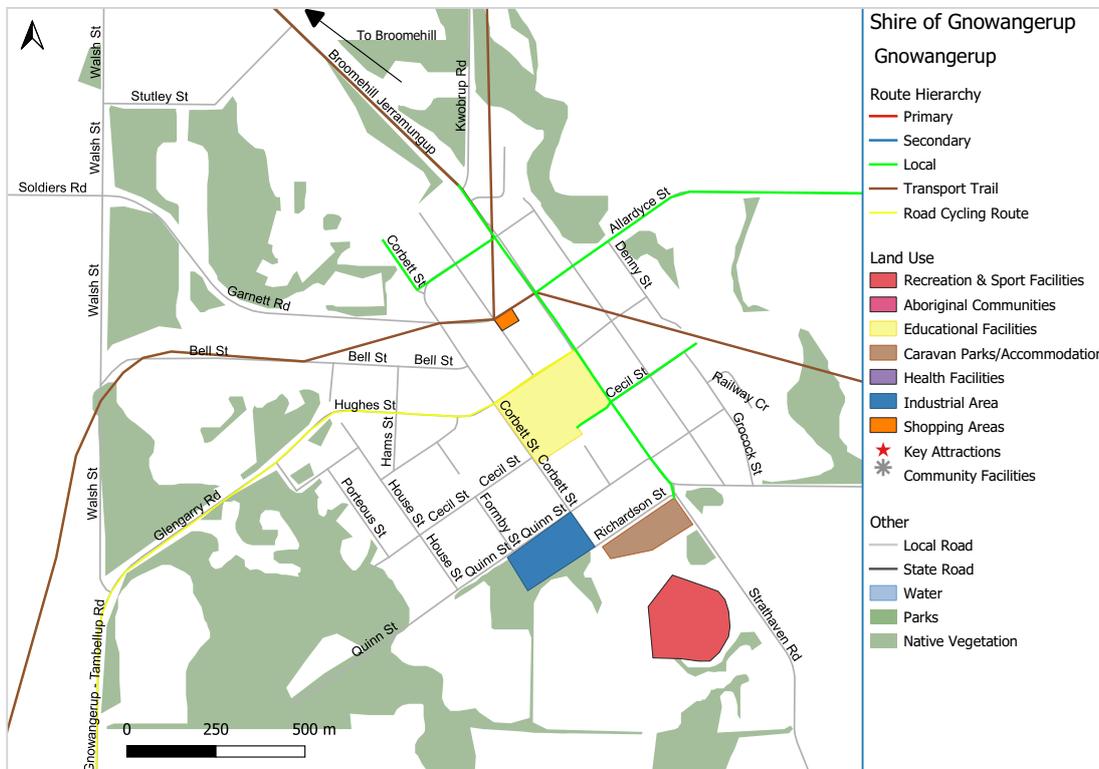
4.6.2 Borden

- 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.

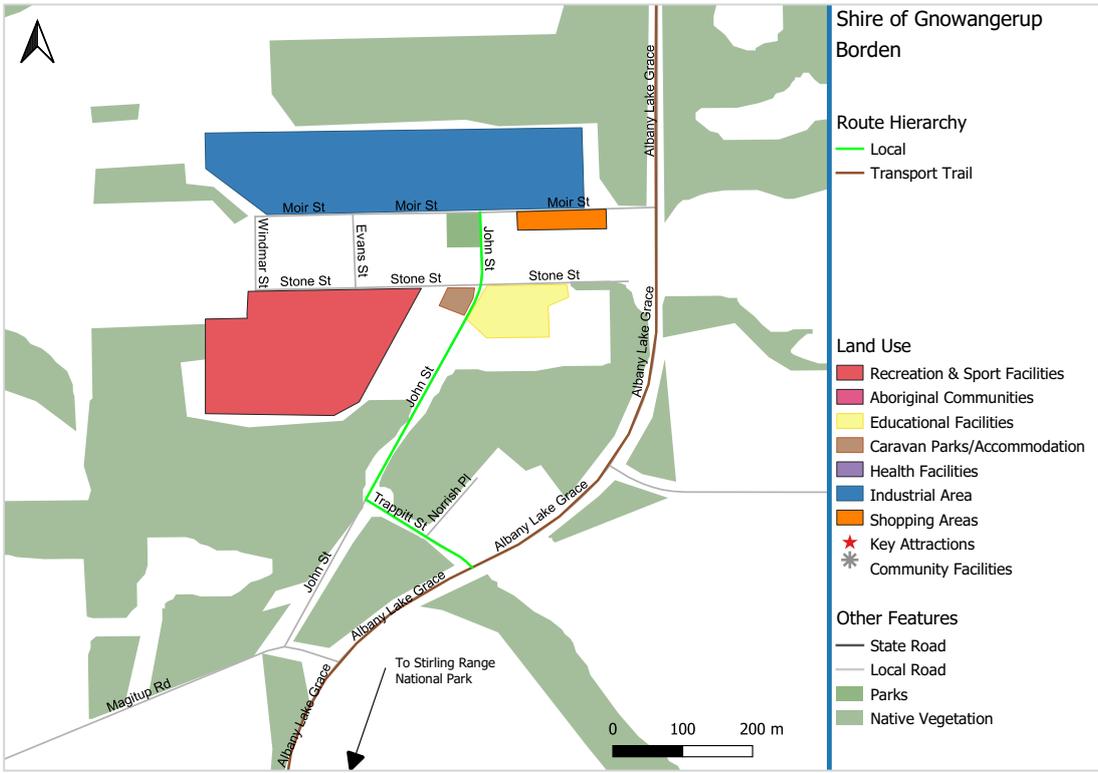
4.6.3 Ongerup

- 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



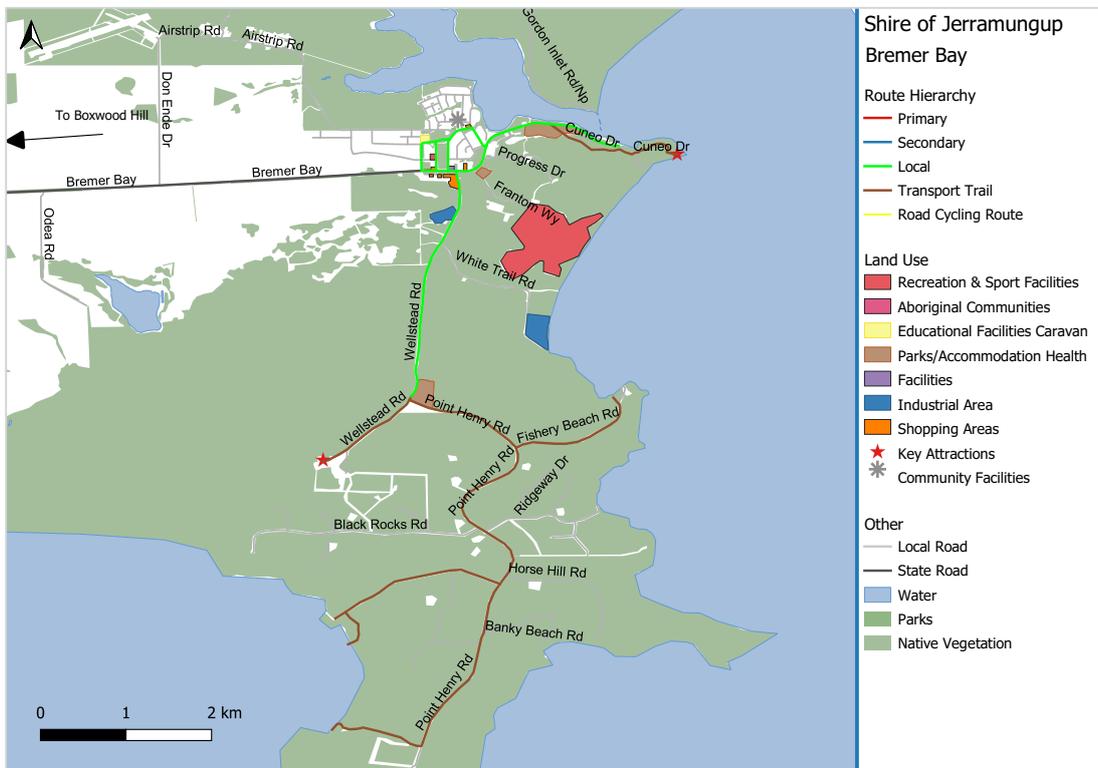
4. Proposed Network

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

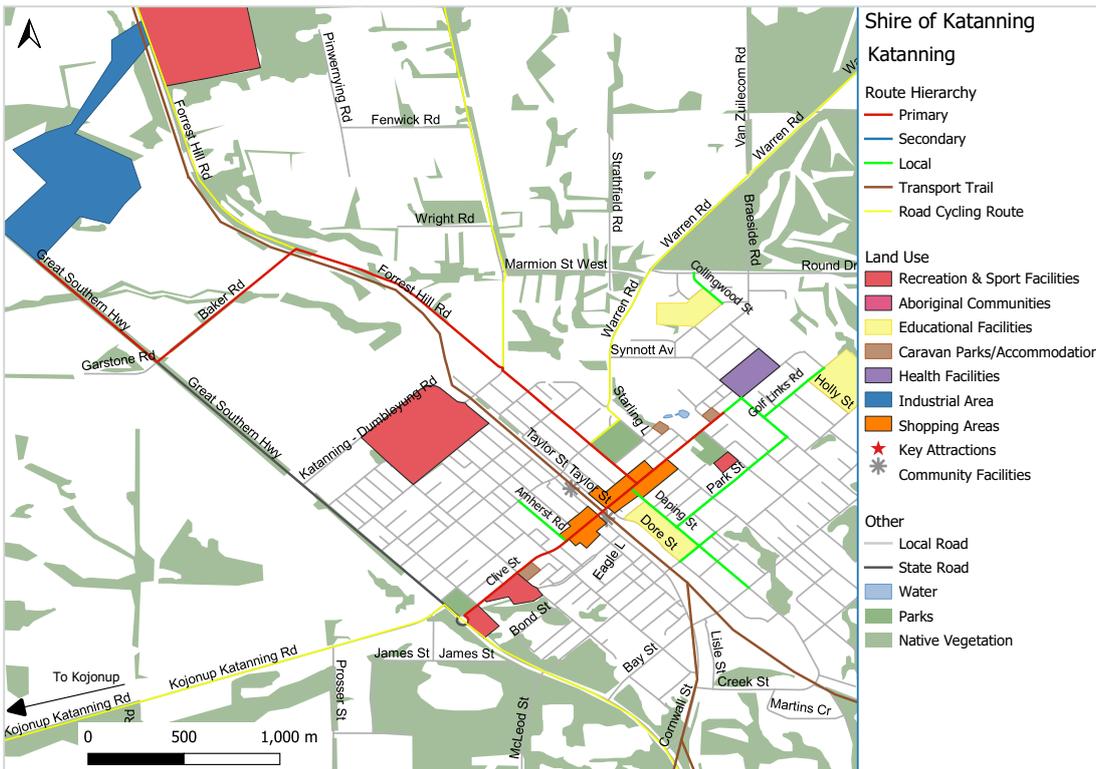


4.8 Shire of Katanning

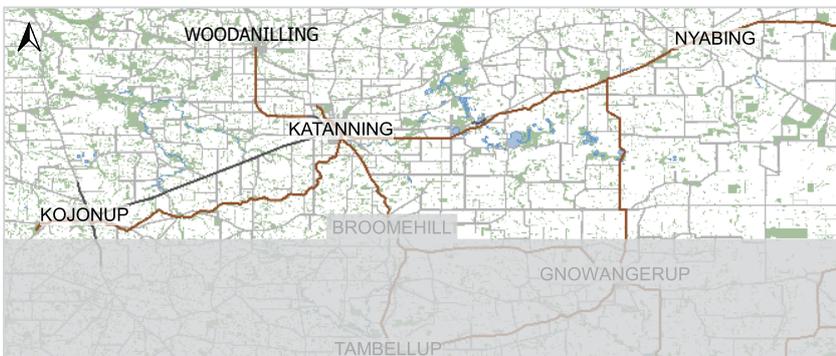
The routes proposed for the Shire of Katanning are shown in maps 4.02a and 4.22.

- 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. Proposed Network

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).

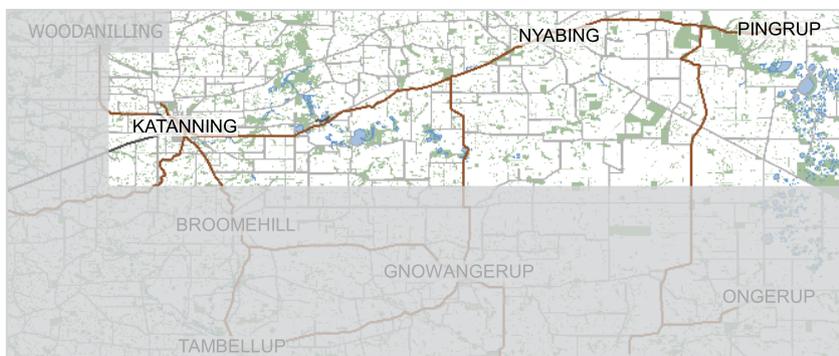
4.9.2 Pingrup

- 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

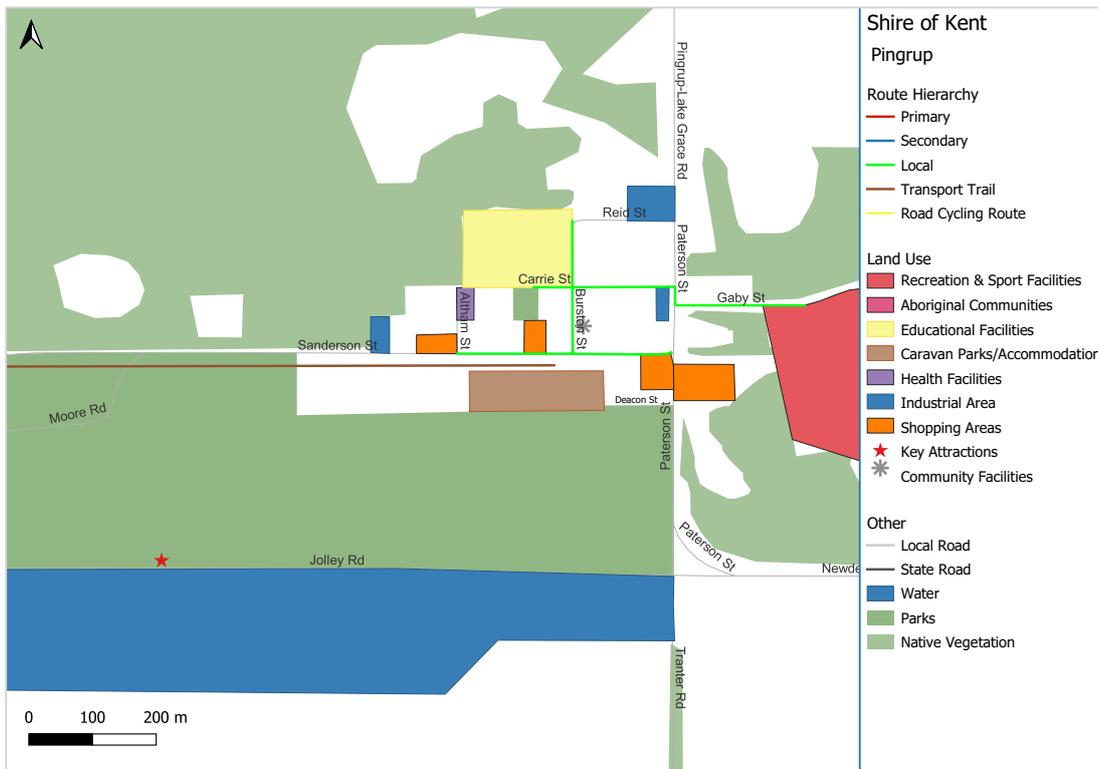


Map 4.02b Inland Region Transport Trails



[Return to Map 4.02 \(page 27\)](#)

