# TABLE OF CONTENTS

12.1.1 Local Planning Scheme No. 24 - Amendment No. 4  
**Attachment A**: Amendment No. 4 - As Advertised ........................................ 4  
**Attachment B**: Submissions on Amendment No. 4 ........................................ 51

12.2.1 Draft Esperance 2050 Cycling Strategy  
**Attachment A**: Draft Esperance 2050 Cycling Strategy .................................... 76

12.4.1 Information Bulletin - January 2019  
**Attachment C**: Corporate Performance Report - January 2019 ......................... 138
SHIRE OF ESPERANCE

LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO ADOPT AMENDMENT
TO LOCAL PLANNING SCHEME

SHIRE OF ESPERANCE
LOCAL PLANNING SCHEME NO. 24
AMENDMENT NO. 4

Resolved that the local government, in pursuance of Section 75 of the Planning and Development Act, 2005 amend the above local planning scheme by;

1. Amending Schedule 1 by inserting a new clause 37 as follows:

'37. Unrestricted Length of Stay

(a) Where permissible in the Zoning and Land Use Table (Table 4), Additional Use (Schedule 3), Restricted Use (Schedule 4) or Special Use (Schedule 5), holiday house, holiday accommodation and serviced apartment uses are to be designed and constructed to comply with all requirements of a single house, grouped dwelling or multiple dwelling in accordance with the R-Codes and the specific requirements of the Building Code of Australia, and must be able to be occupied either permanently as a dwelling or temporarily for short-term accommodation purposes.'

2. Amending Schedule 1 by inserting a new clause 38 as follows:

'38. Environmental, Public Health and Amenity Protection

(a) The emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, chemicals and/or any other type of emission that may potentially impact on environmental and/or public health are to be mitigated within the boundaries of the premises and must not impact on public health and/or cause nuisance to users or occupants of adjoining premises.

(b) All building services, plant and equipment associated with a mixed use or non-residential development is to be -

(i) acoustically and visually screened from any adjoining and/or adjacent residential land uses or other sensitive land uses; or alternatively;

(ii) incorporated within the building, or is housed external to the building and is to be contained within a solid structure and located no closer than 1.5 metres to any adjoining property boundary.

(c) Where non-residential development occurs within an area serviced by refuse collection the storage of refuse on-site is to be screened from view from a street and/or public open space.
(d) Non-residential development and land uses adjacent to residential development shall not be permitted to trade and/or undertake activities (e.g. deliveries) unless in accordance with the Environmental Protection (Noise) Regulations 1997, unless supported by a noise impact assessment submitted for consideration at the development application stage.

Note: Prepared to the specifications and satisfaction of the local government, any development impact statement should address the scope of issues that have the potential to impact upon the amenity of existing and future residents, such as noise, lighting and crime prevention, and propose appropriate mitigating measures for consideration.

(e) A noise impact assessment prepared by a suitably qualified person, to the specifications and satisfaction of the local government, may be required to be submitted as part of any application for development approval for any development where there is the potential for noise impacts.

3. Amending Schedule 1 by inserting a new clause 39 as follows:

‘39. Residential Development in the Commercial and Local Centre Zones

(a) A maximum density of R80 applies within the Local Centre Zone.

(b) A maximum density of R160 applies within the Commercial Zone.’

4. Amending Schedule 3 and the Scheme Map by adding an Additional Use with the following:

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Base Zone</th>
<th>Additional Use(s)</th>
<th>Development Standards/Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A21</td>
<td>Lot Goldfields Road, Castletown</td>
<td>307 Residential</td>
<td>As a ‘D’ use: Shop, Restaurant/cafés</td>
<td>As determined by the local government.</td>
</tr>
</tbody>
</table>

5. Amending Clause 30.(a) in Schedule 1 by replacing ‘Residential or Rural Residential’ with ‘Residential, Rural Residential or Rural Townsite’.

6. Amending the Scheme Map by reclassifying Lot 862 on Plan 201768 from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

7. Amending the Scheme Map by reclassifying Lots 1247 and 1407 on Plan FITZGL from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.
8. Amending the Scheme Map by reclassifying Lots 465 and 466 on Plan 408922 from 'Rural' and 'Public Open Space' to 'Environmental Conservation' as depicted on the Amendment Map.

9. Amending the Scheme Map by reclassifying all of Reserve 19315 as 'Public Open Space' as depicted on the Amendment Map.

10. Amending the Scheme Map by reclassifying Lot 1440 on Plan 152676 from 'Rural' to 'Environmental Conservation' as depicted on the Amendment Map.

11. Amending the Scheme Map by reclassifying Lots 1517 and UCL on McCrea Road from 'Rural' to 'Environmental Conservation' as depicted on the Amendment Map.

12. Amending the Scheme Map by reclassifying UCL on Starcevich Road from 'Rural' to 'Environmental Conservation' as depicted on the Amendment Map.

13. Amending the Scheme Map by reclassifying Lot 36 on Plan 151214, Lot 570 on Plan 407219 and UCL on Guests Road from 'Rural' to 'Environmental Conservation' as depicted on the Amendment Map.

14. Amending the Scheme Map by reclassifying Portion of Reserve 15042 to Public Open Space and a Portion of Connolly Street as 'Local Distributor Road' as depicted on the Amendment Map.

15. Amending Schedule 2 by inserting a new Clause 11, as follows:

'S11. SCA 11 – Sewerage Sensitive Areas Special Control Area

(a) The purpose of SCA 11 is to provide guidance for land use and development within the Sewerage Sensitive Area as identified in the Government Sewerage Policy and amended on the Scheme Map.

(b) Objectives

The objectives of SCA 11 are to –

(i) identify land that has been designated as a sewerage sensitive area;

(ii) ensure that the development and use of land does not detrimentally impact on a sewerage sensitive area; and

(iii) implement Scheme controls that are designed to mitigate any adverse effects on a sewerage sensitive area.

(c) Application Requirements

Despite any other provision of the Scheme development approval is required for all land use and development not connected to a reticulated sewerage system.'
(d) Development Requirements

(i) The local government may refuse any application for development approval or impose conditions on any development approval so as to –

- protect public health and amenity;
- protect the environment; and
- promote the efficient use of infrastructure.

(ii) New property titles (including strata titles) should warn of the proximity of the Sewerage Sensitive Area. This notification pursuant to Section 165 of the Planning and Development Act 2005 is to state “This lot is located in a Sewerage Sensitive Area and limitations may be applied to on-site effluent disposal.”

(iii) The requirements of Schedule 1 Clause 17 will apply to all development and land use.

(iv) Where a lot is also located within SCA 4 – Public Drinking Water Source Protection Areas the requirements of SCA 4 will apply in addition to the requirements of SCA 11.

(e) Relevant Considerations

In addition to provisions of the Scheme the local government in considering applications for development approval is to have due regard to –

(i) The potential impact of the proposal on the quality of the water and environmental resources in the Sewerage Sensitive Area;

(ii) The practicability and cost of any measures proposed for the protection of the water and environmental resources;

(iii) The existing level of protection of the resource provided, with reference to management of land and location of development;

(iv) The nature, location and performance of any existing or proposed effluent disposal system;

(v) The drainage characteristics of the land, including surface and groundwater flow, and the adequacy of proposed measures to manage run-off and drainage.

(vi) The Analysis of Surficial Ground Water Landscapes and Hydrological Pathways linking the Ramsar Listed Lake Warden Wetlands by Tilo Massenbauer.

Note: The report referenced in subclause (e)(vi) can be found in the Shire’s Electronic document and records
management system – Ref: D18/20641

(f) Minimum Lot Sizes
   
   (i) Where subdivision of land is proposed within Special Control Area 11 and consistent with the requirements of the Local Planning Strategy no lot is to be less than one hectare.

(g) Referral of Applications
   
   (i) The Local Government will refer applications for development approval (except for Agriculture – Extensive, Single House and other related incidental uses) to the Department of Health, Department of Biodiversity Conservation and Attractions and the Department of Water and Environmental Regulation and the Local Government is to have due regard to recommendations and advice received from those authorities when determining applications.

(h) Modification of Boundary
   
   Any modification to the Government Sewerage Policy will trigger a Basic Amendment.

16. Amending the Scheme map by classifying the unclassified portion of Reserve 48754 as ‘Public Open Space’ as depicted on the Amendment Map.

17. Amending the Scheme Map by reclassifying Portion of Thomas Road and unnamed road from ‘Cultural and Natural Resource’ to ‘Local Road’ as depicted on the Amendment Map.

18. Amending Clause 38 by inserting in alphabetical order:
   
   ‘art studio’ means a premise used to manufacture works of art and does not involve the sale of works unless by means of the internet;’


20. Amending Schedule 5 SU5 by replacing ‘Lot 1 and Part Lot 5 Orleans Bay Road’ within the Description of Land with ‘Lot 6 Wharton Road’.

21. Amending the Scheme map by zoning all of Lot 6 Wharton Road ‘Special Use’ and all of Lot 7 Wharton Road as ‘Tourism’ as depicted on the Amendment Map.

22. Amending Schedule 2 Clause 1.(d) by replacing all references to ‘TRIM’ to ‘Electronic document and records management system’ within the notes.
23. Amending Schedule 1 Clause 29.(b) by inserting ‘*, unless in accordance with subclause (a),’ after ‘supported’.

24. Deleting Additional Use ‘A2’ in Schedule 3, renumbering the remainder of the Schedule and amending the Scheme ‘Map’ accordingly to reflect the renumbered additional uses.

25. Amending Schedule 1 Clause 12.(b) by replacing all instances of ‘A8’ with ‘A5’.

26. Amending Schedule 1 Clause 15.(b) by replacing ‘A8’ with ‘A5’.

27. Amending Schedule 2 Clause 1.1(d)(v) by replacing ‘A8’ with ‘A5’.

The amendment is standard under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reason(s):

(c) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;

(g) any other amendment that is not a complex or basic amendment.

Dated this 23rd day of October 2018

[Signature]

CHIEF EXECUTIVE OFFICER
SCHEME AMENDMENT REPORT

1. Introduction

Notice of Final Approval of the Shire of Esperance Local Planning Scheme No. 24 ('the Scheme') was published in the Government Gazette on 2 August 2017.

A provision is inserted that requires that where short term accommodation is proposed it must be developed in accordance with the R-Codes and the specific requirements of the Building Code of Australia.

A Provision is inserted that requires that Multiple Dwellings within the Commercial Zone and Local Centre Zone are developed in accordance with the R-Codes as a part of a mixed use development. A number of modifications are related to this and are detailed throughout this document.

A Provision is inserted to apply environmental, public health and amenity protection provisions and to manage impacts of development on sensitive premises. It should be noted that the proposed provision reflect current practice in assessing development applications.

A new Additional Use (A21) is proposed to reflect a long standing non-conforming use that has been on Lot 307 Goldfields Road, Castletown.

This amendment seeks to amend the Scheme Map to reflect the correct reservation for a number of lots as identified throughout this document.

This amendment seeks to introduce specific Scheme requirements for the Sewerage Sensitive Area as established by the Government Sewerage Policy.

This amendment also seeks to introduce the use of 'art studio' with associated use permissibilities within Table No. 4.
2. AMENDMENT PROPOSAL

2.1 Amend Schedule 1 by inserting a new Clause 37

This provision is proposed to be inserted into the Scheme to ensure that where short term accommodation is proposed it must be developed in accordance with the R-Codes and the specific requirements of the Building Code of Australia, and must be able to be occupied either permanently as a dwelling or temporarily for short-term accommodation purposes.

2.2 Amend Schedule 1 by inserting a new Clause 38

This provision is proposed to be inserted into the Scheme to apply Environmental, Public Health and Amenity Protection provisions and to manage impacts of development on sensitive premises. It should be noted that the proposed provision reflect current practice in assessing development applications.

2.3 Amend Schedule 1 by inserting a new Clause 39

The ‘Local Centre’ zone has a plot ratio of 1.0 and no Residential Density is applied on the Scheme Map.
By applying the R80 density the control present in the R-Codes residential development will be consistent with the plot ratio provided for in the Scheme.

The 'Commercial' zone has a plot ratio of 2.0 and no Residential Density is applied on the Scheme Map.

By applying the R160 density the control present in the R-Codes will be consistent
with the plot ratio provided for in the Scheme. This will enable a ‘Multiple Dwelling’ to be developed to the full theoretical extent that is provided for by current Scheme provisions. It should also be noted that if a ‘grouped dwelling’ in an areas coded R100, R180 and R-AC the standards of the R80 code apply.

2.4 Amend Schedule 3 and the Scheme Map by adding an Additional Use A21

This modification introduces the uses of ‘Shop’ and ‘Office’ to Lot 307 Goldfields Road, Castletown. A non-conforming use currently applies and the development would be difficult to convert back to a ‘Single house’. Given the long standing non-conforming use on the site it is recommended that the additional use be used to permanently assign the stated uses to the site.

2.5 Amend Clause 30.(a) in Schedule 1 by replacing ‘Residential or Rural Residential’ with ‘Residential, Rural Residential or Rural Townsite’

This provision is being amended so that the ‘Rural Townsite’ zone can have an outbuilding developed prior to a dwelling as long as development approval has already been issued for the erection of a single house, grouped dwelling or multiple dwelling on the lot.
2.6 Amend the Scheme Map by reclassifying Lot 862 on Plan 201769 from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of Lot 862 on Plan 201769 from ‘Rural’ in error.

To correct this omission it is proposed to rezone the subject site as ‘Environmental Conservation’.

2.7 Amend the Scheme Map by reclassifying Lots 1247 and 1407 on Plan FITZGL from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of Lots 247 and 1407 on Plan FITZGL from ‘Rural’ in error.
To correct this omission it is proposed to rezone the subject site as 'Environmental Conservation'.

2.8 Amend the Scheme Map by reclassifying Lots 465 and 466 on Plan 408922 from 'Rural' and 'Public Open Space' to 'Environmental Conservation'

This modification is proposed as a portion of Lots 465 and 466 on Plan 408922 from 'Rural' and 'Public Open Space' in error.
To correct this omission it is proposed to rezone the subject site as 'Environmental Conservation'.

2.9 Amend the Scheme Map by reclassifying all of Reserve 19315 as ‘Public Open Space’

This modification is proposed as a portion of Reserve 19315 has been zoned ‘Rural’ in error.

To correct this it is proposed that the ‘Public Open Space’ reservation applies to the entire reserve.

2.10 Amend the Scheme Map by reclassifying Lot 1440 on Plan 152676 from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of Lot 1440 on Plan 152676 from ‘Rural’ in error.
To correct this omission it is proposed to rezone the subject site as 'Environmental Conservation'.

2.11 Amending the Scheme Map by reclassifying Lots 1517 and UCL on McCrea Road from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of Lots 1517 and UCL on McCrea Road from ‘Rural’ in error.

To correct this omission it is proposed to rezone the subject site as ‘Environmental Conservation’. 
2.12 Amend the Scheme Map by reclassifying UCL on Starcevich Road from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of UCL on Starcevich Road from ‘Rural’ in error.

To correct this omission it is proposed to rezone the subject site as ‘Environmental Conservation’.

2.13 Amend the Scheme Map by reclassifying Lot 36 on Plan 151214, Lot 570 on Plan 407219 and UCL on Guests Road from ‘Rural’ to ‘Environmental Conservation’

This modification is proposed as a portion of Lot 36 on Plan 151214, Lot 570 on Plan 407219 and UCL on Guests Road from ‘Rural’ in error.
To correct this omission it is proposed to rezone the subject sites as ‘Environmental Conservation’.

**2.14 Amend the Scheme Map by reclassifying Portion of Reserve 15042 to ‘Public Open Space’ and a Portion of Connolly Street as ‘Local Distributor Road’**

This modification is proposed as the dedicated section of Connolly Street (formerly part of Reserve 15042 (the Rifle Range) shown below requires minor modification to reflect its actual alignment on the Scheme Map.
To correct the road alignment minor modifications are required to a portion of Reserve 15042 and a portion of Connolly Street.

2.15 **Amend Schedule 2 by inserting a new Clause 11**

The amendment introduces specific controls within the Sewerage Sensitive Area where land use or development is not connected to a reticulated sewerage system.

Two areas of the Shire are impacted by a Sewerage Sensitive Area; the first is to the North of Esperance buffering the lake systems as well as the groundwater dependent threatened and priority ecological communities within Pink Lake.

A second area is also impacted by a Sewerage Sensitive Area; this area includes Lake Gore, a RAMSAR listed wetland, as well as a number of other significant wetlands.
Objectives

The objectives of SCA 11 have been developed to provide overarching guidance and provide guidance for the interpretation of the Special Control Area. The specific objectives relate to the identification and management of the sewerage sensitive area.

Development Requirements

The Special Control Area allows the Shire to refuse or impose conditions on development. This power is limited to the protection of public health and amenity, the environment and the promotion of the efficient use of infrastructure. Provision is also made to apply notifications to new titles advising that a lot is located in a Sewerage Sensitive Area and limitations may be applied to on-site effluent disposal.

Rather than duplicating provisions within the Special Control Area a reference is made the existing effluent disposal provisions that are in the Scheme at Schedule 1 Clause 17.

As SCA11 will in part overlap SCA4 – Public Drinking Water Source Protection Areas the provisions of both Special Control Areas will apply to a lot in the overlap area.

Relevant Considerations

The Special Control Area introduces specific matters for consideration within the SCA 11 boundary. The criteria introduced allow specific assessment within the sewerage sensitive area in addition to the general requirement of the Scheme.

Minimum Lot Sizes

Consistent with the Draft Government Sewerage Policy the minimum lot size in the
sewerage sensitive area is one hectare. The provision proposed also limits subdivision to where it is consistent with the requirements of the Local Planning Strategy.

Referral Requirements

Provisions are inserted to allow the referral of applications for development approval (except for Agriculture – Extensive, Single House and other related incidental uses) to the Department of Health, Department of Biodiversity Conservation and Attractions and the Department of Water and Environmental Regulation. The Shire is to have due regard to any recommendations and advice received when determining applications when comment is received from these authorities in line with the requirements of the Special Control Area.

Future Amendments

Due to the status of the Government Sewerage Policy as a draft a provision is also included within the Special Control Area to ensure that a future amendment the result of a change to this policy is dealt with as a basic amendment.

2.16 Amend the Scheme map by classifying the unclassified portion of Reserve 48754 as ‘Public Open Space’

This modification is proposed as a portion of Reserve 48754 was not allocated a zone or reservation in error.
To correct this omission it is proposed to reclassify the subject site to ‘Public Open Space’.

2.17 Amend the Scheme Map by reclassifying Portion of Thomas Road and unnamed road from ‘Cultural and Natural Resource’ to ‘Local Road’

This modification is proposed as a portion of Thomas Road and unnamed road was zoned ‘Cultural and Natural Resource’ in error.

To correct this omission it is proposed to reclassify the subject site to ‘Local Road’.

2.18 Amend Clause 38 by inserting in alphabetical order the definition for art studio

It is proposed to introduce a new definition of ‘art studio’. This has been proposed as the current definition of ‘art gallery’ excludes the manufacture of works of art which were permitted under the previous definition of arts and craft studio in Local Planning Scheme No. 23.

2.19 Amend Table No. 4 by inserting ‘Art studio’ as a land use

2.20 **Amend Schedule 5 SU5 by replacing ‘Lot 1 and Part Lot 5 Orleans Bay Road’ within the Description of Land with ‘Lot 6 Wharton Road’**

This modification is proposed as Deposited Plan 410717 amended the boundary between former Lots 1 and 5. The new reference of the lot subject to the ‘Special Use’ is Lot 6 Wharton Road.

2.21 **Amend the Scheme map by zoning all of Lot 6 Wharton Road ‘Special Use’ and all of Lot 7 Wharton Road as ‘Tourism’**

As referenced in 2.20 above the boundary of the Special Use is based on an old lot layout that has been superseded.

To correct the zoning it is proposed to zone Lot 6 as ‘Special Use’ and Lot 7 as ‘Tourism’.

2.22 **Amend Schedule 2 Clause 1.(d) by replacing all references to ‘TRIM’ to ‘Electronic document and records management system’ within the notes**

This modification is required as the records management system in which the referenced records are found has changed names. To ensure this modification takes into account any future changes it is proposed to replace ‘TRIM’ with ‘Electronic document and records management system’.
2.23 Amend Schedule 1 Clause 29.(b) by inserting ‘, unless in accordance with subclause (a),’ after ‘supported’

The Department of the Environment and Energy have advised that a person proposing to take an action that is likely to have a significant impact on a matter of national environmental significance must refer their proposal to the Department of the Environment and Energy (Commonwealth) for assessment and approval under the Environment Protection and Biodiversity Conservation Act 1999 before it can proceed.

The current Clause 29(b) does not distinguish between a significant impact and a minor impact and as such a modification is proposed to ensure that only applications of a significant scale have a condition placed on them advising of the requirement for EPBC referral. This has been done by removing those clearing activities listed in subclause (a).

It should be noted that even with this modification lots that are developed within this vegetation complex will still have an advice note placed on the advising of the requirement for a referral to the Department of the Environment and Energy if there is a significant impact.

2.24. Delete Additional Use ‘A2’ in Schedule 3, renumbering the remainder of the Schedule and amending the Scheme Map accordingly to reflect the renumbered additional uses.

This modification is proposed as the additional use that was first introduced into Town Planning Scheme No. 2 by Amendment No. 23 is no longer required as the use has ceased.
To reflect the deletion of this use the remainder of the additional uses are renumbered.

2.25. **Amend Schedule 1 Clause 12.(b) by replacing all instances of ‘A6’ with ‘A5’**.

   With the amendment referenced in 2.24 all references to ‘A6’ within the Scheme need to be replaced with ‘A5’.

2.26. **Amend Schedule 1 Clause 15.(b) by replacing ‘A6’ with ‘A5’**.

   With the amendment referenced in 2.24 all references to ‘A6’ within the Scheme need to be replaced with ‘A5’.

2.27. **Amend Schedule 2 Clause 1.(I)(v) by replacing ‘A6’ with ‘A5’**.

   With the amendment referenced in 2.24 all references to ‘A6’ within the Scheme need to be replaced with ‘A5’.

3. **LOCAL PLANNING STRATEGY**

   The proposed amendment is consistent with the Local Planning Strategy.

4. **CONCLUSION**
This omnibus amendment details numerous modifications to the Scheme text.

The modifications fall into eight broad categories:

1. Inserting new provisions for Unrestricted Length of Stay
2. Inserting new provisions for Environmental, Public Health and Amenity Protection
3. Assigning R-Codes within the ‘Local Centre’ and ‘Commercial’ zones within the Scheme text.
4. Inserting an Additional Use to reflect a long term non-conforming use.
5. Correcting omissions and oversights in the original drafting of the Scheme.
6. Addressing the introduction of the Government Sewerage Policy.
7. Inserting a definition and use classification of an art studio.
8. Deleting an Additional use and renumbering the rest of Schedule 3.

The proposed provisions are consistent with the Local Planning Strategy.
PLANNING AND DEVELOPMENT ACT 2005

SHIRE OF ESPERANCE

LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4

The Shire of Esperance under and by virtue of the power conferred upon it in that behalf by the Planning and Development Act, 2005, hereby amends the above local planning scheme by:

1. Amending Schedule 1 by inserting a new clause 37 as follows:

   *37. Unrestricted Length of Stay

   (a) Where permissible in the Zoning and Land Use Table (Table 4), Additional Use (Schedule 3), Restricted Use (Schedule 4) or Special Use (Schedule 5), holiday house, holiday accommodation and serviced apartment uses are to be designed and constructed to comply with all requirements of a single house, grouped dwelling or multiple dwelling in accordance with the R-Codes and the specific requirements of the Building Code of Australia, and must be able to be occupied either permanently as a dwelling or temporarily for short-term accommodation purposes.‘

2. Amending Schedule 1 by inserting a new clause 38 as follows:

   *38. Environmental, Public Health and Amenity Protection

   (a) The emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, chemicals and/or any other type of emission that may potentially impact on environmental and/or public health are to be mitigated within the boundaries of the premises and must not impact on public health and/or cause nuisance to users or occupants of adjoining premises.