Map 4.24 Shire of Kent – Pingrup



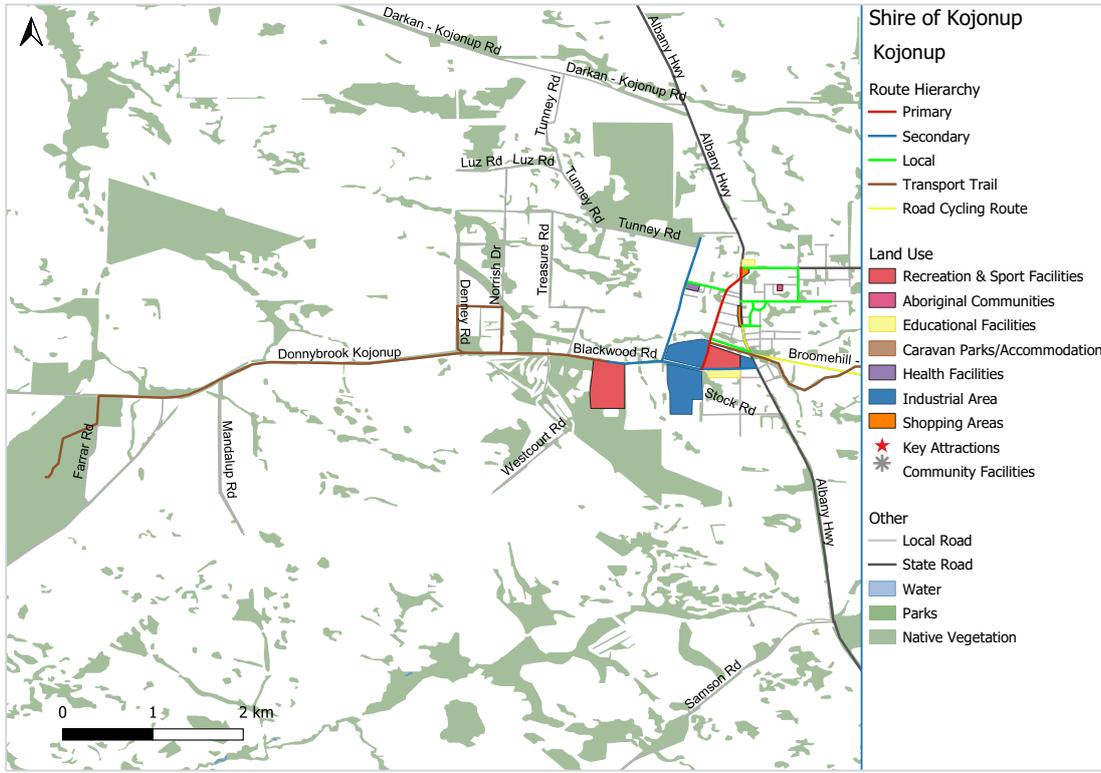
4.10 Shire of Kojonup

The routes proposed for the Shire of Kojonup are shown in maps 4.01b, 4.02c, 4.25 and 4.26.

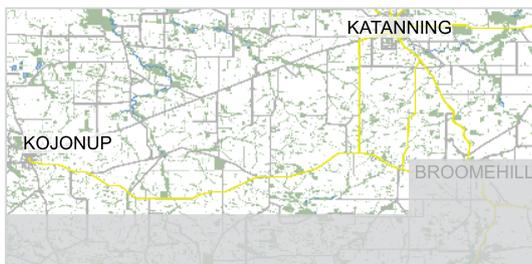
- A primary route connecting the District High School to St Bernard’s Primary School via Pensioner Road;
- A safe crossing point on the Albany Highway near St Bernard’s Primary School;
- Secondary routes connecting to key recreational precincts;
- Blackwood Road to the Showgrounds;
- Soldier Road from 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).

4. Proposed Network

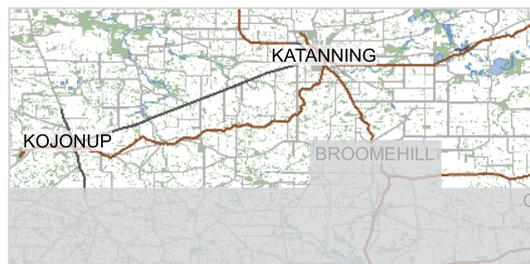
Map 4.25 Kojonup – Regional



Map 4.01b Regional Road Cycle Routes

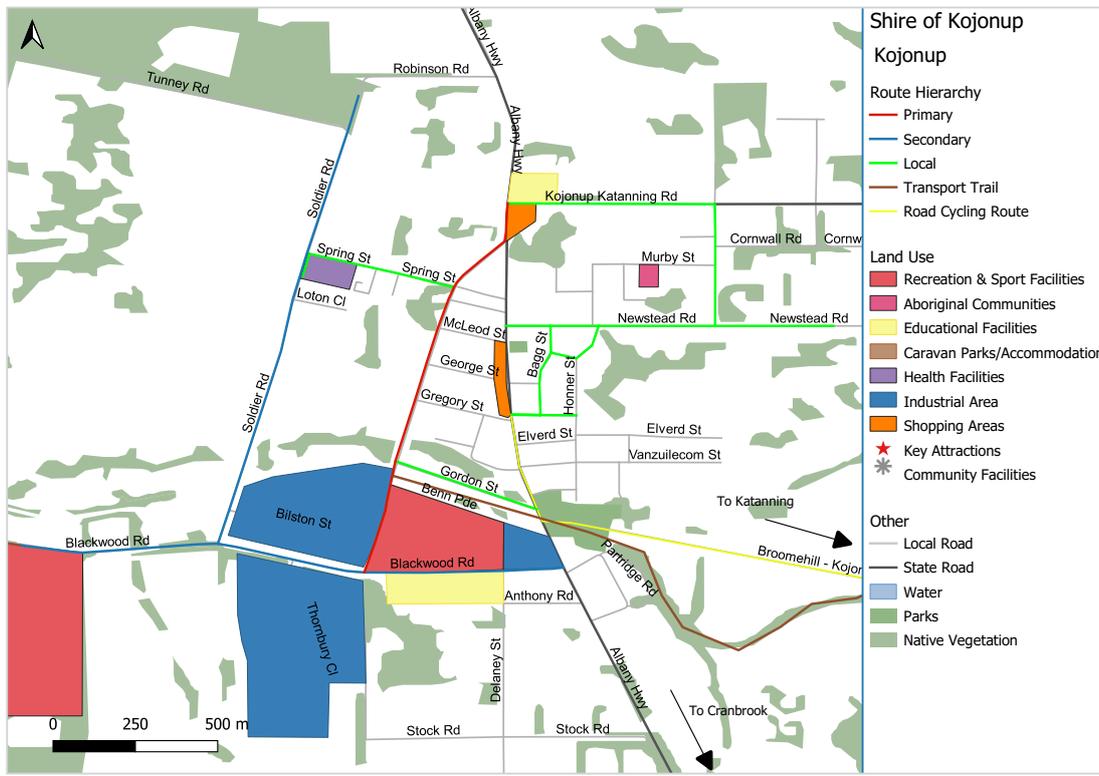


Map 4.02c Inland Region Transport Trails



[← 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

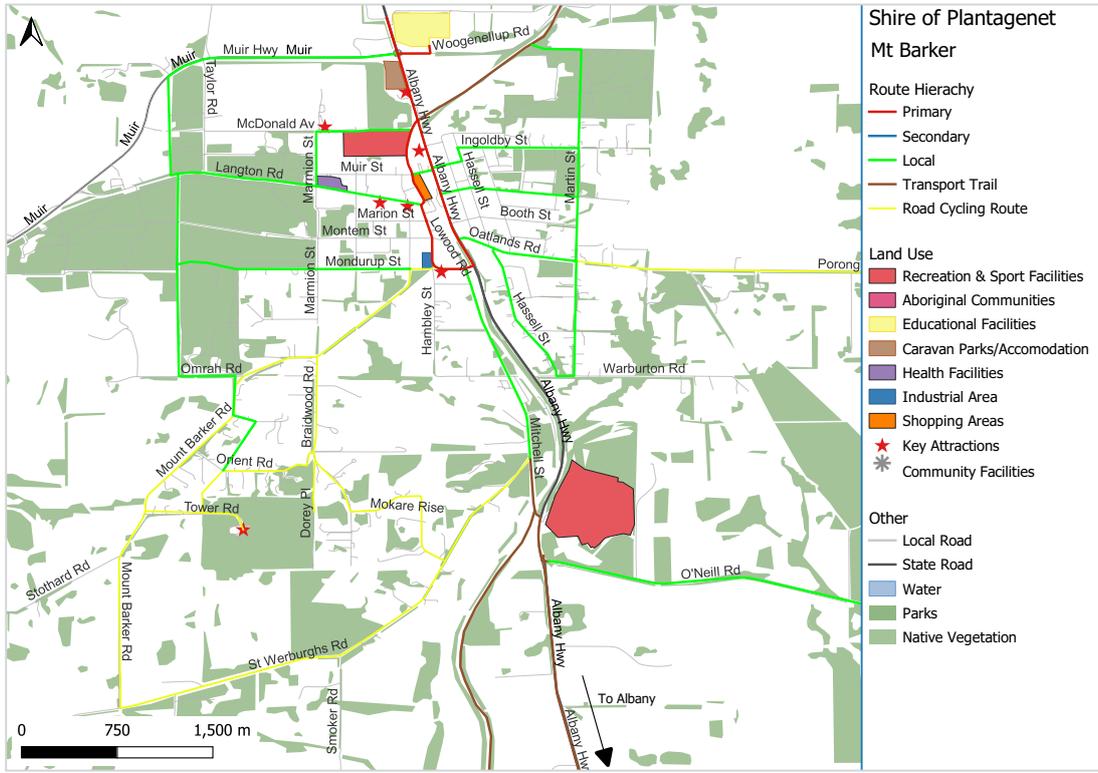
- A transport trail linking Kendenup to Mount Barker via the active rail corridor (proposed Albany to Woodanilling Rail Trail).

4.11.3 Porongurup

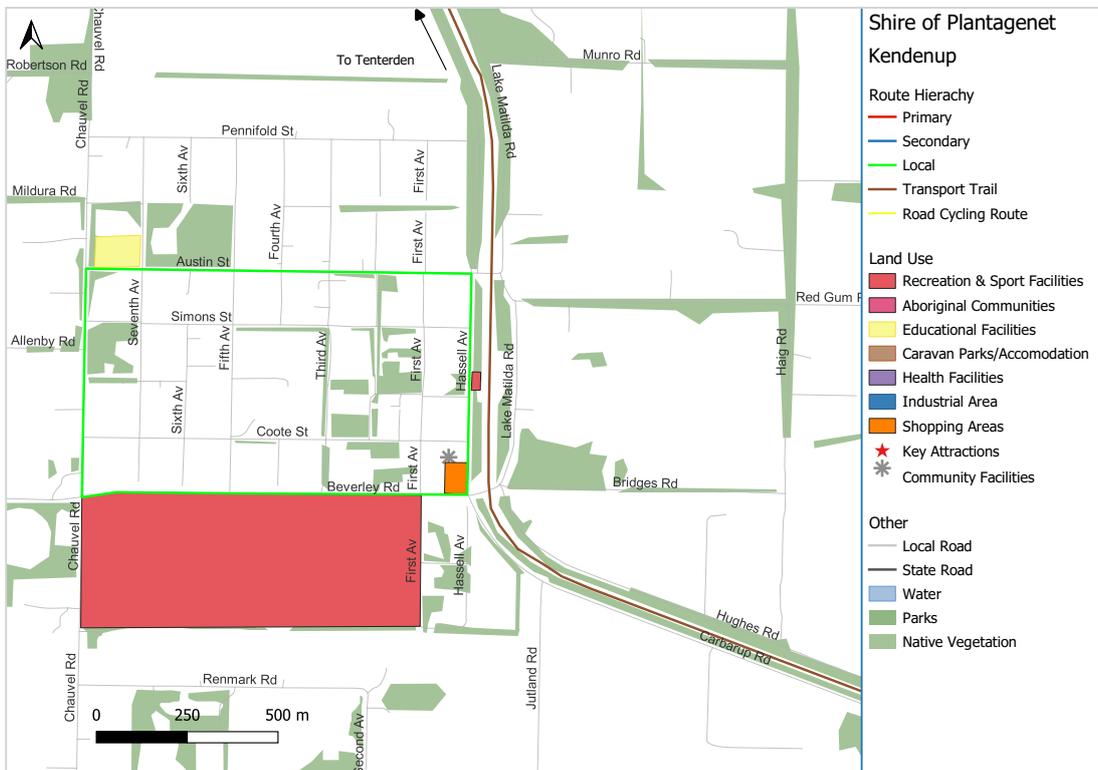
- A transport trail that loops around the Porongurup National Park using Millinup Road, Chester Pass Road, Porongurup Road and Woodlands Road; and
- A transport trail to Mount Barker along O’Neill Road.

4. Proposed Network

Map 4.27 Shire of Plantagenet – Mount Barker



Map 4.28 Shire of Plantagenet – Kendenup



5. The Way Forward



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 subdivision 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.



5. The Way Forward

Case Study | Middleton Road Cycle Path

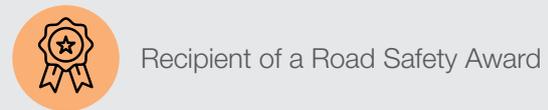
Middleton Road in Albany is the main route connecting the suburbs of Middleton Beach and Emu Point to the central business district and also connects Albany Primary School and Albany Senior High School to the surrounding residential areas. The route is regularly used by bike riders and scooters commuting 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



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.



5. The Way Forward

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. The Way Forward

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. The Way Forward

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



5. The Way Forward

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 unriden 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.