   (b) All building services, plant and equipment associated with a mixed use or non-residential development is to be -

   (i) acoustically and visually screened from any adjoining and/or adjacent residential land uses or other sensitive land uses; or alternatively;

   (ii) incorporated within the building, or is housed external to the building and is to be contained within a solid structure and located no closer than 1.5 metres to any adjoining property boundary.

   (c) Where non-residential development occurs within an area serviced by refuse collection the storage of refuse on-site is to be screened from view from a street and/or public open space.

   (d) Non-residential development and land uses adjacent to residential development shall not be permitted to trade and/or undertake activities (e.g. deliveries) unless in accordance with the Environmental Protection (Noise)
Regulations 1997, unless supported by a noise impact assessment submitted for consideration at the development application stage.

Note: Prepared to the specifications and satisfaction of the local government, any development impact statement should address the scope of issues that have the potential to impact upon the amenity of existing and future residents, such as noise, lighting and crime prevention, and propose appropriate mitigating measures for consideration.

(e) A noise impact assessment prepared by a suitably qualified person, to the specifications and satisfaction of the local government, may be required to be submitted as part of any application for development approval for any development where there is the potential for noise impacts.

3. Amending Schedule 1 by inserting a new clause 39 as follows:

'39. Residential Development in the Commercial and Local Centre Zones

(a) A maximum density of R80 applies within the Local Centre Zone.

(b) A maximum density of R160 applies within the Commercial Zone.'

4. Amending Schedule 3 and the Scheme Map by adding an Additional Use with the following:

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Base Zone</th>
<th>Additional Use(s)</th>
<th>Development Standards/Conditions</th>
</tr>
</thead>
</table>
| A21 | Lot 307 Goldfields Road, Castletown | Residential | As a ‘D’ use:  
• Shop  
• Restaurant/café | As determined by the local government. |

5. Amending Clause 30.(a) in Schedule 1 by replacing ‘Residential or Rural Residential’ with ‘Residential, Rural Residential or Rural Townsite’.

6. Amending the Scheme Map by reclassifying Lot 862 on Plan 201789 from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

7. Amending the Scheme Map by reclassifying Lots 1247 and 1407 on Plan FITZGL from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

8. Amending the Scheme Map by reclassifying Lots 465 and 466 on Plan 408922 from ‘Rural’ and ‘Public Open Space’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

9. Amending the Scheme Map by reclassifying all of Reserve 19315 as ‘Public Open Space’ as depicted on the Amendment Map.

10. Amending the Scheme Map by reclassifying Lot 1440 on Plan 152876 from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.
11. Amending the Scheme Map by reclassifying Lots 1517 and UCL on McCrea Road from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

12. Amending the Scheme Map by reclassifying UCL on Starcevich Road from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

13. Amending the Scheme Map by reclassifying Lot 36 on Plan 151214, Lot 570 on Plan 407219 and UCL on Guests Road from ‘Rural’ to ‘Environmental Conservation’ as depicted on the Amendment Map.

14. Amending the Scheme Map by reclassifying Portion of Reserve 15042 to Public Open Space and a Portion of Connolly Street as ‘Local Distributor Road’ as depicted on the Amendment Map.

15. Amending Schedule 2 by inserting a new Clause 11, as follows:

   11. **SCA 11 – Sewerage Sensitive Areas Special Control Area**

   (a) The purpose of SCA 11 is to provide guidance for land use and development within the Sewerage Sensitive Area as identified in the Government Sewerage Policy and amended on the Scheme Map.

   (b) Objectives

   The objectives of SCA 11 are to –

   (i) identify land that has been designated as a sewerage sensitive area;

   (ii) ensure that the development and use of land does not detrimentally impact on a sewerage sensitive area; and

   (iii) implement Scheme controls that are designed to mitigate any adverse effects on a sewerage sensitive area.

   (c) Application Requirements

   Despite any other provision of the Scheme development approval is required for all land use and development not connected to a reticulated sewerage system.

   (d) Development Requirements

   (v) The local government may refuse any application for development approval or impose conditions on any development approval so as to –

      i. protect public health and amenity;
      ii. protect the environment; and
      iii. promote the efficient use of infrastructure.
(vi) New property titles (including strata titles) should warn of the proximity of the Sewerage Sensitive Area. This notification pursuant to Section 165 of the Planning and Development Act 2005 is to state “This lot is located in a Sewerage Sensitive Area and limitations may be applied to on-site effluent disposal.”

(vii) The requirements of Schedule 1 Clause 17 will apply to all development and land use.

(viii) Where a lot is also located within SCA 4 – Public Drinking Water Source Protection Areas the requirements of SCA 4 will apply in addition to the requirements of SCA 11.

(e) Relevant Considerations

In addition to provisions of the Scheme the local government in considering applications for development approval is to have due regard to –

(i) The potential impact of the proposal on the quality of the water and environmental resources in the Sewerage Sensitive Area;

(ii) The practicability and cost of any measures proposed for the protection of the water and environmental resources;

(iii) The existing level of protection of the resource provided, with reference to management of land and location of development;

(iv) The nature, location and performance of any existing or proposed effluent disposal system;

(v) The drainage characteristics of the land, including surface and groundwater flow, and the adequacy of proposed measures to manage run-off and drainage.

(vi) The Analysis of Surficial Ground Water Landscapes and Hydrological Pathways linking the Ramsar Listed Lake Warden Wetlands by Tilo Massenbauer.

Note: The report referenced in subclause (e)(v) can be found in Shire’s Electronic document and records management system – Ref: D18/20541

(f) Minimum Lot Sizes

(i) Where subdivision of land is proposed within Special Control Area 11 and consistent with the requirements of the Local Planning Strategy no lot is to be less than one hectare.

(g) Referral of Applications

(i) The Local Government will refer applications for development approval (except for Agriculture – Extensive, Single House and other related incidental uses) to
the Department of Health, Department of Biodiversity Conservation and Attractions and the Department of Water and Environmental Regulation and the Local Government is to have due regard to recommendations and advice received from those authorities when determining applications.

(h) Modification of Boundary

Any modification to the Government Sewerage Policy will trigger a Basic Amendment.'

16. Amending the Scheme map by classifying the unclassified portion of Reserve 48754 as 'Public Open Space' as depicted on the Amendment Map.

17. Amending the Scheme Map by reclassifying Portion of Thomas Road and unnamed road from 'Cultural and Natural Resource' to 'Local Road' as depicted on the Amendment Map.

18. Amending Clause 38 by inserting in alphabetical order:

'art studio means a premise used to manufacture works of art and does not involve the sale of works unless by means of the internet,'

19. Amending Table No. 4 by inserting 'Art studio' as a use with an 'A' permissibility in the 'Residential' zone, 'D' permissibility in the 'Rural', 'Rural Residential', 'Rural Smallholdings', 'Rural Townsite', 'Light Industry' and 'Tourism' zones and an 'X' use in all other zones.

20. Amending Schedule 5 SUS by replacing 'Lot 1 and Part Lot 5 Orleans Bay Road' within the Description of Land with 'Lot 6 Wharton Road'.

21. Amending the Scheme map by zoning all of Lot 6 Wharton Road 'Special Use' and all of Lot 7 Wharton Road as 'Tourism' as depicted on the Amendment Map.

22. Amending Schedule 2 Clause 1.(d) by replacing all references to 'TRIM' to 'Electronic document and records management system' within the notes.

23. Amending Schedule 1 Clause 29.(b) by inserting ', unless in accordance with subclause (a),' after 'supported'

24. Deleting Additional Use 'A2' in Schedule 3, renumbering the remainder of the Schedule and amending the Scheme Map accordingly to reflect the renumbered additional uses.

25. Amending Schedule 1 Clause 12.(b) by replacing all instances of 'A6' with 'A5'.

26. Amending Schedule 1 Clause 15.(b) by replacing 'A6' with 'A5'.

27. Amending Schedule 2 Clause 1.(i)(v) by replacing 'A6' with 'A5'.
SHIRE OF ESPERANCE LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
SHIRE OF ESPERANCE LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
SHIRE OF ESPERANCE LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
SHIRE OF ESPERANCE LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
SHIRE OF ESPERANCE LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4
Form 6A

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the Shire of Esperance at the Ordinary Meeting of the Council held on the 23 day of October, 2018.

[Signature]

SHIRE PRESIDENT

----------------------------------------------------------------------------------

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the Shire of Esperance at the Ordinary Meeting of the Council held on the 23 day of October, 2018, proceed to advertise this Amendment.

[Signature]

SHIRE PRESIDENT

----------------------------------------------------------------------------------

COUNCIL RECOMMENDATION

This Amendment is recommended for approval by resolution of the Shire of Esperance at the Ordinary Meeting of the Council held on the day of____________, 20__ and the Common Seal of the Shire of Esperance was hereunto affixed by the authority of a resolution of the Council in the presence of:

[Signature]

SHIRE PRESIDENT

----------------------------------------------------------------------------------

CHIEF EXECUTIVE OFFICER

----------------------------------------------------------------------------------

WAPC ENDORSEMENT (s.63)

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE
APPROVAL GRANTED

Form 6A - Continued

MINISTER FOR PLANNING

DATE..............................
Submission 1

Dear Richard,
Tourism Western Australia would like to thank you for informing us of the amendment 4 to Scheme No. 24. We have gone through the amendment recommended changes as they may refer to/or impact tourism and we support the Amendment. Thank you once more for referring this to our Agency. Very best regards Ross

Ross MacCulloch
Planning Manager

Level 9, 2 Mill Street
PERTH WA 6000
GPO Box X2261
PERTH WA 6847
Tel: +61 8 9262 1833
Mob: 0438 918 951
Visit westernaustralia.com

Follow us on: Facebook | Twitter | YouTube | Instagram

This e-mail and any attachments are confidential and intended solely for the use of the individual or entity to which they are addressed. If you have received this e-mail in error please delete it and any attachments immediately and notify the sender. If you are not the intended recipient you must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message or any attachment.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

Report this message as spam
Hi Richard

I wish to make the following submission on Amendment 4 to Local Planning Scheme No. 24 for the Shire of Esperance.

1. Amend the Scheme Map by reclassifying Reserve 14541 from ‘Rural’ and ‘Government Services’.

![Map Image]

2. Amend the Scheme Map by reclassifying Portion of Reserve 23527 and Reserve 94788 from ‘Public Open Space’ to ‘Environmental Conservation’.
3. Amend the Scheme Map by reclassifying the Road Widening on DP411488 from ‘Rural’ to ‘Primary Distributor Road’.

4. Amend the Scheme Map by reclassifying the Road Widening on DP411489 from ‘Rural’ to ‘Primary Distributor Road’.
5. Amend the Scheme Map by reclassifying the Lot 500 on DP407020 from 'Rural' to 'Emergency Services'.

6. Amend the Scheme Map by reclassifying Reserve 33494 and Lot 55 on Plan 9489 from 'Residential' to 'Local Road'.
7. Amend the Scheme Map by reclassifying Portion of Lot 501 on DP411999 from ‘Local Road’ to ‘Recreational’.

8. Amend the Scheme Map by reclassifying Portion of Lot 502 on DP411999 from ‘Public Open Space’ to ‘Local Road’.
9. Amend the Scheme by inserting ‘government, public authority or’ before ‘local government’ in Clause 15(3).

10. Amending Schedule 1 Clause 29 by renaming the clause to ‘Outbuildings’.

11. Amending Schedule 1 Clauses 29 (b) and (c) by deleting ‘in accordance with subclause [a]’.

Regards

Peter Wilks
Senior Planning Officer
Shires of Esperance and Ravensthorpe
Ph: 9071 0019
Fax: 9071 0030
PO Box 547, Wingfield Street, Esperance WA 6460

www.esperance.wa.gov.au
www.ravensthorpe.wa.gov.au
Submission 3

The Manager Planning and Land Projects
Shire of Esperance
PO Box 607
ESPERANCE WA 6450

Attention: Richard Hindley

Dear Mr Hindley

LOCAL PLANNING SCHEME NO. 24 AMENDMENT 4

The Department of Biodiversity, Conservation and Attractions South Coast Region has no comments on the proposed amendments to Local Planning Scheme No. 24.

It is considered that the proposal and any potential environmental impacts will be appropriately addressed through the existing planning framework

Yours sincerely

[Signature]

Deon Utber
A/REGIONAL MANAGER

23 November 2018

South Coast Region
120 Albany Highway, Albany, Western Australia 6330
Phone: (08) 9842 4500 Email: Albany@dbca.wa.gov.au
dbca.wa.gov.au

The Department of Biodiversity, Conservation and Attractions was created on 1 July 2017, following the Government's decision to bring together the Botanic Gardens and Parks Authority, Department of Parks and Wildlife, Rottnest Island Authority and the Zoological Parks Authority. Parks and Wildlife is a service within the new department.
Submission 4

From: Richard Hindley
To: Nicholas Stirling
Subject: CM based for submission on LP524 Item 4
Date: Thursday, 6 December 2018 3:33:09 PM
Attachments: image001.png

1. Amend the Scheme by inserting a new subclause (h) under Schedule 1 Clause 27 as follows:

‘(h) Irrespective of subclauses (c) and (d) a shipping container is not permitted unless development approval has already been issued for the erection of a single house, second-hand dwelling or repurposed dwelling on the lot or that form of development has already occurred.

2. Amend the Scheme by inserting a new subclause (l) under Schedule 1 Clause 27 as follows:

‘(l) No more than two (2) shipping containers will be permitted on any Rural Residential property at any time. Where more than one (1) sea container is placed on a property, these must be grouped side by side to give the appearance of a single uniform structure and comply with subclause (d).’

3. Amend Schedule 3 Additional Use A18 by replacing ‘R-Codes’ with ‘RZO R-Code’

Regards

Richard Hindley
Manager Strategic Planning and Land Projects
Shires of Esperance and Ravensthorpe
Tel: (08) 9071 0631 / 0427 710 631
Fax: (08) 9071 0600
PO Box 507, Windich Street, Esperance WA 6450

www.esperance.wa.gov.au
www.ravensthorpe.wa.gov.au

Please consider the environment before printing this email
1 ream of paper = 6% of a tree and 5.4 kg CO2 in the atmosphere
3 sheets of A4 paper = 1 litre of water
17 December 2018

Our reference: A3547408
Enquiries: 98828444

Richard Hindley
Manager Planning and Land Projects
PO Box 507
Esperance WA 6450
Richard.hindley@esperance.wa.gov.au

Dear Richard,

Thank you for presenting the Department of Primary Industries and Regional Development (the Department) with the opportunity to comment on the range of corrections/amendments to the Local Planning Scheme (No. 24) for the Shire of Esperance.

The Department generally has no objection to the proposed scheme amendments highlighting land zoning corrections where it relates to adjacent land zoned as rural.

The Department acknowledges that there are a number significant ecologically sensitive areas within the Esperance Shire – specifically the chain of lakes internationally recognised as RAMSAR wetlands. In consideration of these areas, the Department supports the introduction of specific controls within Sewerage Sensitive Areas, where land use or development is not connected to a reticulated sewerage system. However, concerns are raised about what limitations this may create for existing intensive livestock enterprises, such as piggery (and poultry) operations in the Shark Lake Road area and adjacent rural landscapes, together with potential limitations for new agricultural industry development within near proximity to the town area.

Yours sincerely

Pamela T Anson
DIRECTOR CENTRAL REGION

75 York Road (PO Box 483) NORTHAM WA 6401
Telephone: +61 (0)8 9690 2200 enquiries@dpi.wa.gov.au
dpi.wa.gov.au
ABN: 18 081 343 745
Submission 6

ROLTON PTY LTD
A B N  41 009 195 000
A C N  009 195 000
P. O. BOX 923
ESPERANCE
W. A.  6450

Tel 0890 713 583
Fax 0890 714 977
Mob 0418 935 634
Email krowe@westnet.com.au

Attention
Mr Richard Hindley
Manager Strategic Planning and Land Projects
Shire of Esperance.

Dear Sir,

I wish to make the following submission regarding “Amendment 4” which is currently being advertised.
We own the properties Lot 72 (28) and Lot 73 (27) the Esplanade.
We submit that the proposed amendment allow for an additional use of a “single house” as a discretionary land use for these properties. (with setbacks in accordance with the R-codes)
We believe that a successful commercial development of these sites is not feasible in the foreseeable future. (This Company currently owns a shop in Andrew Street which has remained untenanted for more than a year)
Esperance has spent a lot of money upgrading the Esplanade foreshore and this proposed change would allow us to upgrade or redevelop the “worst houses in the street”.
If you require any further information please contact me.

Yours Sincerely
Kerry Rowe
19/12/2018
Submission 7

Dear ref: 18-23

19 December 2018

Chief Executive Officer
Shire of Esperance
PO Box 507
ESPERANCE WA 6450

Attention: Richard Hindley

Dear Richard

Shire of Esperance Local Planning Scheme No. 24
Amendment 4 - Submission

Thank you for the opportunity to comment on Amendment 4 to Local Planning Scheme 24.

The following submission is lodged on behalf of Lucky Bay Brewing and the owners of Lot 63 Bandy Creek Road, Esperance.

The subject land is located approximately 8km north east of the Esperance Townsite.

Lot 63 is 19.65ha in area. The land is zoned ‘Rural’ under the Shire of Esperance Local Planning Scheme No. 24 (LPS24).
The owners of Lot 63 Bandy Creek Road, Esperance propose to excise the southern portion of the property to enable the relocation and expansion of the Lucky Bay Brewing operation. The Shire of Esperance recently granted conditional Development Approval for the project. An application for subdivision was submitted to the WAPC on 2 November 2018. It is WAPC ref: 157364.

The proposed relocation of Lucky Bay Brewing accords with the endorsed Local Planning Strategy and the Bandy Creek Structure Plan. Rezoning to Special Site better reflects the intended land uses, affords certainty for the proponent and will facilitate subdivision of Lot 63.

View north across subject land with proposed Brewery development site in foreground.

View west across subject land with proposed Brewery carpark site in foreground.
It is requested that LPS24 be modified as follows:

Amend Schedule 5 to include portion of Lot 63 Bandy Creek Road as SU7;

<table>
<thead>
<tr>
<th>No.</th>
<th>Description of land</th>
<th>Special use</th>
<th>Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>SU7</td>
<td>Lucky Bay Brewing</td>
<td>As a ‘P’ use:</td>
<td>a) The portion of Lot 63 on DP80539 subject to SU7 may be subdivided from the parent lot.</td>
</tr>
<tr>
<td></td>
<td>Part Lot 63 on Deposited Plan 80539</td>
<td>- Single House</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Home Occupation</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Ancillary Dwelling</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Rural Pursuit/hobby farm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>As a ‘D’ use:</td>
<td>b) Any further subdivision greater than outlined in subclause a) will require the preparation and adoption of a structure plan prepared in accordance with clause 16 of Schedule 2 – Deemed Provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Brewery</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Education Establishment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Small Bar</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Holiday House</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>As an ‘I’ use:</td>
<td>c) All development within SU7 shall require Development Approval.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Restaurant/café</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Reception Centre</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Industry-Light</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Other complementary or non-defined uses considered appropriate by the Local Government.</td>
<td>d) Parking requirements are to be in accordance with Schedule 7.</td>
</tr>
</tbody>
</table>

Amend the Scheme map by zoning the southern portion of Lot 63 Bandy Creek Road ‘Special Use’ as depicted on the Amendment Map.
EMTAG notes that this scheme takes into account that the Shire believes that Ramsar Wetlands and other significant wetlands and their buffer zones should be protected under this scheme. EMTAG believes the Doombup, Stevens and Bannitup Lakes should also be considered as having the same significance as the existing Ramsar Wetlands in regard to this Planning Amendment on the following grounds:

- Doombup, Stevens and Bannitup wetlands are presently considered to be of national significance (DEPAW 2016).\(^1\)
- Doombup, Stevens and Bannitup Lakes support nationally significant populations of water birds.
- DEPAW (2016, p137) recommends to the WA government that Doombup, Stevens and Bannitup Lakes be included as part of the existing Mullet Lake Ramsar Wetlands.\(^1\) Quote – “Add to Mullet Lake Nature Reserve as per CALM (1992) recommendation E25. This would increase the reservation level of significant vegetation associations (125) and protect nationally significant Stevens, Doombup and Bannitup lakes.”
- Tails, the Esperance Shire’s own consultant for the proposed Merivale Waste Disposal site, have recommended, in relation to the Waste Disposal Site, that the Doombup, Stevens and Bannitup wetlands be treated as if they already have international Ramsar Wetland status. Quote – “Two Regionally Significant Wetlands Bannitup Lake and Doombup Lake” ... “are proposed to be included in the Mullet Lake Reserve Extension therefore a precautionary approach has been taken in the event these lakes are classified as RAMSAR.” (Tails, 2017, p. iii).\(^3\)
- By accepting that Doombup, Stevens and Bannitup wetlands should be treated as Ramsar wetlands now, the Shire will not have to make a further amendment to the Planning Scheme when Ramsar Wetland status is accorded to Doombup, Stevens and Bannitup Lakes.

---

\(^1\) Department of Parks and Wildlife (2018). Esperance and Recherche Parks and Reserves Management Plan
\(^2\) DEPAW,2016, p.137
\(^3\) Tails. Due Diligence and Landfill Capability Assessment Lot 12 Kirwan Road. Prepared for Shire of Esperance March 2017 Project Number: TW17001. p. iii
Submission 9

Richard Hindley

From: Karen McKeough <karen.mckeough@dwer.wa.gov.au>
Sent: Monday, 7 January 2019 4:49 PM
To: Richard Hindley
Subject: CM Saved: FW: Shire of Esperance LPS 24 Amendment 4

Our ref: PA24076 / RF9011-03 / DWERDT110161

Dear Richard,

Thanks for referring the above scheme amendment to the Department of Water and Environmental Regulation (DWER) for advice. DWER acknowledges the Shire of Esperance’s proactive position to implement the Government Sewerage policy and provides the following comments.

**Special control area 11**
DWER supports the establishment of a larger sewage sensitive area (SSA) to the north of the wetlands as this will provide additional protection to the lakes which are vulnerable to nutrient contamination, however where it is proposed to reduce the SSA to the south of the wetlands, DWER has applied a risk based assessment and provides the following comments.

DWER has reviewed available groundwater data and confirms the existence of a groundwater mound to the south and east of Lake Warden and Pink Lake as indicated in the report, *Analysis of surficial groundwater landscapes and hydrological pathways linking the Ramsar listed Lake Warden wetlands*. Please see image below, where the solid red line represents an approximation of the groundwater divide with the red arrows indicating approximate groundwater flow direction. DWER’s groundwater data is focussed in the area around the town and Pink Lake, as this is the area where the public water supply is sourced. DWER has limited knowledge around Lake Warden and the wetlands to the east. As such, the line indicating the groundwater divide is not shown past Lake Warden.