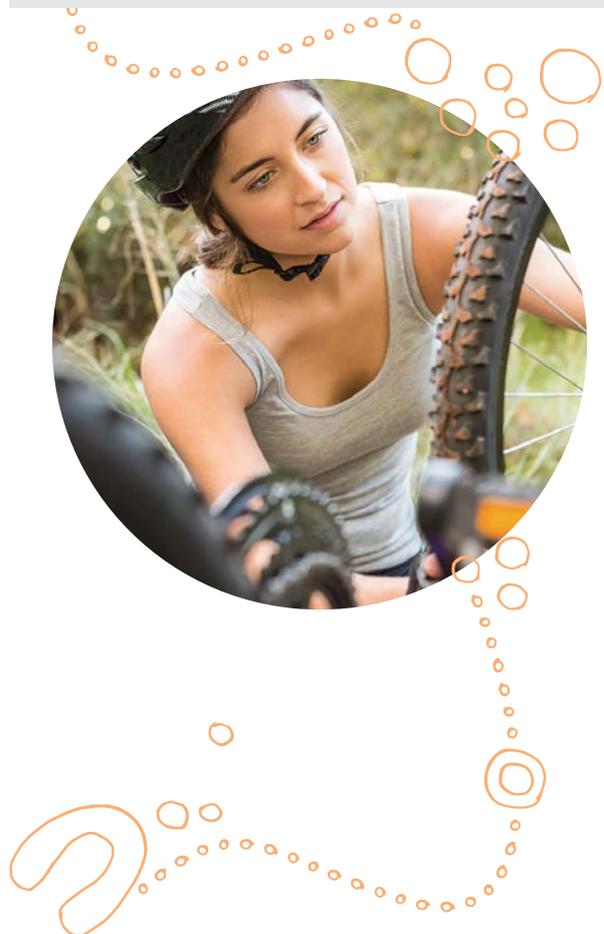
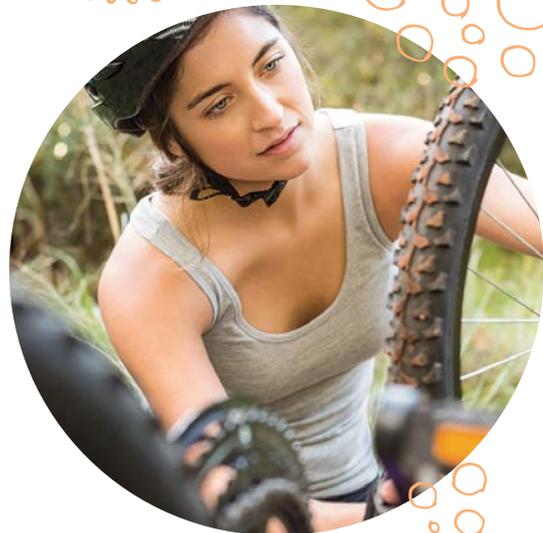
Gnowangerup Community Bike Check
 Credit: Shire of Gnowangerup

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. The Way Forward

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, social 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.

5. The Way Forward

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.

5. The Way Forward

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.



5. The Way Forward

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).

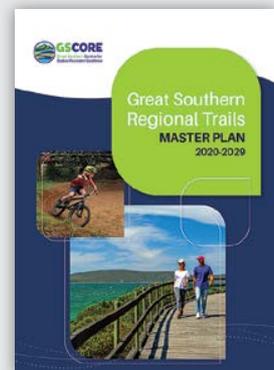
Outdoors Great Southern, a regional non-profit peak body that aims to improve the capacity and opportunity for residents and visitors to participate in outdoor activities in the Great Southern, was identified as the organisation to lead the implementation of the Master Plan.

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 subdivisions 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.

5. The Way Forward

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. The Way Forward

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



5. The Way Forward

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

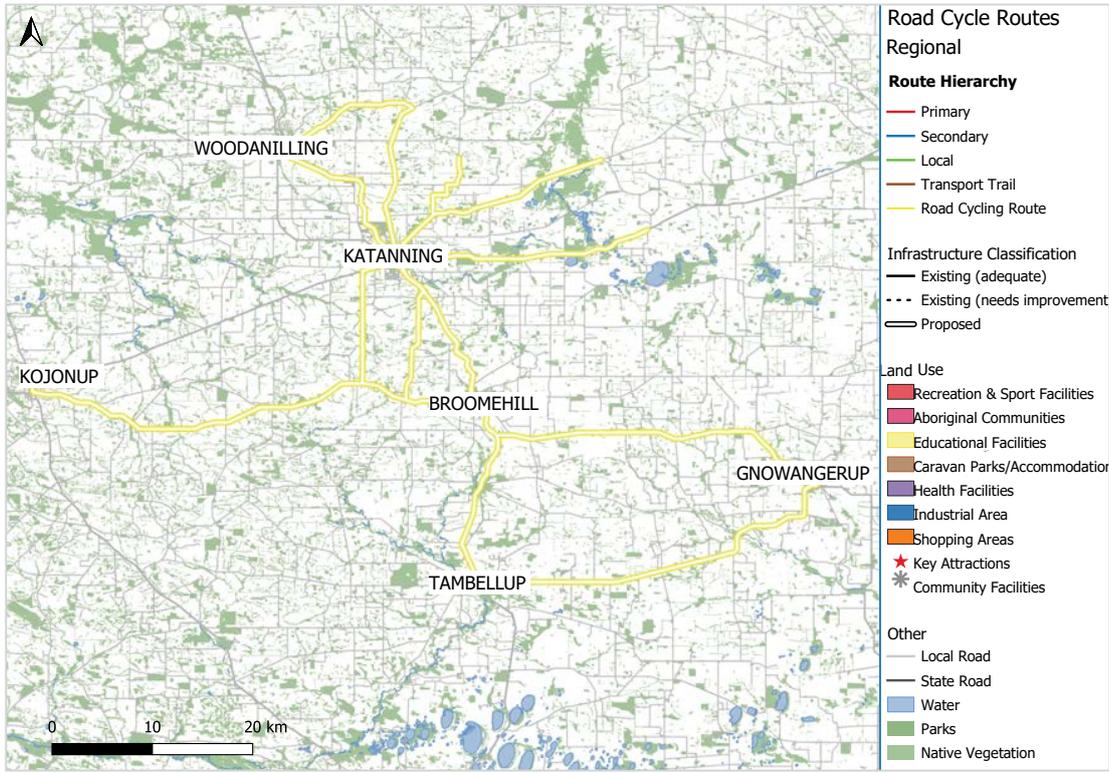
To inform the action plan's strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **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.

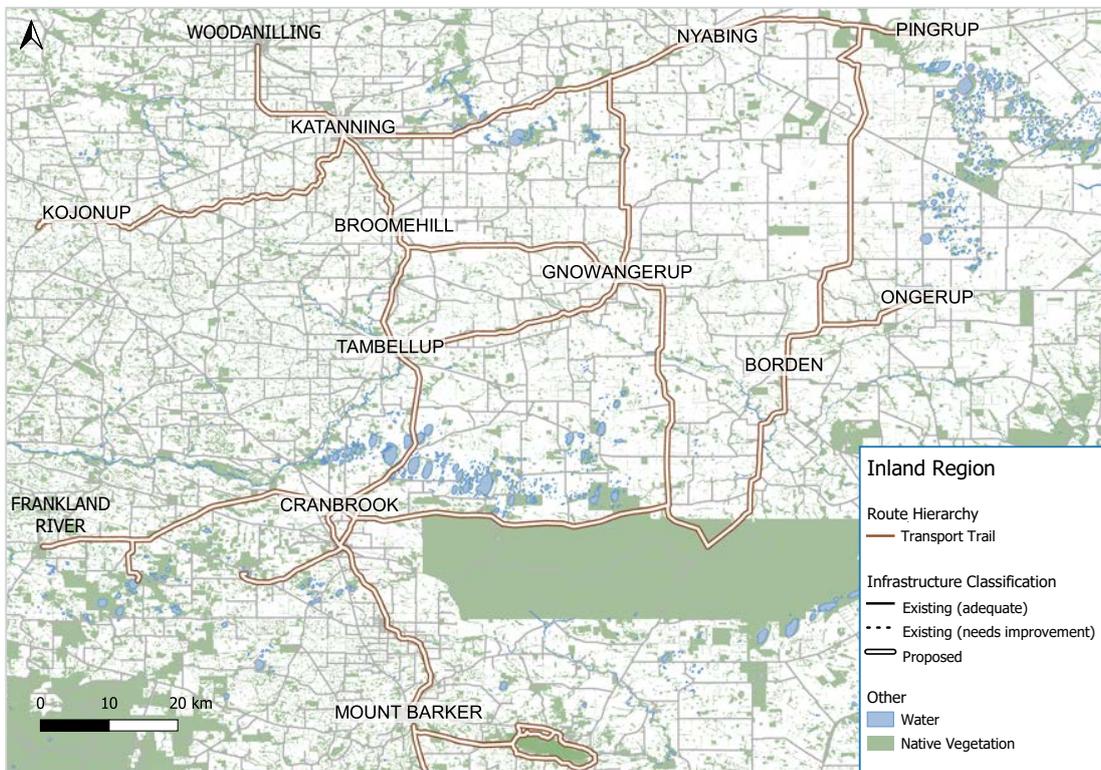
These classifications are reflected in the maps on the following pages, with each route considered in the context of the five-year timeframe of this action plan.