DWER advises that there is limited groundwater monitoring data exists in this area, groundwater gradients are relatively flat and local influences such as climate, variable groundwater abstraction and artificial infiltration can have a significant influence of groundwater flow. Therefore this information is indicative only and conditions will change over time, for example if public water supply abstraction is reduced in the town area.
DWER supports maintaining the SSA 1km buffer to Pink Lake as currently the groundwater flow back to the lake extends beyond 1km from the lake. Implementing the provisions of the government sewerage policy within this buffer area will assist with reducing nutrient flow towards the lake.

DWER has examined the areas where the SCA 11 modifies the SSA mapping and provides comments on those areas below.

**Modified area 1.**
This groundwater in this area flows towards Lake Warden. The area is zoned rural residential and fully developed. It is understood that further subdivision in this area is permitted and lots could be as small as 1 ha. This is consistent with the provisions of the Government Sewerage Policy, so DWER has no objection to the modification as it should not significantly increase the risk of nutrient contamination to the lake.
Modified area 2.

East of Lake Warden DWER has less information about groundwater flow, so we are unable to indicate where the groundwater divide is located. However, DWER supports Massenbauer’s assertion that groundwater flow is primarily to the coast, with minor localised flow to the wetlands. So it is anticipated that the buffer provided in SCA11 should be sufficient to protect the values of the lakes from impacts of on-site effluent disposal.

Modified area 2 is zoned as an industrial area, and there may be the potential for further subdivision and development in this area – including the on-site disposal of trade waste. So unless the groundwater divide is confirmed with groundwater monitoring, there may be a low increased risk from this area being excluded from the SSA.
Modified area 3
Modified area 3 contains RR1 area around Lalor Drive, which is already fully developed and LPS24 provisions restricts any further subdivision. Also RR7 & RR8 which are fully developed and no further subdivision permitted. The racecourse is existing landuse. The urban area south of Fisheries Rd is fully developed and connected to sewer. Therefore it is considered that there should be no increased risk from this area being excluded from the SSA.
Modified area 4

While DWER understands that this area probably also flows to the coast, this area contains large undeveloped lots currently zoned rural. DWER understands that the Shire previously wanted to rezone the western parts of this area to urban development. Under current land use there is low risk of excluding the area from the SSA mapping, but if this area is to be considered for future development, thorough site investigations will be required to determine land capability, including confirming the direction of groundwater flow.

DWER notes that in some of the above areas that are proposed to be modified, that SCA 5 Lake Warden will provide additional controls over development.

DWER has no comments to give on the other proposed amendments associated with LPS 24 Amendment 4.

Please contact me if you require any further information on the advice contained in this email.
Regards,

Karen Mckeough  
Program Manager – Planning Advice  
South Coast Region  
Department of Water and Environmental Regulation  
5 Bevan Street, ALBANY WA 6330  
PO Box 525, ALBANY WA 6330  
T: (08) 9841 0128 | VOIP - 1528  
E: karen.mckeough@dwer.wa.gov.au | www.dwer.wa.gov.au

Disclaimer: This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water and Environmental Regulation, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  

Report this message as spam
Submission 10

The Manager Planning and Land Projects
Shire of Esperance
PO Box 607
ESPERANCE WA 6450

Attention: Richard Hindley

Dear Richard

AMENDED RESPONSE   LOCAL PLANNING SCHEME NO. 24 AMENDMENT 4

The Department of Biodiversity, Conservation and Attractions South Coast Region (the department) has further reviewed the proposed amendments to Local Planning Scheme No. 24. Whilst the earlier review provided no comments, further information has since been provided.

The proposed amendment to the area that has been defined as a sewage sensitive area is welcomed due to the increased area of protection to the north of the lakes. A reduction of the buffers to the south is also fine even though this is the area that will be under development pressure.

The department accepts that the focus of the amendment has been on the Ramsar lake systems however the Stevens, Doombup and Bannitup Lakes east of Mullet Lake Nature Reserve are important coastal wetlands. The risks to these lakes could be similar to the Lake Warden Ramsar lakes when considering connectivity to the surrounding catchment, nutrient flow paths and land use in the catchment.

The Stevens, Doombup and Bannitup Lakes have been identified for inclusion into the existing Mullet Lake Nature Reserve system in the Esperance and Recherche parks and reserves management plan 84, 2016. (This would increase the reservation level of significant vegetation associations and protect nationally significant Stevens, Doombup and Bannitup Lakes. The threatened curlew sandpiper and hooded plover (P4) have been recorded here.)
The Department recommends that the sewage sensitive area includes the catchment of the Stevens, Doombup and Bannitup Lakes system. The objectives specified under 11.(b) of the amendment applies to this system of coastal lakes and should not be restricted to the Ramsar lakes only.

Yours sincerely

[Signature]

Deon Utber  
On behalf of Greg Mair  
REGIONAL MANAGER

11 January 2019
Hi Richard

Thank you for giving us the opportunity to provide comments on the proposed scheme amendment. Please be advised that Main Roads WA Goldfields Esperance Region has reviewed the proposed scheme amendment and have no objections.

Kind regards

Cherie Wallace
Network Operations Manager
Goldfields-Esperance Region
Central and Northern Regions
83 Piesse Street, Boulder, WA 6432
PO Box 99, Kalgoorlie, WA 6433
p: +61 9060 1422 | m: 0437 230 681
w: www.mainroads.wa.gov.au

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

Report this message as spam
Mr Richard Hindley  
Manager Planning and Land Projects  
Shire of Esperance  
PO BOX 507  
ESPERANCE WA 6450  

Dear Sir  

LOCAL PLANNING SCHEME NO. 24 AMENDMENT 4  

Thank you for your letter dated 19 November 2018 inviting comment on the above amendment.  

The Department of Mines, Industry Regulation and Safety has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.

Yours sincerely  

[Signature]  

For  

Jeffrey Haworth  
Executive Director Geological Survey and Resource Strategy  
Geological Survey and Resource Strategy Division  

21 January 2019
Attachment B: Submissions on Amendment No. 4
EXECUTIVE SUMMARY

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

The key to increasing cycling mode share in Esperance is providing infrastructure which is not only safe and convenient, but also appealing when compared with other modes of transport. To achieve this, cycling needs to be prioritised ahead of other modes in appropriate locations (such as local community hubs) and integrated with adjoining land uses. If we are serious about reducing car dependency and helping people prioritise active transport choices for short trips, these priorities need to be reflected in the way our communities are planned and developed.

In recent years, the Shire of Esperance has delivered a number of strategically important cycling projects and policies. There are already great examples of cycling infrastructure around the region. This includes the high-quality paths along the foreshore corridor, Pink Lake Road and along parts of the Harbour Road corridor. The Shire has also developed a comprehensive network of wide footpaths which facilitate local trips through suburban areas.

Despite this, cycling in some areas (such as cross-town routes and roads in built up areas such as Chadwick) remains unappealing due to the network’s lack of continuity, connectivity, and separation from motorised traffic. Whilst the local footpath network provides a high level of coverage, its built form could be improved to better cater for people riding in Esperance.

This long-term, aspirational strategy has been developed by the Department of Transport (DoT) in collaboration with the Shire of Esperance. 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 Regional Bike Network (RBN) Grants Program, the Shire’s Capital Works Program and potentially other funding sources.

Extensive consultation has been undertaken with key stakeholders such as Shire and State representatives, cycling groups and the local community during the development of this strategy. Community consultation sessions have helped to refine the overarching aims and objectives of the strategy, as well as clarify expectations in terms of where key routes are most needed and the requirements of different user groups.

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

There are a number of opportunities to create world-class cycling facilities in the Esperance region. An extension of the network east and west would create a 26km coastal cycling route between Bandy Creek and Eleven Mile Lagoon. New formalised paths and routes will complete links across town and between previously disconnected suburbs, connecting residents to the places that they live, work and play. Enhancement of local trails could complement the active transport network and potentially attract visitors from further afield, inspire them to stay longer in the region as well as explore on two wheels rather than four. This strategy brings all this together, and outlines how Esperance 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 Esperance’s cycling network through the development of a network of off-road shared paths and trails, additional formalised routes and low-stress residential streets. Opportunities to improve safety for road cyclists are also considered in this strategy.
WHY DO WE WANT MORE PEOPLE CYCLING

TO ENABLE PEOPLE TO ENJOY HEALTHIER AND MORE ACTIVE LIVES
Obesity rates are 10% higher in regional WA compared to Perth. As a result, people living in regional areas are 1.5-2 times more likely to suffer from cardiovascular disease and 1.4 times more likely to be hospitalised for diabetes.

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

REGULAR EXERCISE HELPS REDUCE STRESS

ONE PERSON CYCLED BY BIKE SAVES $8 MONEY PER YEAR, $2000 PER YEAR

RIDDING TAKES CARS OFF THE ROAD DRIVING REDUCES GAS EMISSIONS

30 DAILY CYCLING REDUCES CHANCE OF HEART ATTACK

1 KM CYCLED GENERATES $1.42 ECONOMIC BENEFIT

3 MILLION CYCLE 1605 DAYS IN AUSTRALIA

TO IMPROVE THE STRENGTH AND RESILIENCE OF OUR REGIONAL COMMUNITIES
The popularity of outdoor and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area. In 2013, almost 3 million people went cycling on holiday in Australia.

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

TO REDUCE TRANSPORT IMPACTS ON THE ENVIRONMENT
Transport in Australia’s third largest source of greenhouse gas emissions, with emissions from transport increasing more than 60% since 1990, more than any other sector. In Australia, cars are responsible for roughly half of all transport emissions.

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

**EXECUTIVE SUMMARY**  
1. INTRODUCTION  
   1.1 Guiding principles  
   1.2 Esperance in context  
   1.3 The need for a long-term regional cycling strategy  
   1.4 Background research and analysis  
2. REGIONAL ROUTE HIERARCHY  
   2.1 Primary routes  
   2.2 Secondary routes  
   2.3 Local routes  
   2.4 Tourist trails  
   2.5 Road cycling routes  
3. PROPOSED NETWORK  
4. THE WAY FORWARD  
   4.1 Creating a world-class coastal cycling route  
   4.2 Connecting people to places where they live, work and play  
   4.3 Building a low-stress, cycle-friendly town centre  
   4.4 Developing unique cycle tourism experiences  
   4.5 Achieving safer experiences for road cyclists  
5. ACTION PLAN  

**APPENDIX A: ROUTE HIERARCHY SUMMARY**  
B.1 Analysis of pedestrian and cyclist crash data (2013-2017)  
B.2 Analysis of GPS travel data  
B.3 Document review  
**APPENDIX B: DESKTOP ANALYSIS SUMMARY**  
**APPENDIX C: COMMUNITY CONSULTATION SUMMARY**  
C.1 Phase 1 (Drop-in sessions)  
C.2 Phase 2 (Formal comment period)
Source: K Ryan
1. INTRODUCTION

1.1 Guiding principles

The Shire of Esperance has a vision to create a vibrant, welcoming and supportive community that values its social connections and natural landscape, as outlined in the Strategic Community Plan 2017-2027.

The Esperance 2050 Cycling Strategy aims to create a safe, direct, comfortable and integrated cycling network. Connecting people to where they work, learn and play, comprehensive cycle networks promote social inclusion, lead to more active and vibrant communities and help to show case natural landscapes to residents and visitors alike.

The 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 the “8 to 80” design philosophy. People of all ages 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 cycling routes should connect to something at each end (whether that is a destination or another cycling route).

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

**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 cycling networks reach a certain level of density it enables families to live comfortably without a second car.

**Aspirational:** Given the long-term nature of this strategy, several ambitious ideas have been put forward to help enable residents to adopt cycling as a viable and priority transport mode, as well as encourage visitors to stay longer and explore Esperance comfortably by bike. This includes extensions to the flagship coastal cycling trail, loops taking in the lakes and longer distance routes that embrace the Shire’s amazing natural assets.

**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.

Cycling disciplines that are dependant on purpose-built facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions and as such are not considered within this strategy. However, the existing and planned locations of these facilities have been considered as part of planning the overall network.

The “8 to 80” design philosophy is about creating people-orientated towns and cities which are suitable for everyone. It is based on the notion that if you design a cycle path for example, which caters for the needs of an 8 or 80 year old, it is likely to be suitable for everyone.
1.2 Esperance in context

The Shire of Esperance is home to over 14,000 people spread across 42,000 square kilometres. It extends from Munglinup in the west, to Israelite Bay in the east, to 50km north of Salmon Gums, and embraces over 400km of spectacular coastline.

With a population of 14,236 (2016), the Shire has one of the lowest population densities to be found anywhere. Most of this population is concentrated around the Esperance townsites (10,421), with the remaining residents living on the outskirts of the urban area or rural-based. As such, this strategy focuses on strategic cycling projects within and around the Esperance townsites, with some wider reaching regional projects embracing the coastline.

Several small townsites are scattered throughout the Shire, including Cascade in the west, Condigup in the east, and Gibson, Scaddan, Grass Patch and Salmon Gums on the highway linking Esperance with the north. The study area is shown in Figure 1.1.

Esperance has significant coastal assets and a mixed economy of agriculture, mining, tourism and fishing. Esperance Port provides infrastructure for the whole region, being the entry and exit point for produce from the agricultural, pastoral and resources industries throughout the Goldfields–Esperance region. Tourism based on natural attractions is an important and growing industry in the region.

1.3 The need for a long-term regional cycling strategy

Esperance’s most recent cycling strategy is the Esperance Trails Master Plan 2007–2017, a document that has guided the development of the Esperance cycling network for the past 10 years. Along with the Shire’s extensive investment in footpaths, the Trails Master Plan has served the region well but many of the priority projects have been completed and the way forward for cycling in the region needs to be reconsidered.

Other reasons for preparing this strategy include:

- To facilitate the planning and development of long-distance cycling routes;
- To ensure that the standard of future cycling facilities meets current best practice; and
- To adopt a consistent approach with other long-term cycling strategies being developed across 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 Esperance and reflects future changes to cycling as a mode of transport. A framework outlining how this strategy will be maintained is provided in Section 5.

1.3.1 Expected changes in population

The population of the Esperance area remained relatively static between 2012 and 2016, with the Shire’s population growing by a little over 0.1% in that time. However, the Esperance Local Planning Strategy 2016 forecasts up to 1,300 new residents in the Shire by 2026.

In 2011, Esperance was identified by the Department of Primary Industries and Regional Development as one of nine WA SuperTowns with the potential to accommodate a greater proportion of the state’s expected population increase through to 2056. Population is expected to double in this time across WA, and the SuperTowns project was devised to assist these nine towns to plan and prepare for this increase to share the growth and reduce pressure on metropolitan Perth. To achieve and sustain such growth in Esperance would be a significant change from that seen in the area in recent years and requires substantial planning in many areas, not least transport.

The vast majority of population growth, regardless of rate, is likely to be focused on the existing Esperance townsite. The Shire has developed and endorsed a number of Local Structure Plans to guide the development of additional residential lots within and on the periphery of the townsite, as well as designated areas for future industrial employment land.

\(^1\) ABR, Regional State Summary for Esperance
Figure 1.1  Study area
1.3.2 Expected changes in land use

As outlined in the *Esperance Local Planning Strategy* (2017), the principal expansion of the townsites is planned along the north-eastern axis from Castletown to and beyond Bandy Creek Harbour. Land for large lot industrial expansion and inland port facilities are identified in the Shark Lake area to the north. Limited residential or industrial growth is envisaged in the other townsites which, for the foreseeable future, are planned to remain as local service centres for the surrounding agricultural land.

Key to Esperance’s growth and longevity is the revitalisation of the town centre, which will be guided by the *Esperance Town Centre Revitalisation Master Plan 2015-2035*. The Master Plan envisages enhancing and future proofing the town centre as the heart of Esperance and the economic, social and cultural hub of the south east region. The Master Plan recognises that improvements to cycling amenity and connections are needed to create a more cycle friendly town centre.

The Shire’s *Commercial Strategy* (2011) outlines its Activity Centres Hierarchy Distribution (see Figure 1.2) which provides an insight into the location of existing and future local and neighbourhood centres. It is critical that appropriate cycle routes and infrastructure are planned well in advance so that activity centres are linked as development takes place and before transport habits are established.

*Source: Commercial Strategy 2011*

*Figure 1.2* Residential and commercial expansion will drive growth in local cycling demand along the northeast corridor.
1.3.3 Expected changes to transport

Strategic transport improvements for the area are mainly focused on the efficient and safe transport of freight to and from Esperance Port. It is expected that the port will grow in importance over the coming years and this will result in increased volumes of traffic, particularly heavy vehicles. While much of the freight will be transported via rail, a significant proportion of this will still require road transport and associated infrastructure.

As outlined in Section 1.1, unprotected cycling facilities on busy roads (particularly those with high heavy vehicle volumes) are considered unsuitable for vulnerable road users and do little to encourage more people to cycle, more often. Accommodating a growing freight industry while simultaneously encouraging greater cycling participation requires clear thought and planning. Diverting heavy vehicle routes onto alternate routes can help to improve safety for vulnerable road users, however this is not always possible. Considering how protected cycling infrastructure can be provided during the construction of new roads is imperative, given that it can be difficult (and prohibitively expensive) to retrofit them at a later stage.

There are already good examples of this being achieved in Esperance. DoT’s Western Australian Regional Freight Transport Network Plan (2013) identified a number of strategic priorities throughout the Goldfields-Esperance region. One of these priorities was the upgrade of the Esperance Port Access Corridor. Stage one is now complete and has significantly improved safety for all road users, including cyclists, through the provision of high quality shared path and grade-separated crossings across the railway line. Stage two (realignment of Barney Hill and construction of a dual carriageway for harbour access through to the Shark Lake Industrial area) is listed as a long-term project. Whilst there is currently no funding allocated, completion of this project would result in the construction of an upgraded limited access road linking Harbour Road directly to Coolgarrie-Esperance Highway. Such a project has the potential to complete a north-south cycling spine through Esperance, including separated paths and safe crossing points.

Main Roads WA (Main Roads) is also progressively widening and reconstructing both South Coast Highway and Coolgarrie-Esperance Highway, with the upgraded cross-sections including 1.5-2.0m wide sealed shoulders in each direction. This work will provide a safer riding environment for the more confident training and touring rider.

The Esperance Local Planning Strategy (2017) identifies that continuous upgrades are planned for the tourist drive along The Esplanade, Twilight Beach Road, Eleven Mile Beach Road and Pink Lake Road. This work will result in associated shared use paths, vantage points and parking areas and improved infrastructure for all users including recreational and training cyclists.

A new weir at Bandy Creek is expected to be completed in 2019 and will include an elevated road platform. Accessible to pedestrians, cyclists, emergency and service vehicles, the new road will provide cyclists with a more direct route to Wylie Bay from Castletown and Bandy Creek.

1.3.4 Relationship with other documents

The 2014-2031 Western Australian Bicycle Network (WABN) Plan identifies the need to review cycling facilities in WA’s regional centres. Although many regional local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which have an aspirational focus and, where appropriate, span across entire regions. Key objectives of this process include improving connections to activity centres and schools, identifying inter-regional routes and harnessing the potential of cycle-tourism.

Funding applications for the development of key strategic projects within these areas can be made through the RBN Grants Program. This program makes funds available for the planning, design and construction of cycling infrastructure by local governments in regional WA, with funding matched on a dollar-for-dollar basis.

Long-term cycling strategies such as this do not preclude local governments from preparing a local bike plan. While the purpose of this strategy is to provide a blueprint for Esperance’s 2050 cycling network, a local bike plan may be used to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of cycling infrastructure and various education, promotion and encouragement strategies aimed at affecting behavioural change.
1.4 Background research and analysis

1.4.1 Document review

In preparing this strategy several documents were reviewed pertaining to land use and transport in Esperance. Combined with extensive stakeholder engagement, these documents were critical to understanding previous and current approaches to planning and designing for cycling and where planning and feasibility for certain routes has already been undertaken. The most important of these documents was the Esperance Trails Master Plan 2007-2017. 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 cycle 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 3.

1.4.3 Analysis of crash data

The most recent five-year crash statistics (2013-2017) 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 Shire'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 Esperance 2050 Cycling Strategy. The objectives of the consultation were to:

- Help refine the overarching aims and objectives of the strategy;
- Gain an understanding of the community's expectations when it comes to cycling infrastructure, as well as the needs of different user groups;
- Reveal the major issues and missing links associated with the 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 several informal drop-in sessions. Community members were also able to provide written submissions to contribute to the development of the strategy. Phase 2 (currently underway) includes a formal community consultation period. A detailed analysis of the community consultation is contained in Appendix C.

1.4.6 Stakeholder consultation

This strategy has been developed by DoT in partnership with the Shire of Esperance. 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.

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

- Esperance Chamber of Commerce and Industry
- Goldfields Esperance Development Commission
- Department of Local Government, Sport and Cultural Industries (DLGSC)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Water and Environmental Regulation (DWER)
- Main Roads
- Tourism WA
- Road Safety Commission
- WestCycle, Bicycling WA and local cycle groups.

The draft strategy has also been presented to the WA Trails Reference Group and the WABN Cycling Operations Reference Group, both of which include additional stakeholders and interest groups.
1.4.7 Review of the existing cycling network

A technical review of the existing cycling network was undertaken, along with consultation with the community, to identify strengths, weaknesses and opportunities.

Esperance benefits from existing high-quality cycling infrastructure located along the foreshore, Pink Lake Road and sections of the Harbour Road corridor. The Shire has also developed a comprehensive network of wide footpaths in recent years which help facilitate local cycling trips through suburban areas. However, several opportunities remain to enhance the existing network and better cater for cycling trips.

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

- Improving connectivity for cross-town trips by constructing missing links;
- Upgrading indirect crossing points on the local network to improve continuity;
- Providing new or upgrading existing major road crossings to improve levels of safety and comfort; and
- Widening older sections of shared paths to provide more comfortable walking and cycling experiences.

The maps contained in the Action Plan (Section 5) classify the existing cycle network in the context of the proposed network hierarchy.

Figure 1.3

There are a number of opportunities to build on existing high quality cycling infrastructure in Esperance and provide a more comfortable cycling experience. This includes providing more direct crossings points, providing new or upgraded major road crossings, completing missing links and widening older sections of shared paths.
2. REGIONAL ROUTE HIERARCHY

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

2.1 Primary routes

Primary routes form the backbone of Esperance’s 2050 cycling network. Sometimes referred to as freeways for bikes, primary routes afford cyclists with safe and (generally) uninterrupted journeys.

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

In terms of built form, primary routes predominantly consist of high-quality shared paths at least 3m in width. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment.

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

Figure 2.1 Primary routes for the backbone of urban cycling networks and allow cyclists to safely undertake long, uninterrupted journeys.
2.2 Secondary routes

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

In most cases, secondary routes are located adjacent to busy urban streets and take the form of protected on-road bike lanes. Going forward, it is important that the design of all new cycling infrastructure (including secondary routes) incorporates the “8 to 80” design philosophy. To ensure that on-road cycling 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 cyclists and vehicular traffic – particularly on busier roads.

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

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted journeys. 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 cycling route at intersecting minor roads and driveways.

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

The objective of local routes is to collect cycling traffic from local residential areas and distribute it to the secondary and primary cycling networks. Local routes are also used by cyclists to access a range of lower-order destinations such as local shops and parks. The look and feel of local routes is 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 50 km/h).

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

---

*Images: 30km/h safe active street, Way-finding to direct cyclists along local routes, Shared path linking two quiet streets together, One-way slow point with bicycle-bypass facilities.*

**Figure 2.3** Local routes are typically used in connecting residential areas with higher order cycling facilities.
2.4 Tourist trails

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

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

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

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

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

Figure 2.4 Unsealed tourist trails are important in areas where higher standard facilities cannot be justified or where they would spoil the natural environment.
2.5 Road cycling routes

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

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

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience. Initiatives may include shoulder widening, pull-off bays, advisory signage, and electronic flashing warning 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.