5. The Way Forward

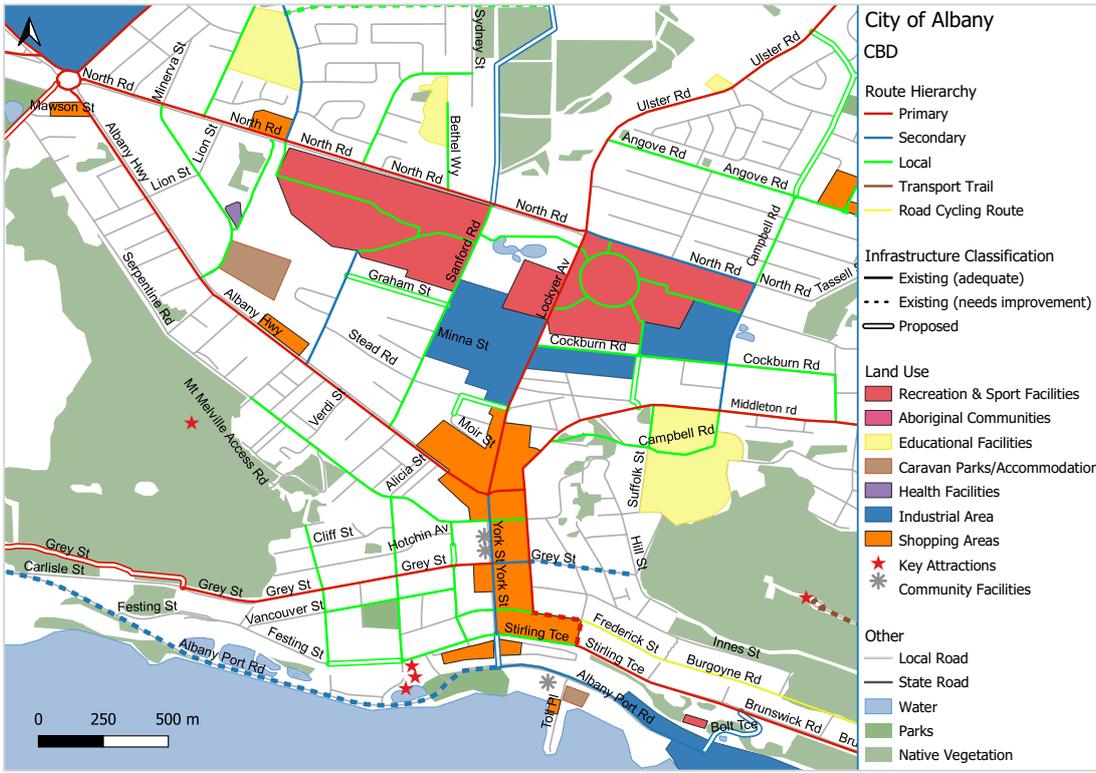
Map 6.01 Regional Road Cycle Routes



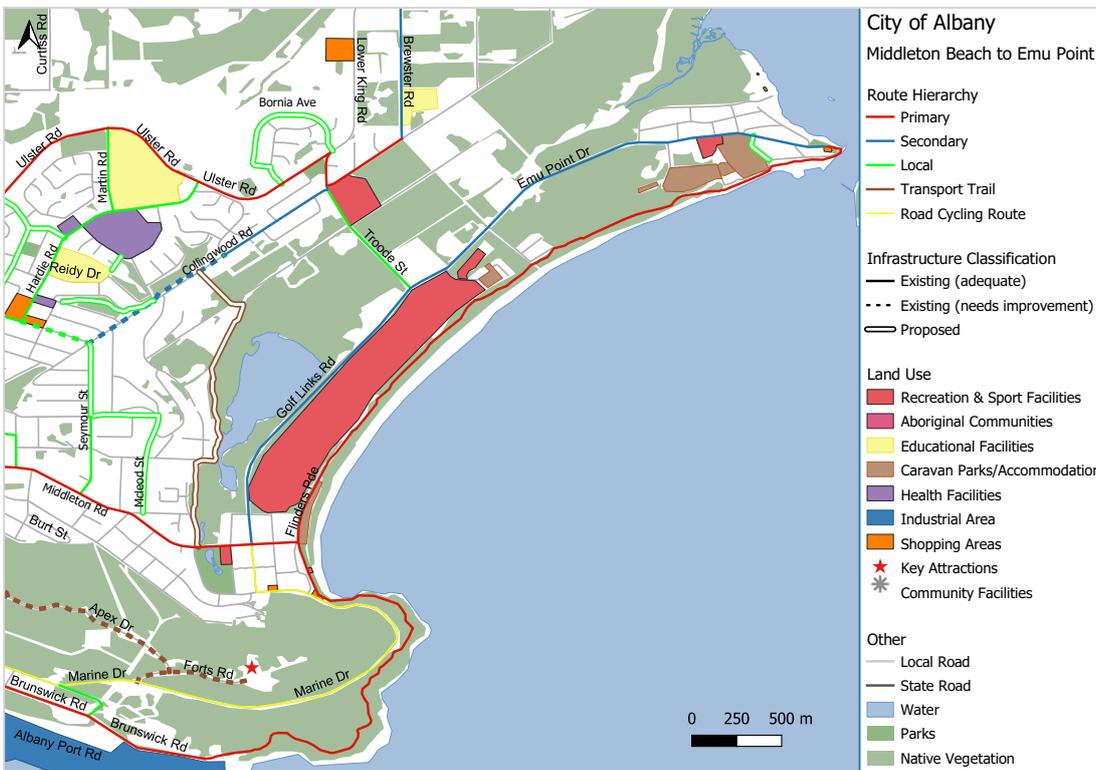
Map 6.02 Inland Region Transport Trails



Map 6.03 City of Albany – CBD

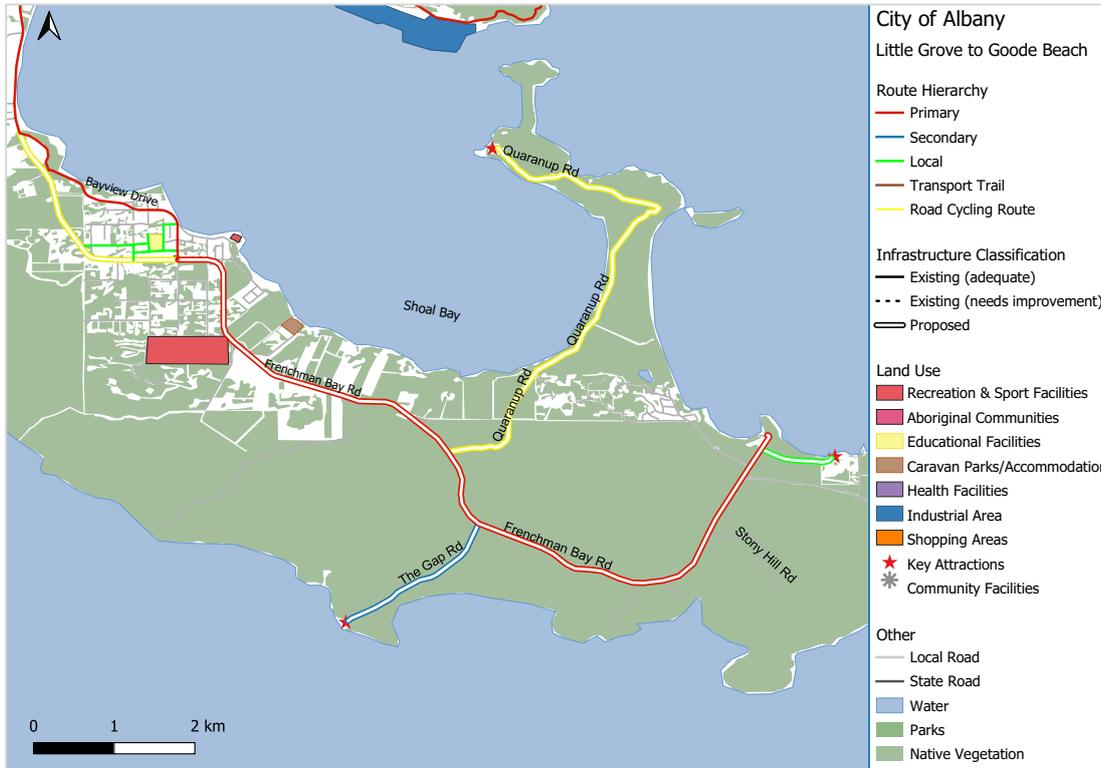


Map 6.04 City of Albany – Middleton Beach to Emu Point

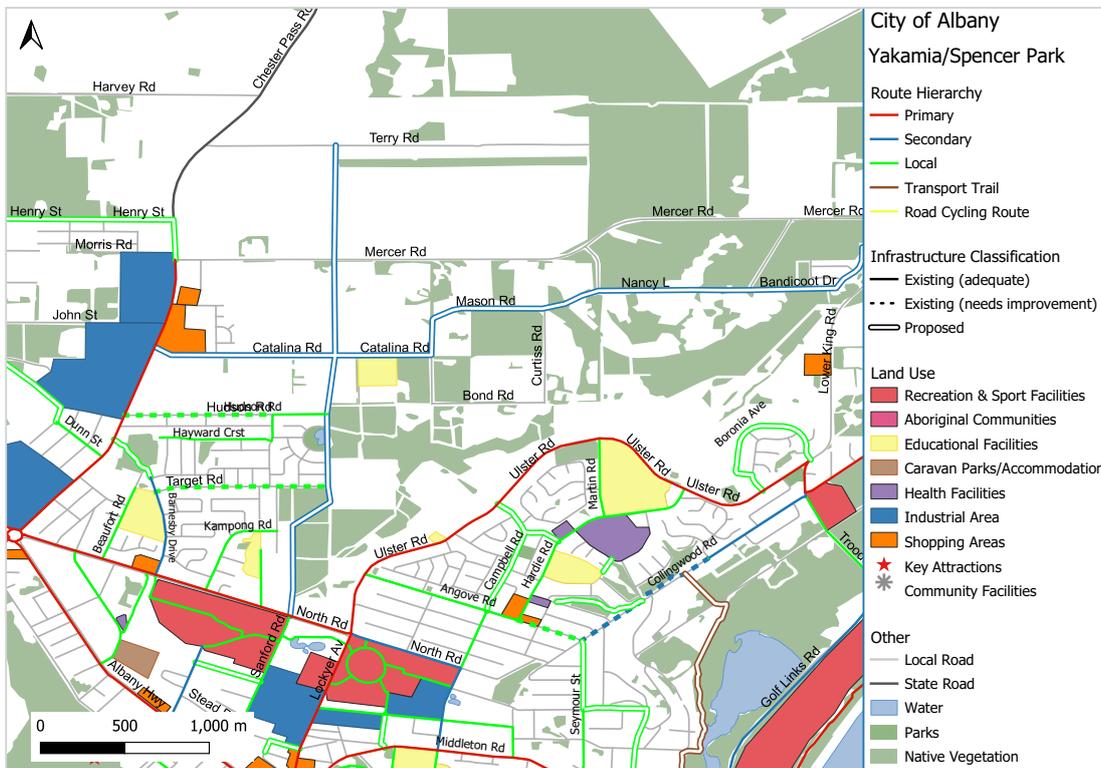


6. Action Plan

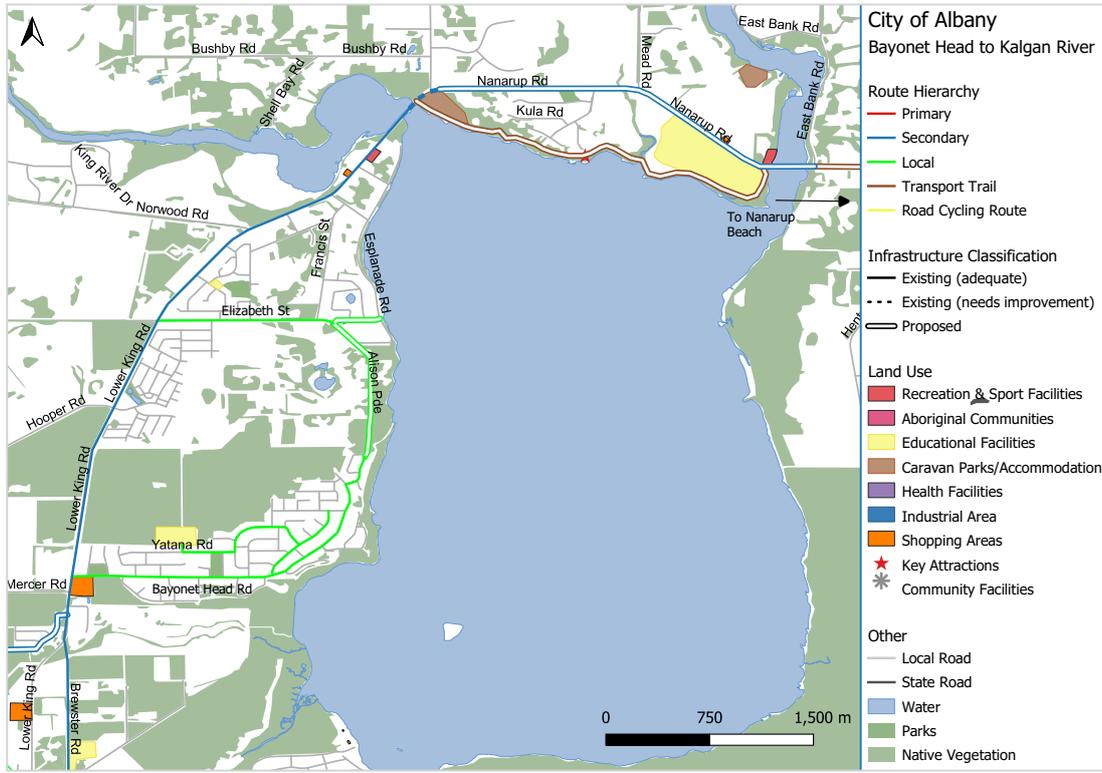
Map 6.05 City of Albany – Little Grove to Goode Beach



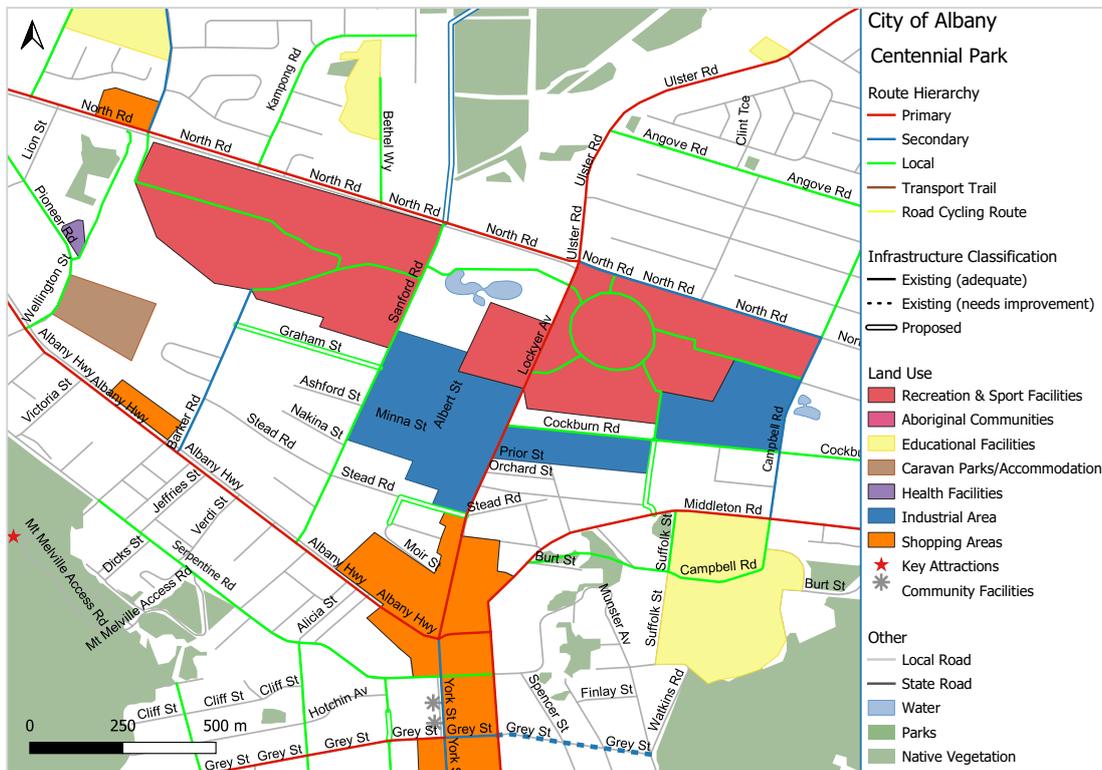
Map 6.06 City of Albany – Yakamia/Spencer Park



Map 6.07 City of Albany – Bayonet Head to Kalgan River

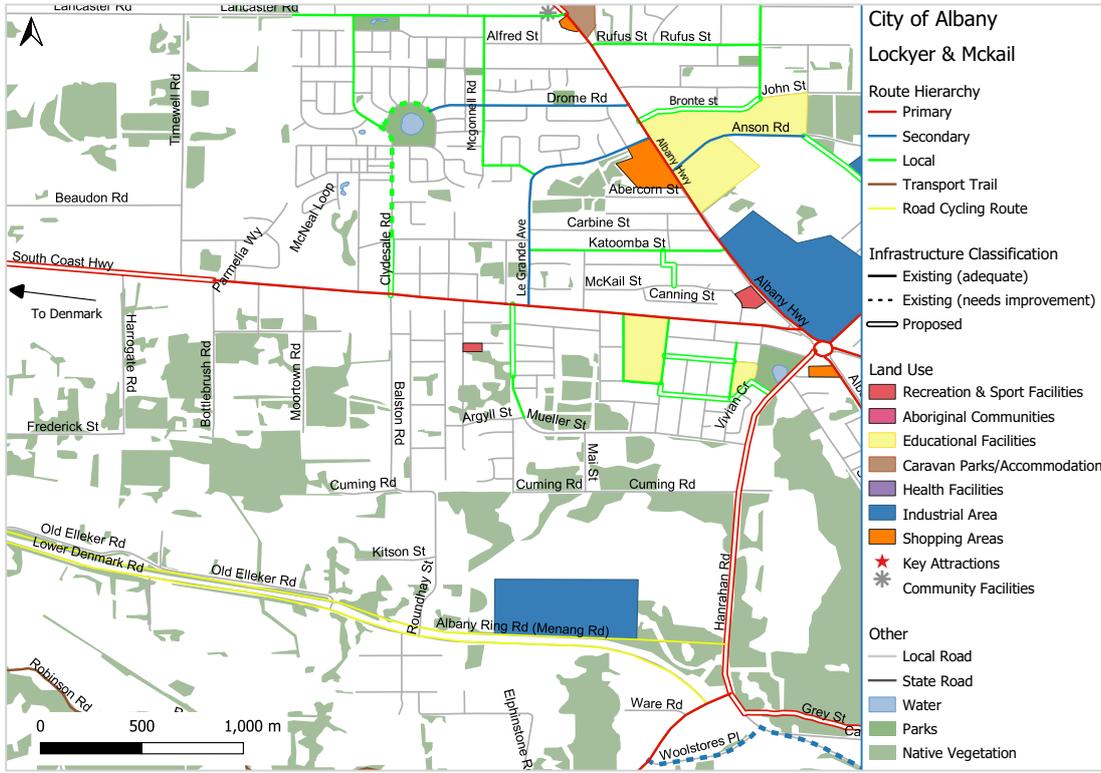


Map 6.08 City of Albany – Centennial Park

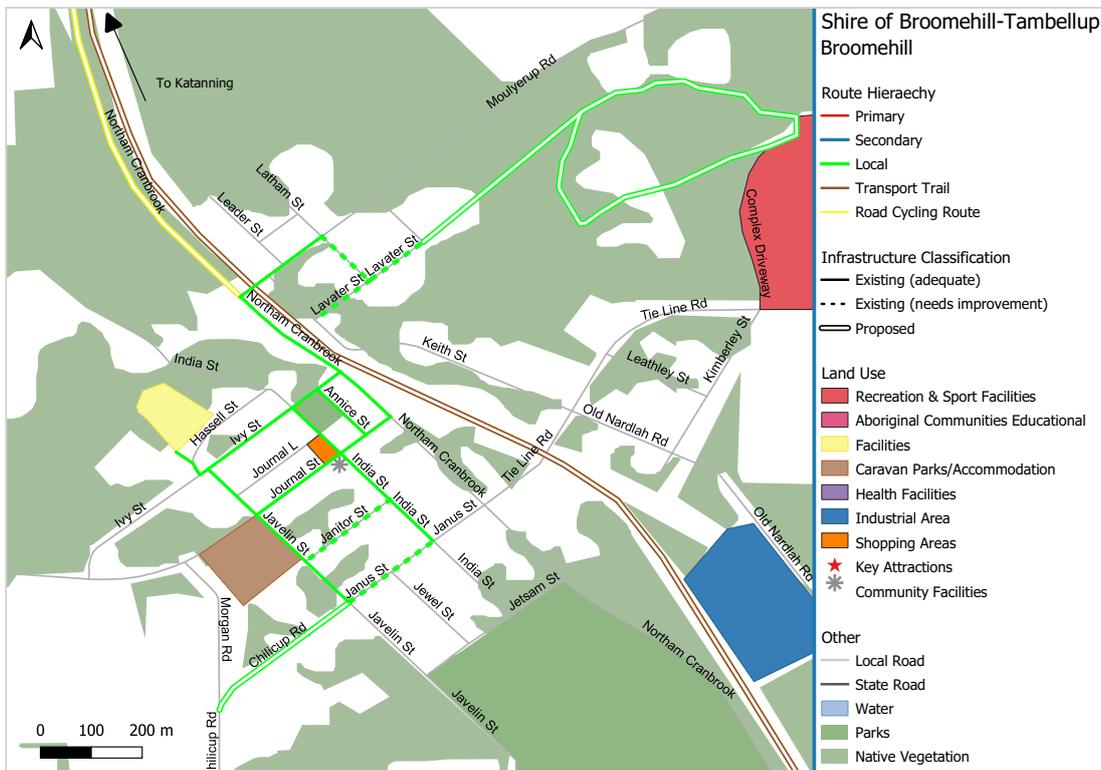


6. Action Plan

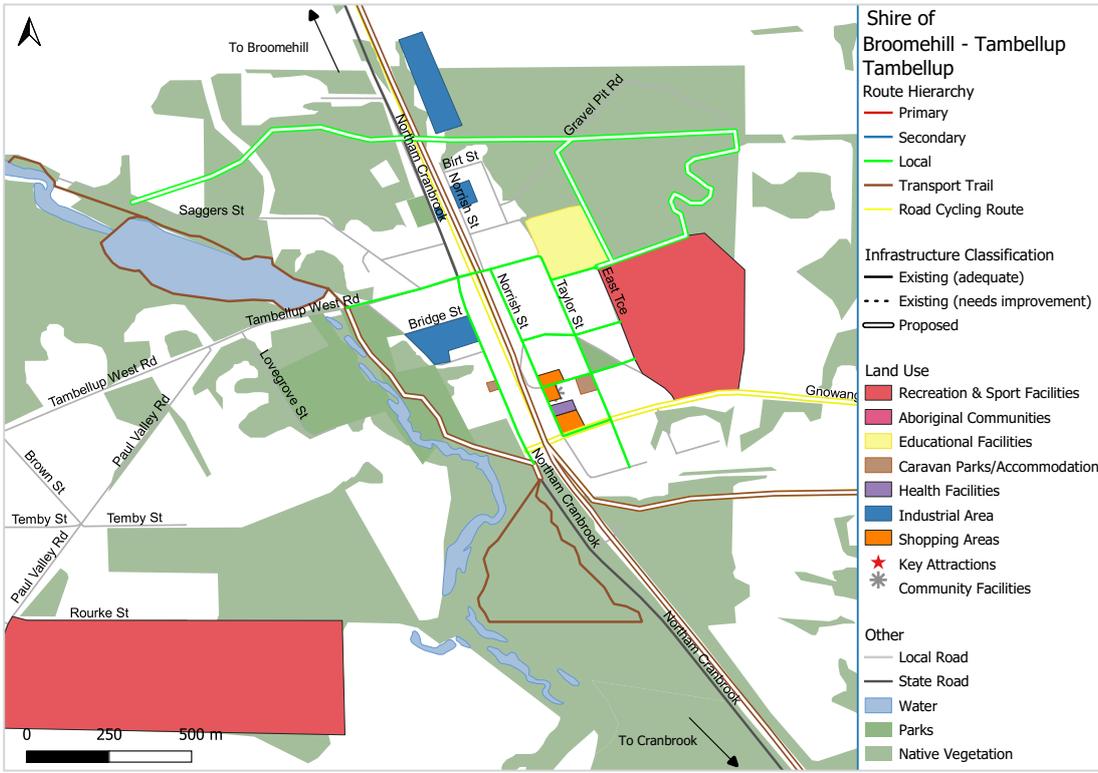
Map 6.09 City of Albany – Lockyer and Mckail



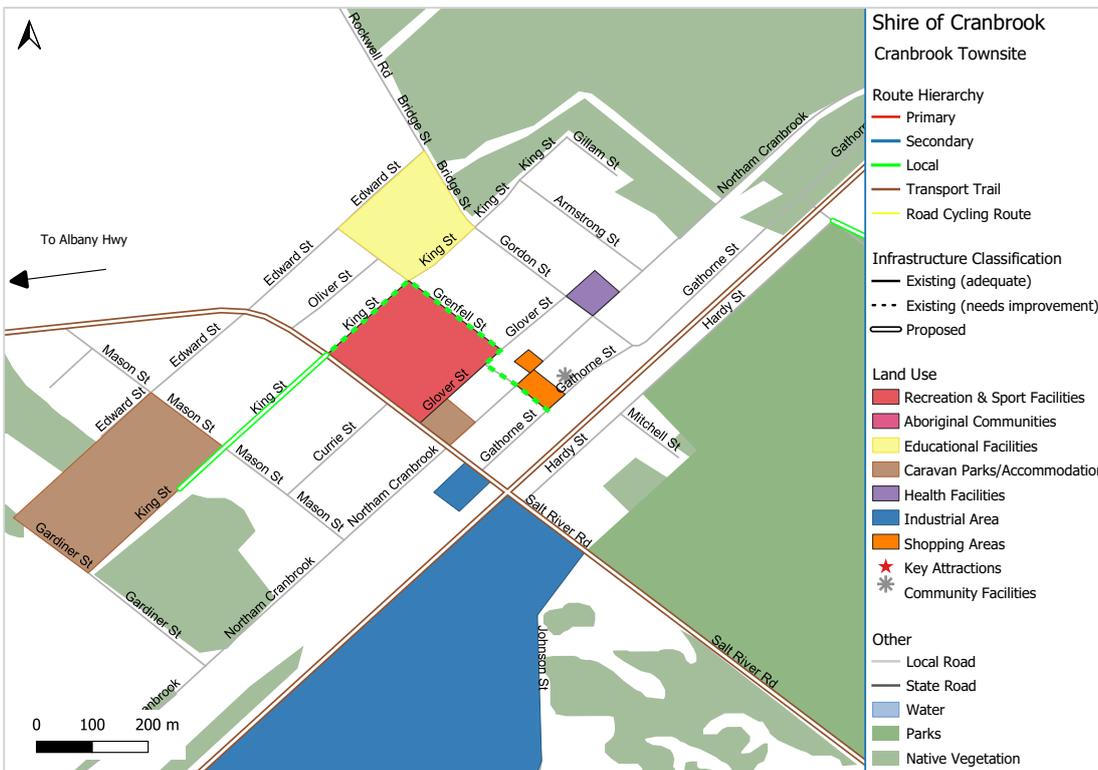
Map 6.10 Shire of Broomehill-Tambellup – Broomehill



Map 6.11 Shire of Broomehill-Tambellup – Tambellup

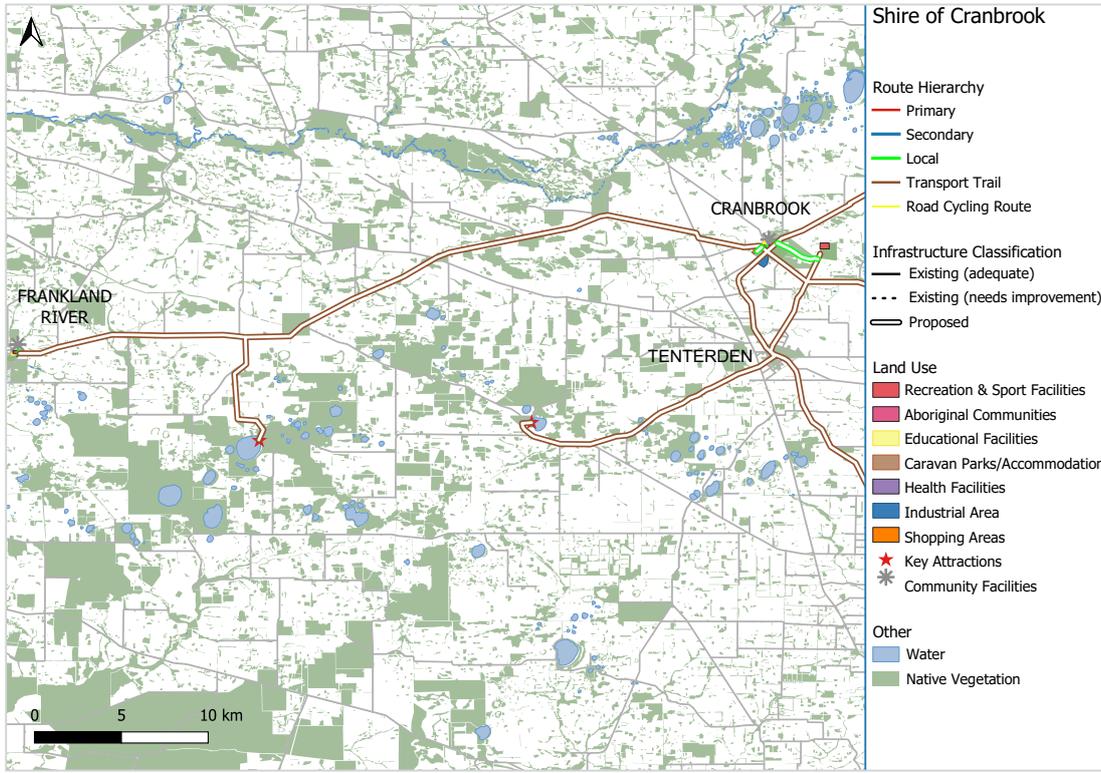


Map 6.12 Shire of Cranbrook – Townsite

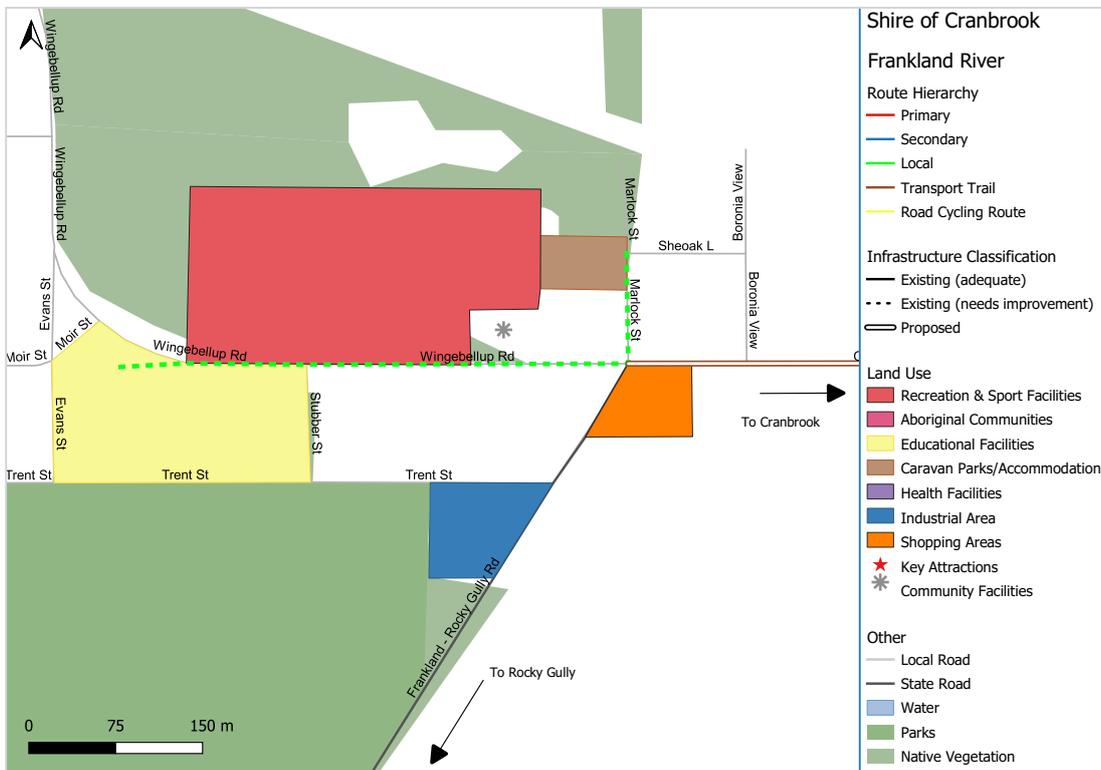


6. Action Plan

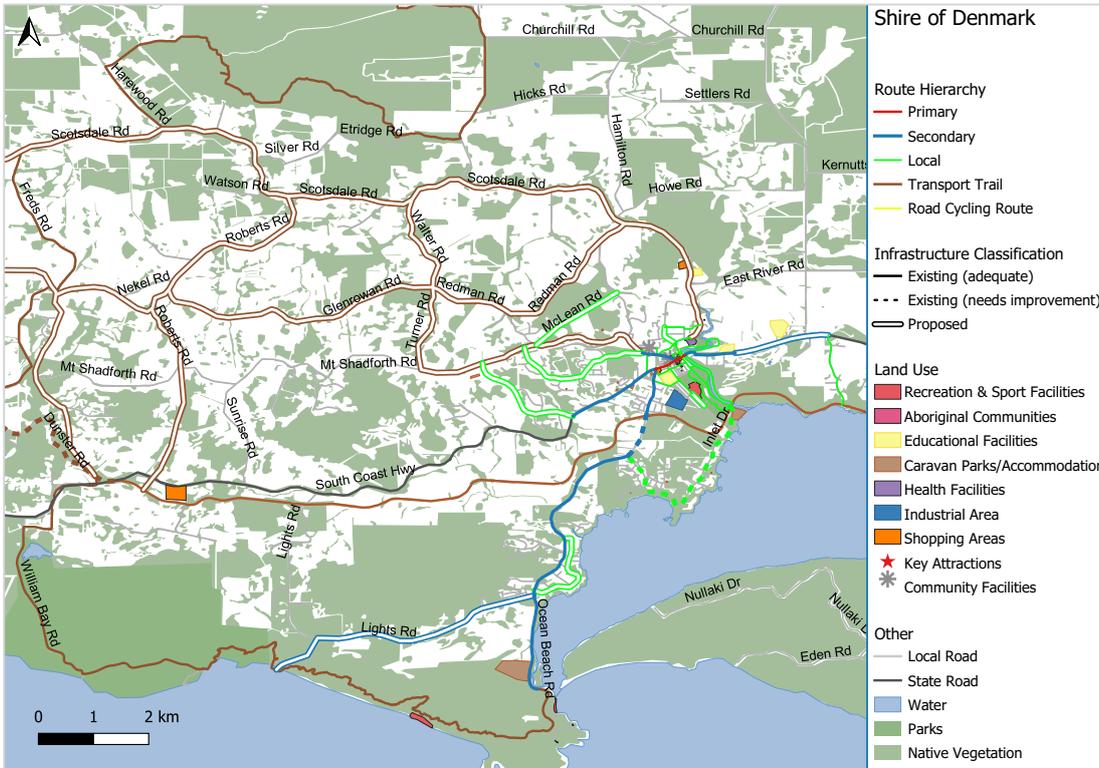
Map 6.13 Shire of Cranbrook – Regional including Tenterden