Further supporting the safety of road cyclists in WA is the introduction of safe passing legislation. From 30 November 2017, a driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1 m on roads with a posted speed limit of ≤60 km/h and 1.5 m on roads >60 km/h). While legislation for passing safety 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. The results of the two-year trial will be evaluated by the Road Safety Commission in 2020.

![Figure 2.5](http://example.com/figure25.png)

Road cycling routes are predominantly used by people riding for training, sport or recreational purposes and consist of advisory measures (such as signage and electronic flashing warning lights).
3. PROPOSED NETWORK

This strategy covers the Esperance townsit and surrounds, generally stretching to Gibson in the north, Lake Monjigup in the west and Cape Le Grand in the east, with consideration for longer distance connections for touring cyclists.

Figure 3-1 and Figure 3-2 provide an overview of the proposed 2050 cycling network for Esperance and the surrounding area. Key features include:

⇒ A series of primary routes converging on the Esperance Town Centre and paralleling significant transport corridors and natural features including:
  - Connecting the town centre to Bandy Creek Harbour and Wylie Bay via The Esplanade and Castletown Quays;
  - Providing uninterrupted, separated shared path facilities through the town and beyond via Goldfields Road and Fisheries Road, connecting with longer distance road cycling routes;
  - Providing protection for cyclists heading into or out of the town via separated facilities on Norseman Road and Coolgardie-Esperance Highway;
  - Providing a key east-west connection along Pink Lake Road to connect Pink Lake and The Esplanade;
  - Capitalising on Esperance’s coastal setting by connecting the town centre to Eleven Mile Lagoon alongside Twilight Beach Road; and
  - Providing a safe passage for cyclists to and through the Chadwick industrial area via Harbour Road / Fisheries Road.

⇒ A network of secondary routes complementing and connecting the primary route network, including:
  - Johns Street connecting Pink Lake Road to Twilight Beach Road through West Beach;
  - Shelden Road and linking to the primary routes on Harbour Road and Norseman Road;
  - Sims Street, connecting Harbour Road with Pink Lake Road through Nielsen (via Symons, Dean and Rowe Streets);
  - Fisheries Road between the primary routes on Norseman Road and Goldfields Road, and continuing onto the Fisheries Road primary route leading out of Esperance; and
  - Linking Esperance with the road cycling/tourist trail route alongside Pink Lake Drive via South Coast Highway/Collier Road from Harbour Road.

⇒ A fine-grain network of local routes, linking residential areas to schools, shops, employment and community facilities, as well as connecting to higher order cycling facilities.

⇒ A series of shorter tourist trails and loops through and connecting BCA and Shire managed wetland reserves such as Pink Lake, Lake Warden and the Windabout Lakes, and linking to the mountain bike facility at Shark Lake.

⇒ Two potential long distance tourist trails, including:
  - Towards Albany, initially extending from Esperance to Lake Monjigup but with the long term vision of connecting with the Munda Biddi Trail (between Mundaring and Albany). Further investigation is required in collaboration with the neighbouring Shires of Ravensthorpe, Jerramungup and City of Albany, as well as BCA, the WA Trails Reference Group and other key stakeholders.
  - Along the coastline towards Cape Le Grand National Park, linking up and formalising a number of existing informal off-road trails through Nature Reserves and Crown Land.

⇒ A network of road cycling routes to better accommodate local and visiting road cyclists, including Eleven Mile Beach Road, Merivale Road, Myrup Road, Shark Lake Road and Stearne Road.

The proposed network includes a series of loop rides of varying lengths to be promoted as tourism experiences in Esperance (refer to Section 4.4).

A key consideration for new paths and trails in this region is the location of public drinking water source areas. Appropriate consultation should be undertaken with DWER prior to development.
Figure 3.1 Proposed 2050 cycling network for the Esperance region.
Figure 3.2 Proposed 2050 cycling network for the Esperance townsite.
4. THE WAY FORWARD

This section outlines the key themes that have guided the development of this strategy. Within each of the themes a number of opportunities have been identified to highlight the potential for cycling in and around Esperance. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

4.1 Creating a world-class coastal cycling route

Esperance has developed an internationally recognised destination brand centred on its beautiful coastal scenery and cycling is one of the best ways for residents and visitors to experience it.

Over the years, the Shire has developed a continuous, off-road shared path from Castletown Quays in the north to Twilight Beach in the west, a distance of over 13km. This existing facility provides users with a range of coastal experiences, from the beaches along the Esplanade to views of the jetty, marina and port, and dramatic cliff-lined vistas along the southern coast to the west of town.

There are several key opportunities to enhance this popular route, including:

- Extending the coastal path from Castletown Quays to Bandy Creek, creating a loop via the Daw Drive and Goldfields Road shared paths back towards the town centre (refer to Section 4.1.2).
- Extending the coastal path from Bandy Creek to Wylie Bay, as urban development progresses in this area, and in the long term, potentially developing a route all the way to Cape Le Grand National Park.
- Extending the coastal path from Twilight Beach to Observatory Point, Ten Mile Lagoon and Eleven Mile Beach (refer to Section 4.1.3).

Many of these opportunities are well supported by the community, identified in the consultation exercises as summarised in Appendix C.

Figure 4.1 Extension of the coastal shared path in both directions would open up different experiences for cycle tourism and increase accessibility to coastal recreational facilities.
4.1.2 Opportunity – Extending the coastal path to Bandy Creek and beyond

Extending the coastal path along the foreshore from Castletown to Bandy Creek was one of the most frequently discussed ideas during community and stakeholder consultation.

The coastal path currently terminates at the end of Castletown Quays, with the final section east of Chaplin Street in need of improvement. Whilst only 1.2km from Sammy’s Park at Bandy Creek Harbour, the existing cycling route is over 2.5km long via a circuitous and poor amenity route following Ormonde Street and Daw Drive, with no option for a return loop to town.

An extension of the coastal path along the foreshore to Bandy Creek Harbour, including a connection to and across the weir at the head of the harbour, would open up a further section of coastline to people walking and riding. Given the gentle topography, this section of coastal path would be suitable for people of all ages and abilities to ride, particularly compared to the existing westbound path through to Twilight Beach. This connection would not only improve access to Bandy Creek Harbour but also facilitate a convenient loop ride for residents and visitors.

In time, a coastal path could potentially be continued beyond Bandy Creek Harbour to Wylie Bay, connecting with the beach track to Lucky Bay (or even a more formalised trail as discussed in Section 4.4.6).

4.1.3 Opportunity – Extending the coastal path to Eleven Mile Lagoon

The westbound coastal path from Esperance town centre currently terminates at Twilight Beach, with cycling access to the remaining coastline (including Observatory Point, the wind farm and Ten Mile and Eleven Mile Lagoons) via a narrow and hilly on-road riding environment. An extension of the coastal path would provide spectacular views and open up access to another 10km of the coastline to less experienced riders.

Detailed feasibility, planning and design will need to be undertaken to locate an appropriate alignment along the steep cliffs, should this opportunity progress.

A simple cycling brochure could be produced to illustrate the various coastal rides on offer, differing in both length and type of cycling experience. Loops could include shorter flat rides along The Esplanade and Castletown Quays, short steeper rides via West Beach and Johns Street, and a longer loop ride via Twilight Cove, Great Ocean Trail and Pink Lake.
4.1.4 CASE STUDY: COASTAL PATHS AROUND REGIONAL WA

Coastal shared paths have been developed in many locations across Australia and are a popular way for people to experience the natural beauty of coastal towns. They are particularly successful when they form part of a broader cycle network that intuitively connects key destinations and attractions. Done well, they have the potential to attract visitors to a destination in their own right.

Ocean Beach Cycleway, Denmark

Connecting Denmark town centre to Ocean Beach, the 8.5km long Ocean Beach Cycleway is a scenic cycle route that perform transport, tourism and recreational functions for both locals and visitors. From Ocean Beach it is possible to follow the Wilderness Ocean Walk/Ride (WOW) trail a further 6km to Lights Beach and the Munda Biddi Trail for 5km through to Greens Pool, a total distance of nearly 20km.

Source: www.uncoolcyclingclub.com

Turquoise Way, Jurien Bay

The Turquoise Way Trail is a 14km shared path which offers remarkable views over along the coral coast between Jurien Bay and Hill River. A tourist attraction in its own right, the path is also being marketed as a venue for fun runs, bike races and triathlon events with the potential to generate significant economic returns for the wider community. Once complete, the Turquoise Way Trail will cross Hill River and continue through to Cervantes, providing a 28km long link between the two popular holiday towns.

Geraldton coastal path

In Geraldton, there is a long term vision to connect Drummond Cove to Cape Burney, a distance of around 30km. The existing route stretches north and south of Geraldton’s town centre and there is strong community support to deliver a continuous corridor, particularly between Sunset Beach and Drummond Cove to the north.
4.2 Connecting people to places where they live, work and play

For cycling to be considered a viable transport option by most people, key destinations need to be connected by safe, direct and legible cycle routes. Such a network enables people to move seamlessly through an urban area. In Esperance this is particularly critical given the lack of regular public transport services. Those who cannot or do not drive rely on walking and cycling networks to get around independently.

Despite Esperance’s low-density land use, much of the urban area is located within comfortable cycling distance from the town centre and other significant trip attractors. There is an opportunity to develop safer and more direct cross-town linkages and improve connections for people between the places where they live, work and play.

4.2.1 Opportunity: Creating safe, comfortable and convenient cross town connections

Esperance has a large network of shared paths and footpaths, connecting most areas of the townsite and suburbs into the town centre. However for some suburb-to-suburb journeys, and for access to employment areas such as the Chadwick industrial area, comfortable bicycle access is very limited. Barriers include a lack of paths along heavily trafficked roads with high truck volumes, irregular or inconvenient crossing points and, in some cases, only informal tracks between suburbs.

Opportunities exist to provide safer, more convenient ways for people to ride between cross-town destinations. These include:

- Completing the missing link along Harbour Road between Brazier Street and Shelden Road, providing a continuous cycling facility between the town centre and the Chadwick industrial area, and connecting with cycling facilities on Shelden Road;

- Improving east-west connections north of the town centre along Sheldon Road (between Harbour Road and Norseman Road). This would provide better access for residents of Nulsen travelling to Castletown Quays, and students based in the eastern suburbs travelling to Esperance Senior High School (Esperance SHS);

- Completing missing sections of shared path along Sims Street from Nulsen to Harbour Road to provide an alternate connection to Chadwick and the northern suburbs.

Sims Street provides a short cut from Nulsen to Chadwick (south of Sheldon Road) avoiding the busy Harbour Road. There are already several sections of shared path, including at the bridge over the railway yard. Linking these together would ensure that there is a direct, safe and continuous route for cyclists travelling in an easterly direction from Nulsen, providing them with protection from traffic, in particular heavy vehicles.

- Formalising the off-road link currently used between West Beach and Esperance SHS, providing students with a safer and more direct route to and from school.

Linking the West Beach residential area with Esperance SHS would significantly reduce the commuting distance by bicycle and avoid the hilly terrain via the current Johns Street route. In addition, this route could be used by cyclists wishing to access the velodrome, once it is redeveloped (see Section 4.2.2).

Harbour Road and Shelden Road provide an important link for residents to workplaces in Chadwick, the high school and other community facilities such as the hospital. However large numbers of trucks combined with a lack of protected cycling infrastructure stops most people from considering cycling a feasible option.
4.2.2 Opportunity: Connecting residents to community hubs

There are several existing and future community facilities in Esperance that would benefit from being better connected by bicycle infrastructure. These include the showgrounds, the Esperance and Newtown football ovals, Esperance Turf Club and, once upgraded, the Esperance Velodrome.