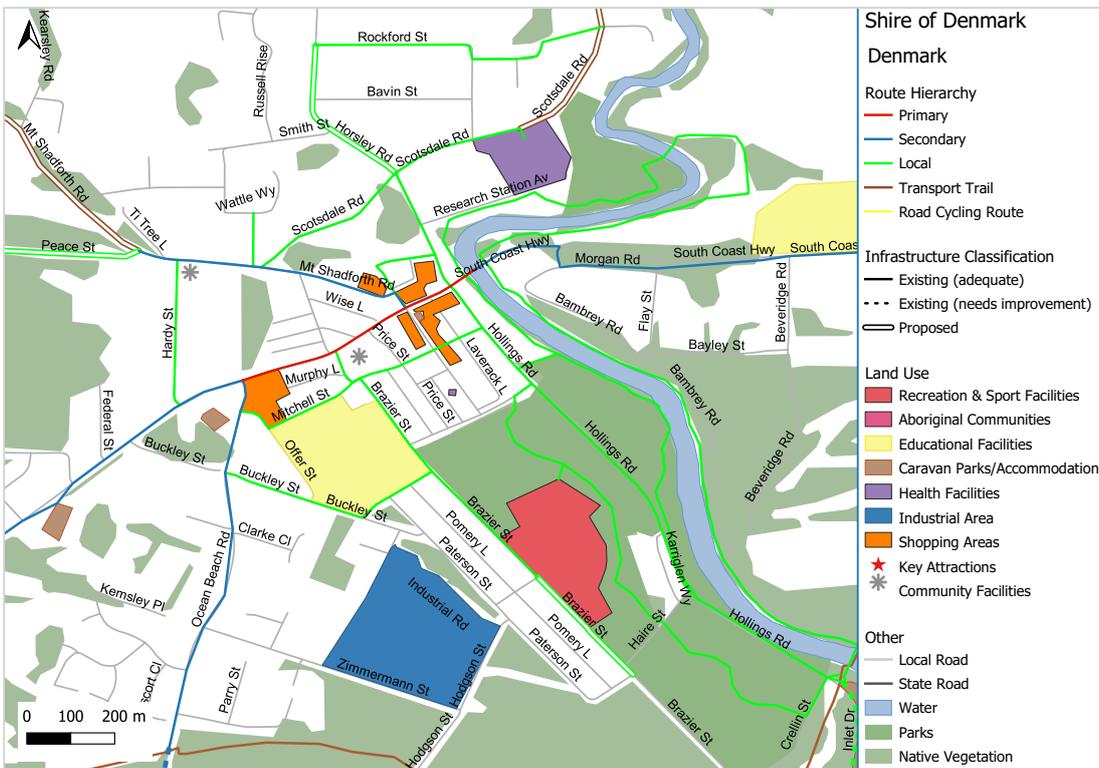
Map 6.14 Shire of Cranbrook – Frankland River



Map 6.15 Shire of Denmark – Regional

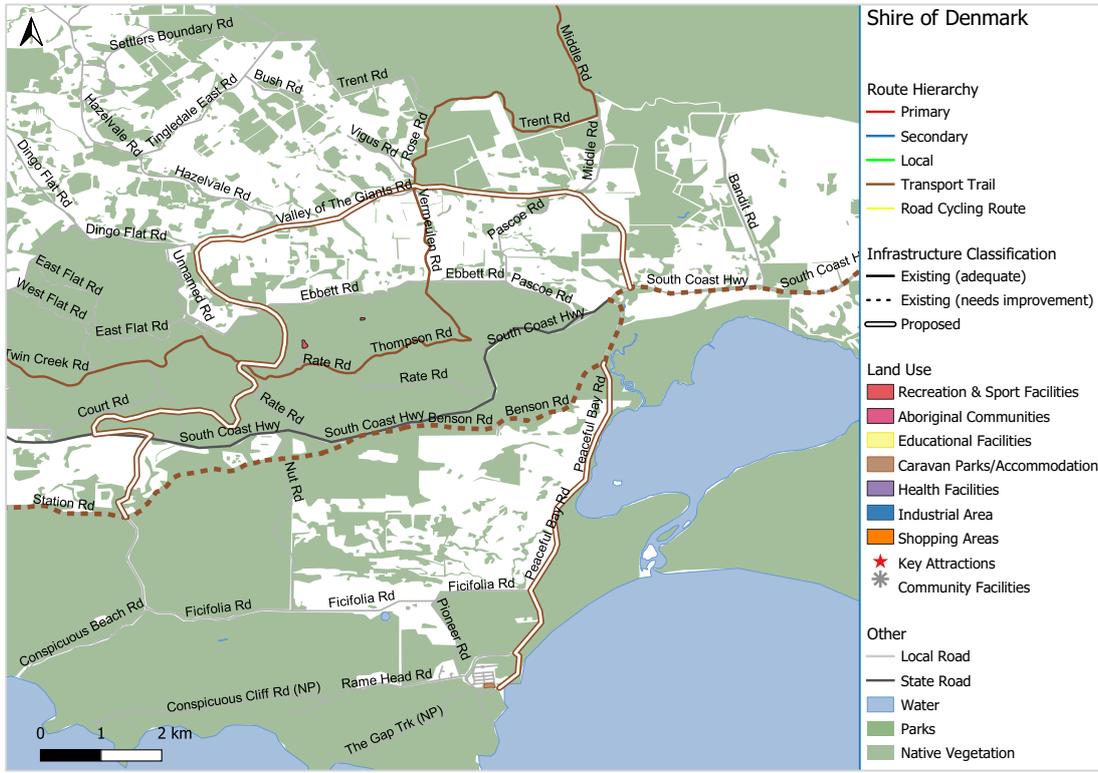


Map 6.16 Shire of Denmark – CBD

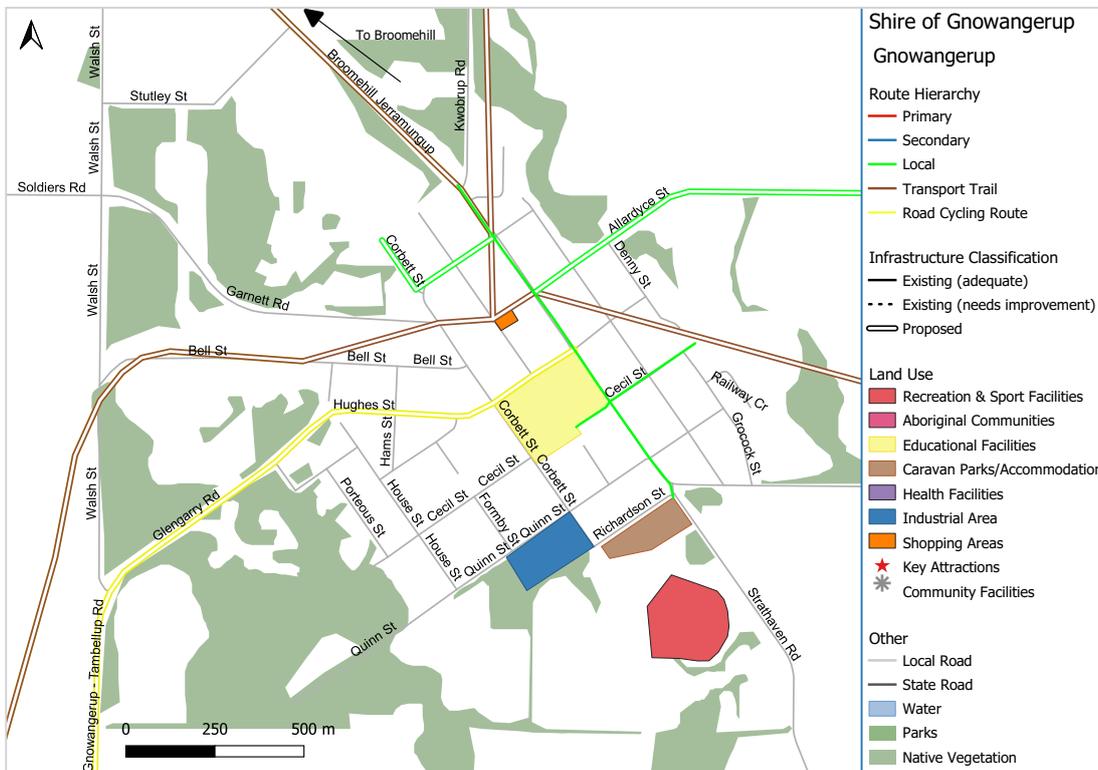


6. Action Plan

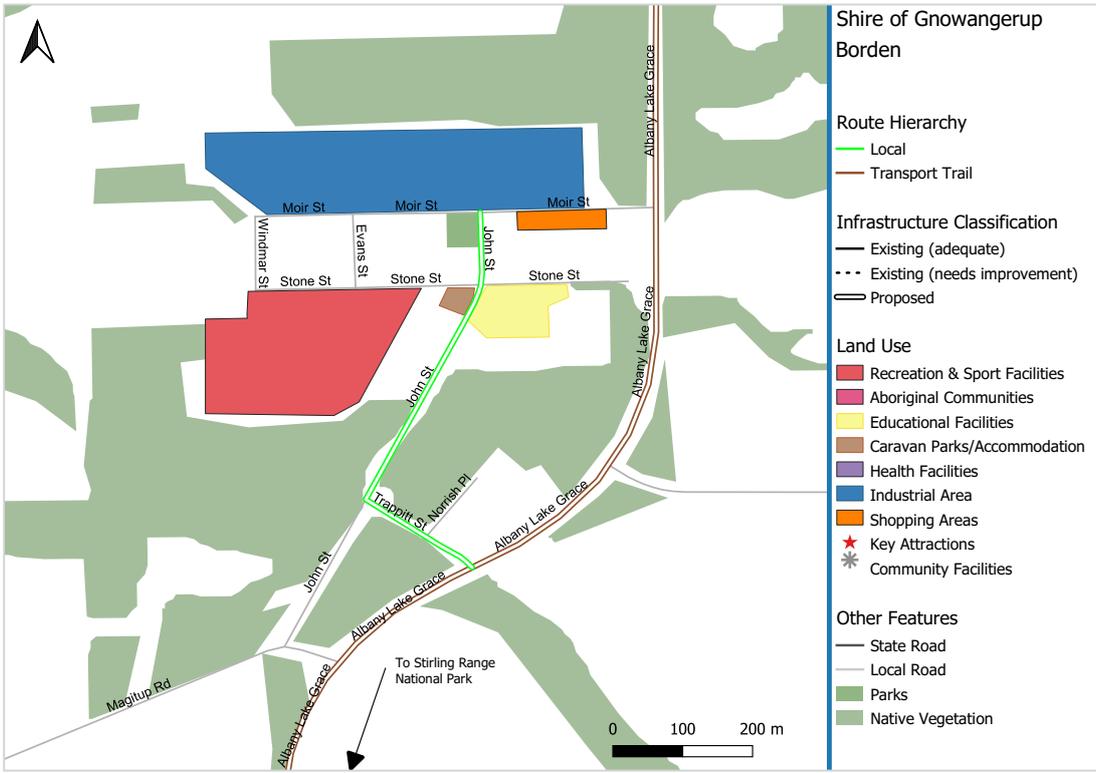
Map 6.17 Shire of Denmark – West



Map 6.18 Shire of Gnowangerup



Map 6.19 Shire of Gnowangerup – Borden

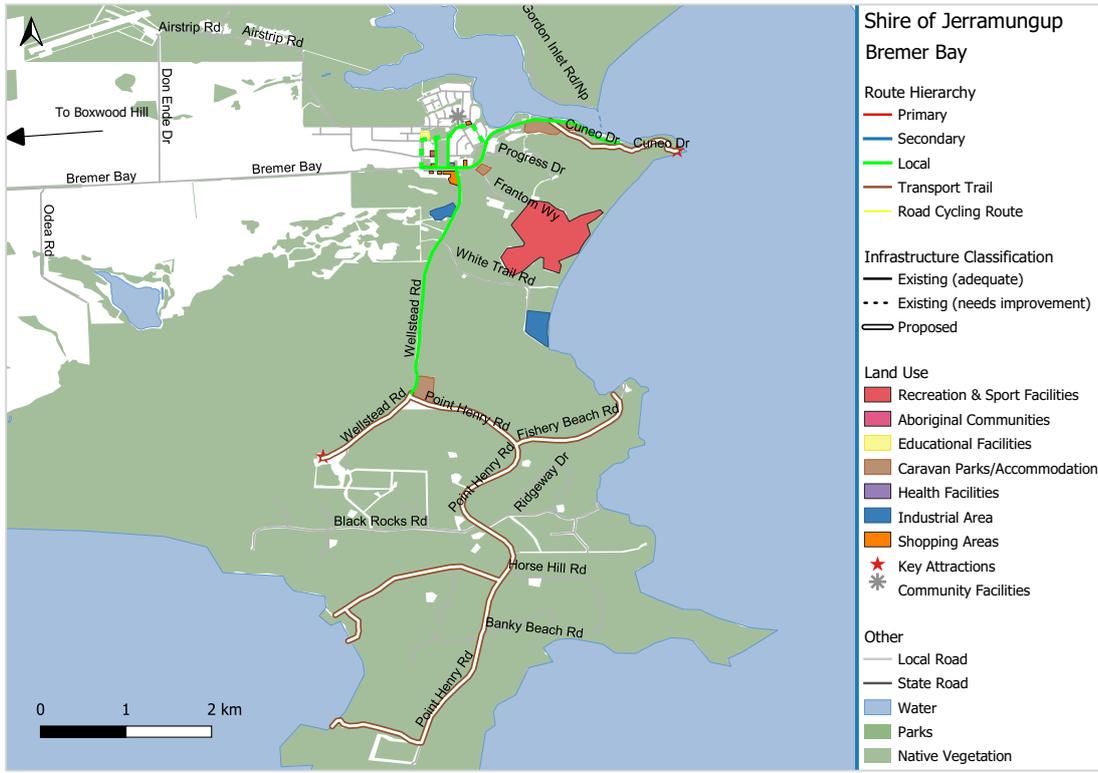


Map 6.20 Shire of Gnowangerup – Ongerup

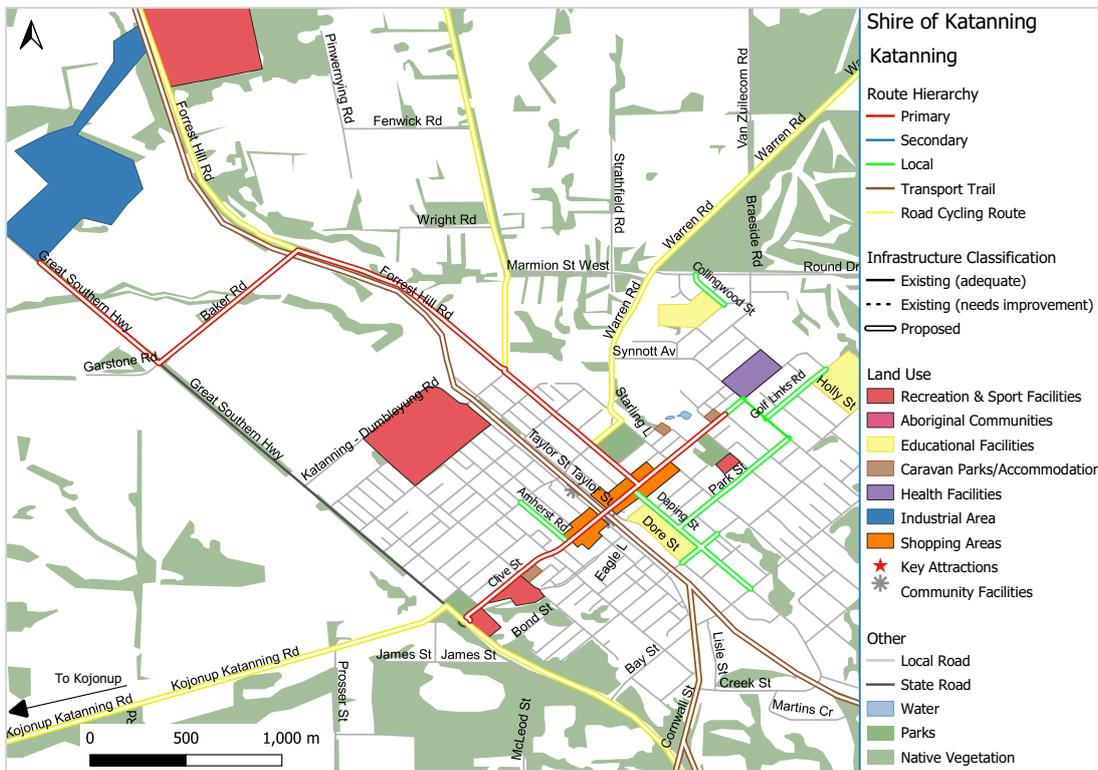


6. Action Plan

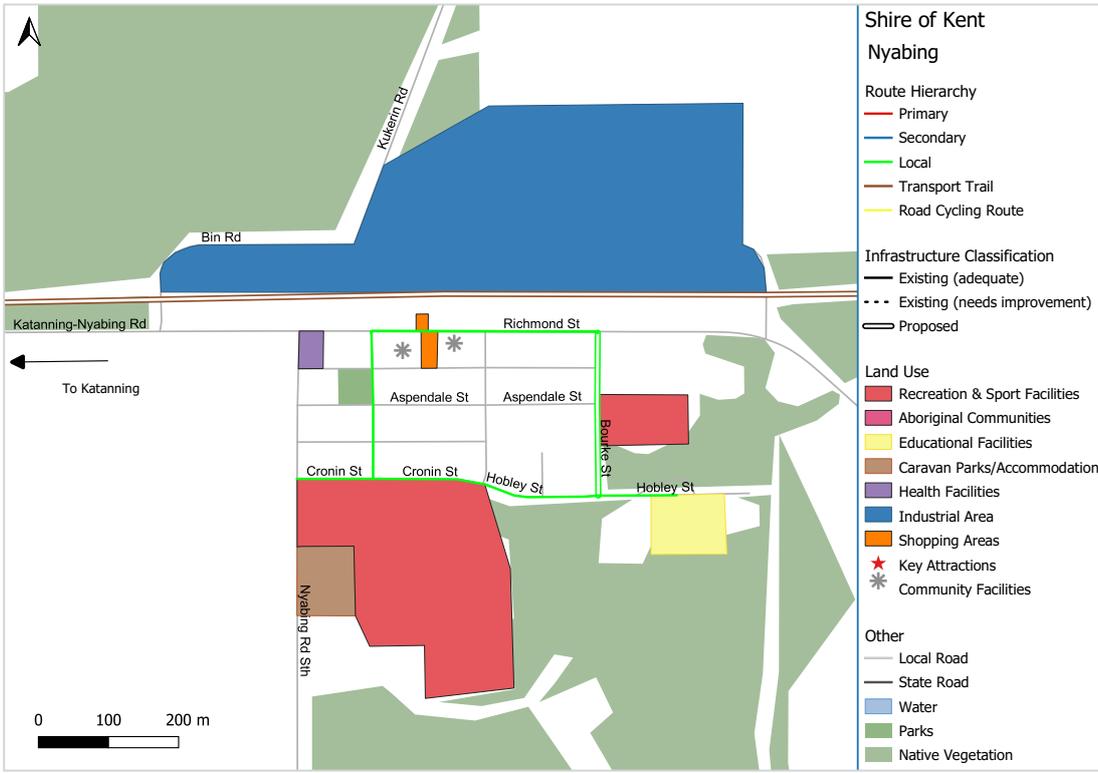
Map 6.21 Shire of Jerramungup – Bremer Bay



Map 6.22 Shire of Katanning



Map 6.23 Shire of Kent – Nyabing

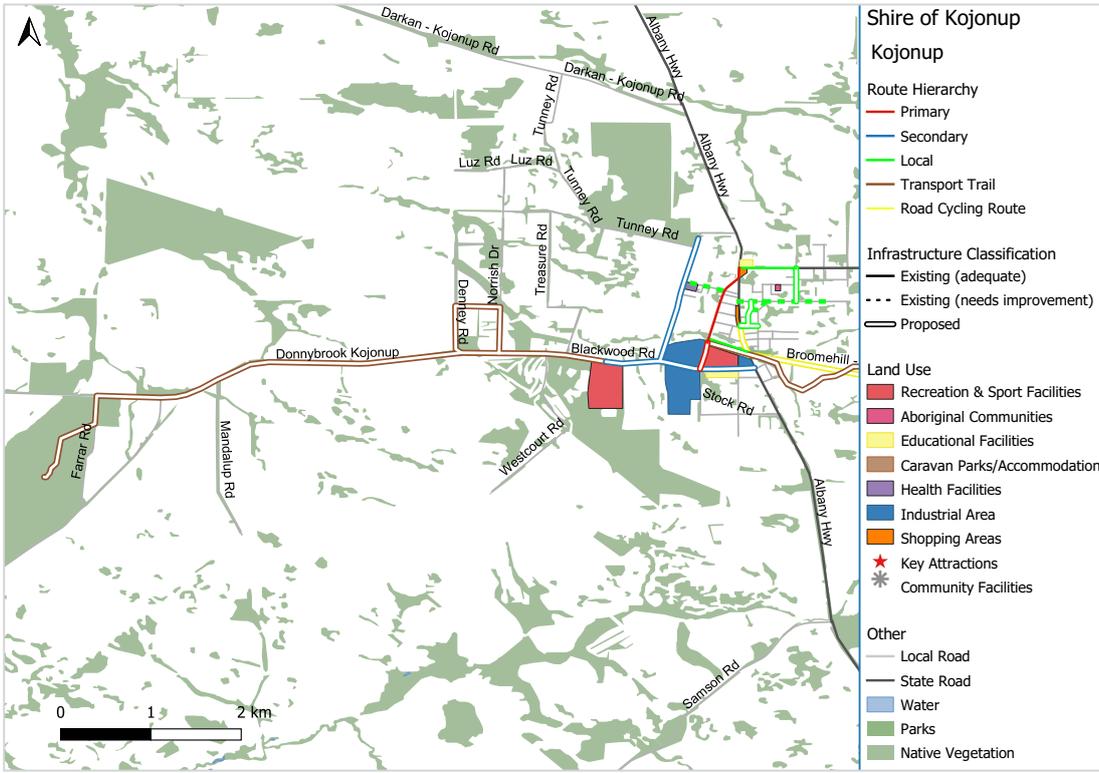


Map 6.24 Shire of Kent – Pingrup

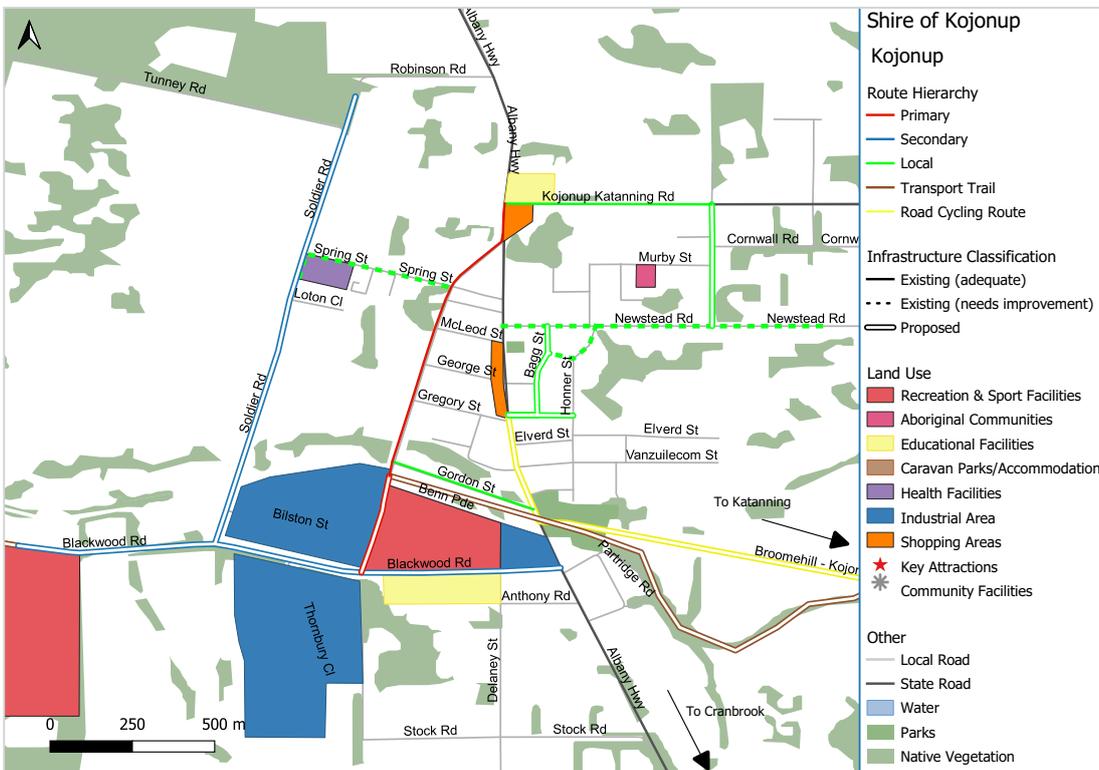


6. Action Plan

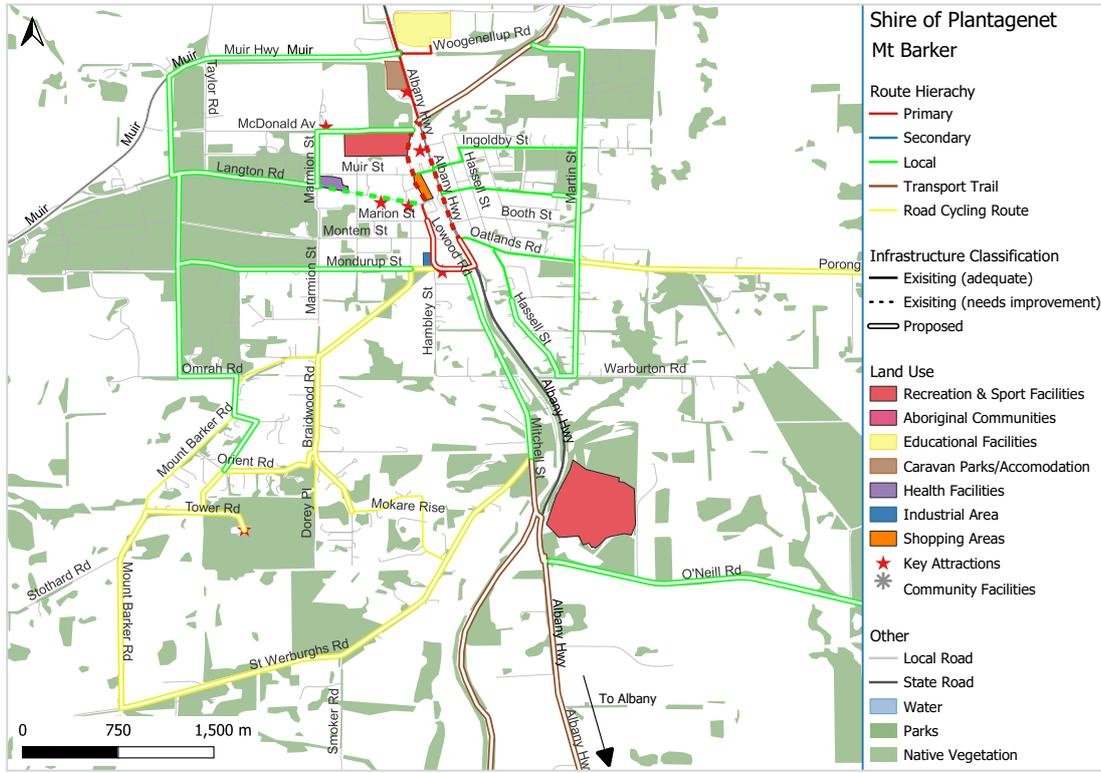
Map 6.25 Shire of Kojonup – Region



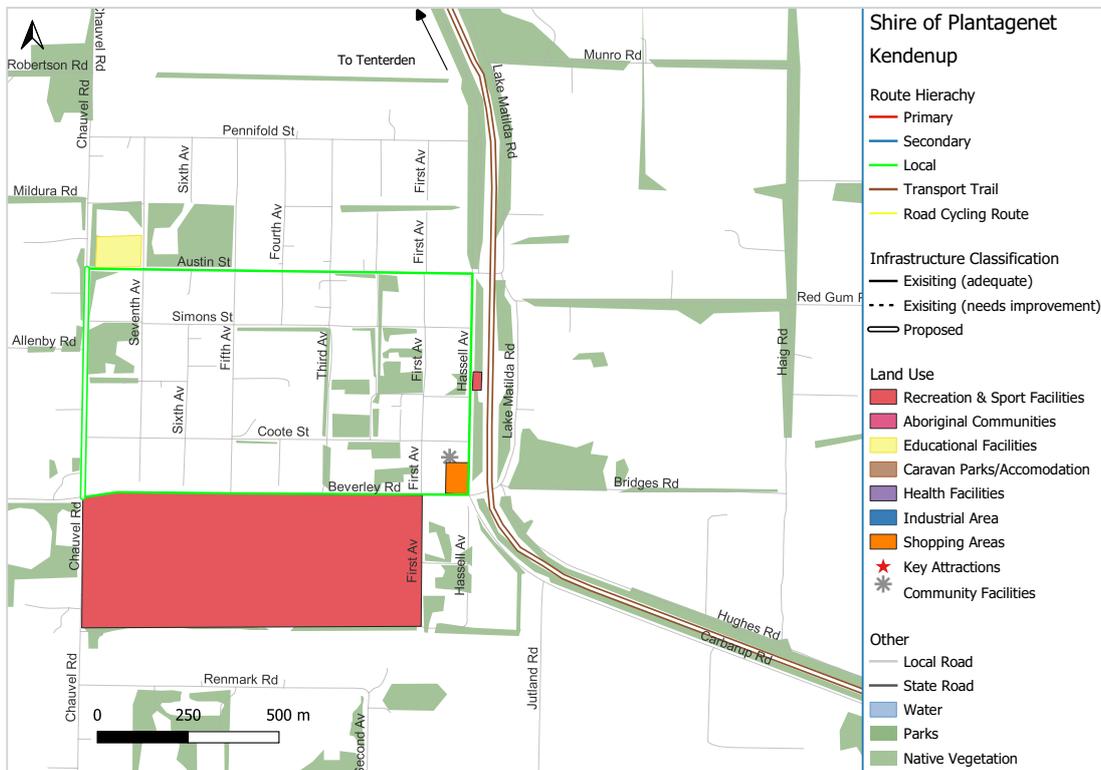
Map 6.26 Shire of Kojonup – Townsite



Map 6.27 Shire of Plantagenet – Mount Barker

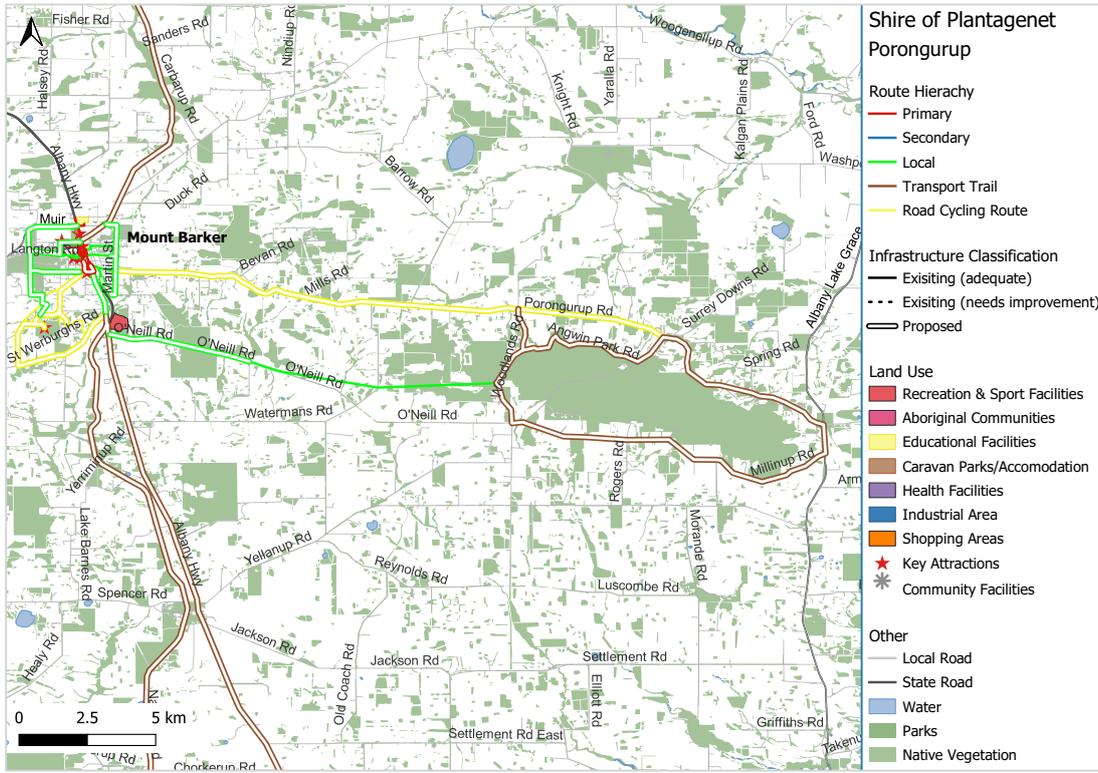


Map 6.28 Shire of Plantagenet – Kendenup



6. Action Plan

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

6. Action Plan

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 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
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



6. Action Plan

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

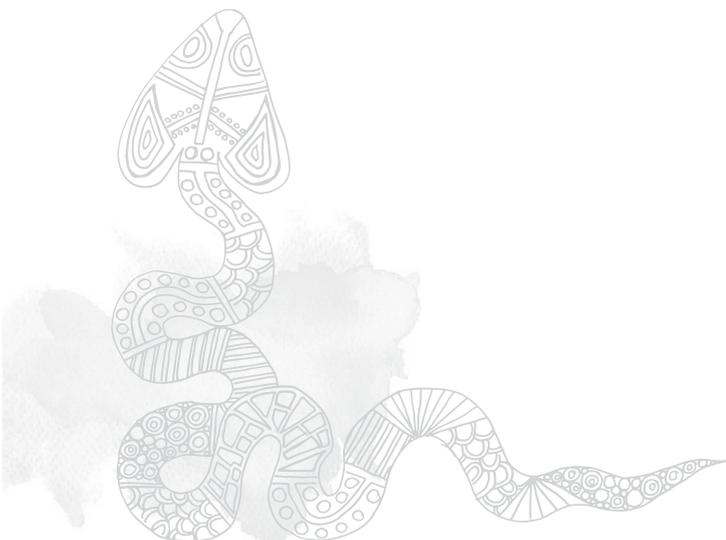
City of Albany continued

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

6. Action Plan

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

6. Action Plan

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

6. Action Plan

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

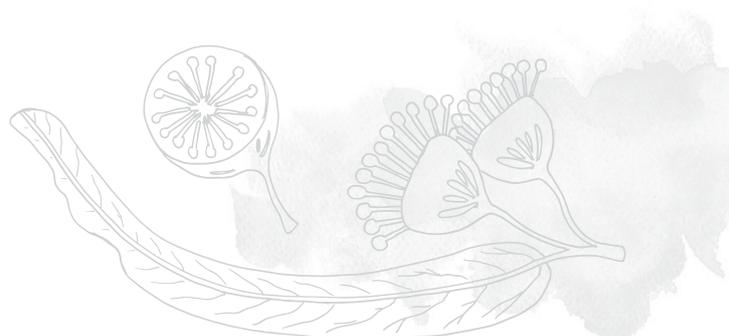


6.2.6 Shire of Jerramungup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
J1	Cuneo Drive Transport Trail	Planning	Shire is presently updating 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

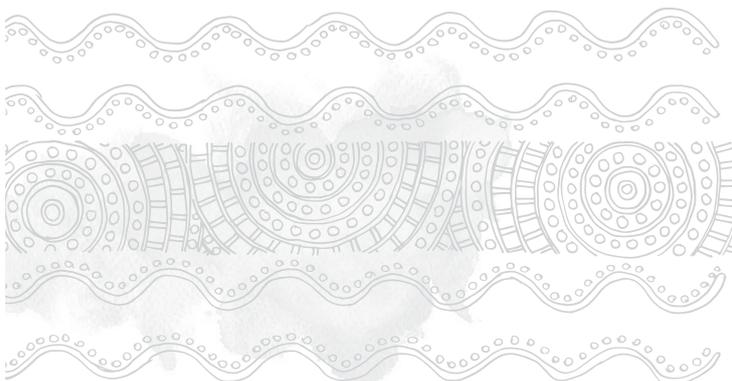
Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KA1	CBD to WAMCO shared use path	Feasibility	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary
KA2	Park Street / Conroy to Adam	Planning	Links to amenities and community to two schools.	Local
KA3	Amhearst Street / Clive to Arbour Street Dual	Planning	Links to amenities and community to tourism and aged accommodation.	Local



6. Action Plan

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

6. Action Plan

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. Action Plan

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 <i>Great Southern 2050 Regional Cycle Strategy</i> .	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

6. Action Plan

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

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 <u>all ages and abilities</u> 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: <ul style="list-style-type: none"> Bicycle only, shared and/or separated paths; Protected bicycle lanes (uni or bi-directional, depending on the environment); and Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 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:

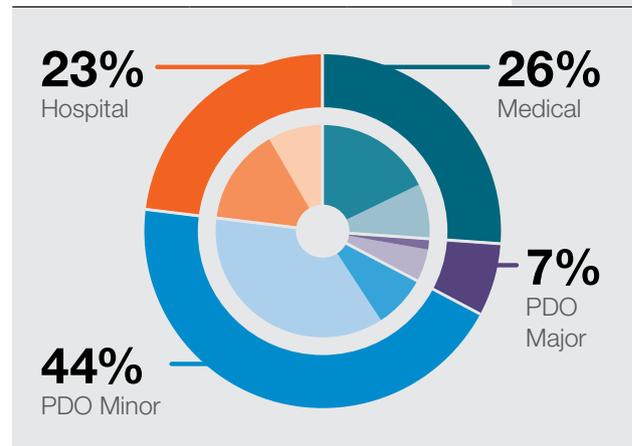
- York Street, Albany (the main shopping precinct in the CBD);
- Near the Chester Pass roundabout, Albany (Albany Highway and South Coast Highway intersection); and
- South Coast Highway, Denmark (between Ocean Beach Road and Hollings Road).

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

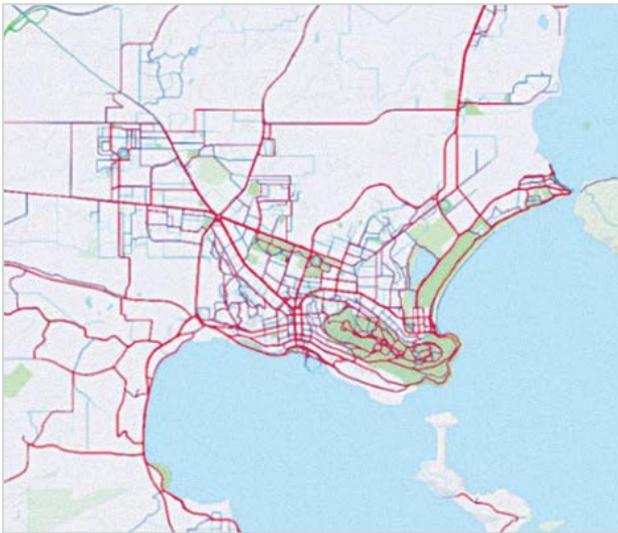
- Albany CBD to Gull Rock National Park and Two People's Bay Nature Reserve.
- Albany CBD to Little Grove, Quarannup Road, to Goode Beach.
- Robinson Precinct and Elleker, to Sand Patch and Mutton Bird in Albany.
- Mt Shadforth and Scotsdale Roads in Denmark.
- Lower Denmark Road to the Nullaki and Eden 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

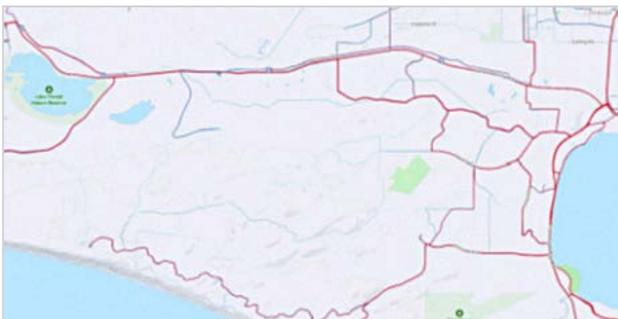
Map B.01 Albany – Urban Area



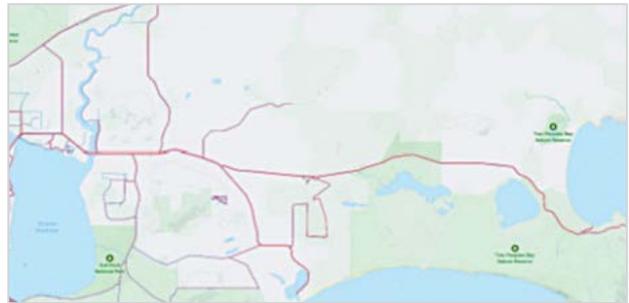
**Map B.02 Albany
Little Grove to Goode Beach**



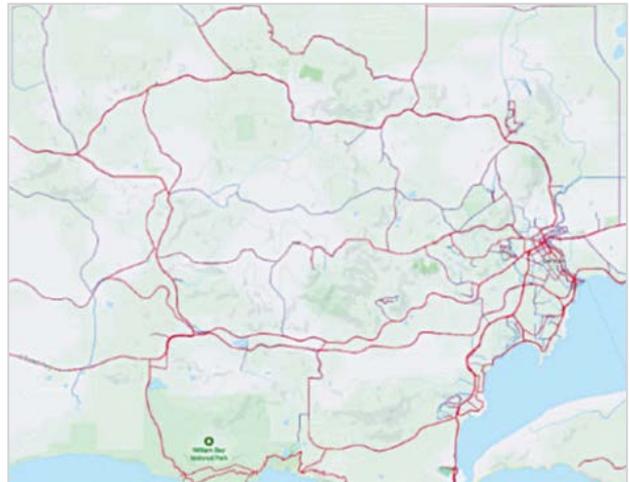
Map B.03 Albany – West



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:

- *Austrroads National Cycling Strategy (2010)*
- *Cycling Aspects of Austrroads 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

- 1 Evaluating Active Transport Benefits and Costs. Available at vtpi.org
- 2 Cycling RACWA. Available at rac.com.au
- 3 The climate change mitigation effects of daily active travel in cities – ScienceDirect. Available at sciencedirect.com
- 4 Rural and remote Australians Overview – Australian Institute of Health and Welfare. Available at aihw.gov.au
- 5 Regional and rural health is suffering – James Cook University Australia. Available at jcu.edu.au
- 6 Evaluating Active Transport Benefits and Costs. Available at vtpi.org
- 7 The (very good) economic case for riding a bike in 2023 – Bicycle Network. Available at bicyclenetwork.com.au
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- 9 Longitudinal associations of active commuting with wellbeing and sickness absence – ScienceDirect. Available at sciencedirect.com
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- 13 The climate change mitigation effects of daily active travel in cities – ScienceDirect. Available at sciencedirect.com
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- 15 Western Australia Tomorrow population forecasts. Available at wa.gov.au
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