The Esperance Cycling Club is proposing to upgrade the currently disused velodrome on Thompson Street. The club’s vision is to create a facility that can be used to train junior riders away from busy road traffic, host regular cycling events and provide regular club riders with an alternative location to train during harvest season (away from heavy haulage vehicles). Upon completion the velodrome is likely to become a focal point of cycling in the Esperance region.

Accordingly, safe cycling access to the velodrome needs to be considered. A number of potential linkages have been proposed in this strategy to improve access to the velodrome, including:

- A link from Amelia Circuit, West Beach, to Thompson Street;
- A link to the Pink Lake Road cycle corridor (see Section 4.3.3) via Freeman Street; and
- A link along Moir Street and the unconstructed Synnot Street road reserve.

Improved cycling access to the velodrome will also benefit students riding to Esperance SHS, TAFE and various primary schools, given their proximity to the velodrome.
4.2.3 CASE STUDY: SAFE ACTIVE STREETS IN WA

Safe active streets 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 safe active streets 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.

Safe active streets provide 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. Safe active streets are becoming a popular alternative for local routes that connect residents, schools and community hubs, as well as higher order cycling facilities.

Shakespeare Street, Mount Hawthorn
WA’s first completed safe active street runs along Shakespeare Street and Scott Street in Mount Hawthorn. Connecting schools, parks and activity centres to higher order cycling facilities, the 3km route has been well received by the local community as well as people riding through the area on their way to Mount Hawthorn, Leederville and onwards towards the Perth CBD.

Project evaluation has shown a reduction in vehicle speeds and traffic volumes, and an increase in the number of people riding and walking. The number of people riding on the road (rather than the footpath) has also increased, indicating improved amenity for pedestrians.

Bayswater to Morley
Stage one of the Bayswater to Morley safe active street connects residents with the popular Riverside Gardens recreational area, two local primary schools and the Bayswater town centre. It also links primary cycle routes along the river foreshore and railway line, both of which are popular with commuter and recreational riders. Stage two of the project will connect two additional schools, local parks and the Morley town centre.

Railway Street, Geraldton
Currently in the concept design phase, Geraldton’s first safe active street aims to connect two primary schools, sports grounds, parklands and mountain bike trails. It will also form part of a broader commuter route between the Geraldton CBD and the northern suburbs.
4.2.4 Opportunity: Connecting caravan parks

Caravan and camping tourism is a growing domestic and international tourism market, characterised by people who like independence and the freedom to discover and experience new places. A key component of any tourism strategy for the Esperance region will be how to encourage these visitors to stay, or stay longer, in and around Esperance.

With the increasing popularity of active-lifestyle tourism, there is a growing number of visitors who travel by motor vehicle between towns but embrace the opportunity to experience destinations on foot or by bicycle once they arrive.

Many of the inner Esperance tourism accommodation facilities are provided with excellent walking and cycling access (e.g. along The Esplanade) however there are several major caravan parks and holiday villages that are located on the fringe of the urban area, such as the Bushlands Caravan Park, Pine Grove Holiday Park and Esperance Chalet Village. While they are located within comfortable cycling distance of tourist attractions, the town centre and other facilities, a lack of safe, legible and connected infrastructure is a barrier to walking and cycling.

Ensuring that Esperance’s caravan parks are serviced by a well-connected cycle network, will provide visitors with a safe, convenient and unique way to explore the local area. Coupled with appropriate promotional material, this feature could be used entice more visitors to explore Esperance by bicycle and help to alleviate congestion issues, particularly during the busy summer season.

Until recently, cycling has relied solely on human power which has limited the distance and type of terrain most people are prepared to tackle by bicycle. In recent years, the popularity of e-bikes has increased significantly, with many people finding them a convenient way of getting around. In combination with caravans and motorhomes, E-bikes are providing families and older travellers with a different way to explore more of the holiday destination they have come to see, without having to pack up their RVs.

For Esperance, e-bikes provide an opportunity for visitors to travel further afield for less effort and may open up unique experiences, such as the spectacular coastal ride west of town, to people who may otherwise find it too challenging.

Source: www.aseakolectricbikes.com.au

Figure 4.8
E-bikes are becoming an increasingly popular addition to the back of caravans and motorhomes and allow visitors greater opportunities to explore an area and interact with their host communities.

Figure 4.9 Connecting caravan parks to a safe and legible cycling network would open up a wide range of visitor experiences on two wheels.
4.2.5 CASE STUDY:
BRIGHT, VICTORIA

Bright in north east Victoria is well known for its fantastic natural landscape, perfect for all kinds of outdoor activities. In particular, there are various opportunities for different cycling experiences. Recognising this, Alpine Shire Council has brought together a wealth of information in one website – visitbright.com.au.

The website not only promotes Bright and its surrounds to potential visitors, but also makes the connection between tourist experiences and tourist requirements. Using the tagline “A life lived outside”, visitbright.com.au is a one-stop shop catering to people who love to combine travel and the great outdoors, but recognises that they also have practical needs. Particularly targeted towards people who enjoy cycling, the website combines information about accommodation, activities, and events. This differs from other tourism sites where information on cycling is often on a standalone platform and not linked in with other tourist services.

Understanding that although the majority of visitors are unlikely to travel to Bright by bike, it is perfectly reasonable and possible (indeed, encouraged) to park the car upon arrival and thereafter use bikes as the primary transport mode. The site promotes bicycle transport services, guided cycling holidays, cycle hire facilities and hundreds of Cycle Friendly Businesses, all with the aim of encouraging tourists to stay in the area longer, interact with the wealth of cycling experiences that Bright and its surrounds has to offer, and explore the area by foot or bike, rather than by car.

Source: www.visitbright.com.au

Figure 4.10 Visit Bright (www.visitbright.com.au) provides information on all kinds of cycling related experiences for residents and visitors to the region.
4.3 Building a low-stress, cycle-friendly town centre

Best practice approaches to revitalising town centres overwhelmingly involve reducing vehicle speeds to a level where walking and cycling become comfortable, low-stress transport options. Various studies have shown that there is a clear relationship between 30km/h speed environments and a significant reduction in the number, and severity, of crashes involving pedestrians and cyclists. A 30km/h town centre street environment not only makes cycling safer and more attractive, but also makes it easier and safer to cross the road for pedestrians (particularly children and the elderly), reduces noise and pollution, and contributes to a more people-focused urban environment.

Where speeds and/or traffic volumes cannot be reduced to desirable thresholds, high-quality separated infrastructure should be provided to achieve a similar level of safety and comfort for pedestrians and cyclists.

![Diagram showing reaction distance, breaking distance, fatal crashes, and non-fatal crashes at different speeds: 30 km/h, 40 km/h, and 45 km/h.](image)

**Figure 4.11**  
*Source: Auckland Transport*

When impact speeds exceed 40km/h the likelihood that a pedestrian or cyclist will survive reduces considerably.

4.3.1 Opportunity – Revitalising Esperance town centre

The Shire of Esperance is embarking on an ambitious revitalisation plan in order to re-establish the town centre as the heart of Esperance and the economic, social and cultural hub of the wider south-east region of WA.

A series of changes to the town centre transport network are planned over the coming years, as outlined in the Esperance Town Centre Revitalisation Plan 2015-2035. These include:

- Making Andrew Street a pedestrian friendly environment;
- Slowing traffic on Dempster Street to create a pedestrian and cycle friendly environment;
- Modifying the Andrew Street/Dempster Street roundabout to slow traffic;
- Providing bike lanes and path networks to improve bicycle priority in the main activity areas;
- Improving transport options to and within the town centre; and
- Providing more cycle parking in activity areas.

Cycling will play an important role in revitalising the town centre. The planned investment provides an opportunity to develop a high-quality cycling environment, suitable for cyclists of all ages and abilities, which encourages both residents and visitors to make the short trip into town by bicycle.

![Image of Esperance town centre street scene.](image)

**Figure 4.12**

The upcoming reconstruction of the main town centre roundabout, including raised crossings with pedestrian priority, is a first step towards creating a more people friendly, slow speed environment in the Esperance town centre.
4.3.2 Opportunity – Pink Lake Road cycle corridor

The Pink Lake Road Corridor is a key vehicular and active transport route into the town centre connecting a large residential area and key trip attractors such as Esperance SHS, TAFE, Pink Lake Tourist Park and various sporting facilities. Pink Lake Road also forms part of the Great Ocean Drive cycling loops (refer to Section 4.4).

West of Harbour Road, there is an existing shared path which ends within the vicinity of Downes Street, with separation from traffic and reasonable alignment. East of Harbour Road the existing shared paths are narrow and poorly aligned, with inconvenient ‘goose neck’ crossings at intersections. The road pavement is generally not wide enough for protected on-road cycle lanes yet is wider than necessary for the needs of motor vehicles.

There is an opportunity to holistically re-imagine Pink Lake Road as an integrated transport corridor, providing an improved environment for all road users. This could include:

- Reducing the width of the traffic lanes;
- Reallocation road and verge space to provide either a continuous, bidirectional cycle path along one side of the road (with priority crossings of side-streets) or protected, unidirectional bicycle lanes on both sides;
- Upgraded footpaths; and
- Additional street trees and water-sensitive landscaping.

In addition to the above, an improved crossing of Harbour Road will ensure that anyone, whether they are 8 or 80 years old, can cross the major haulage route safely.

This corridor may also tie into any future long distance trail towards Albany as the primary entrance to the Esperance town centre.

Figure 4.13 Well-designed cycling facilities increase actual and perceived levels of cycling (and pedestrian) safety.

4.3.3 CASE STUDY: INCREASING CYCLE FRIENDLINESS IN REGIONAL TOURISM DESTINATIONS

A number of regional towns, including Albany in WA, Bendigo in Victoria and Cairns in Queensland, have set a vision to become regional cycling capitals, investing in high quality cycling infrastructure and programs and increasingly gaining recognition for this investment.

Greater Bendigo has 700 km of paths, 165 km of trails and 12 road underpasses. The existing bicycle network has been progressively developed by the City and a combination of on and off road infrastructure is being delivered to address gaps, reduce conflict points and improve safety.

Greater Bendigo is the first place in Australia to be recognised as a Bicycle Friendly Community. The silver accreditation recognises Bendigo for engagement in bicycle education, inclusion of bicycle facilities, preservation of off-road cycling facilities, and the integration of bicycle planning with community facilities. This will be supported by the City’s new Walking and Cycling Strategy which is currently under development.
In order to achieve its vision to be one of Australia's primary cycling destinations, the City of Albany endorsed its 2014 Cycle City Strategy, which set out a plan to improve the bicycle network, increase cycling participation, and promote cycle tourism. Since endorsement, the City has created and/or upgraded more than 20km of cycle infrastructure.

Where the City of Albany has been unable to provide dedicated cycling infrastructure they have focused on highlighting road space as a shared asset, reduced vehicle speed limits and provided wide footpaths for young or inexperienced cyclists.

Other initiatives have included a significant upgrade to the Middleton Road cycle lanes, on road safety signage, cycling maps to help journey planning, extra bike parking at key destinations and school bike skills training.

The tropical city of Cairns has been rapidly developing a cycleway network, linking the city centre to surrounding suburbs. Recognising that separation from motor vehicles is critical to encouraging people of all ages and abilities to ride a bike more often, the network includes a series of protected cycleways. Key routes that have been developed include:

- Mann Street (left) – A 1.5km long protected cycleway including priority for path users at side streets.
- Cairns Esplanade – this path runs along the primary coastline reserve adjacent to the city centre and links to the Northern Beaches Leisure Trail. The busy Esplanade section has separate cycling and pedestrian facilities.
- Cairns Southern Cycleway – this 5km facility links Wharf Street in the CBD with Gordon Creek using protected cycle lanes and a part of a redundant railway corridor.
- Northern Beaches Leisure Way – Once completed, this trail will provide a unique recreation and tourism experience, showcasing beautiful beaches and island views, whilst also providing an important active transport alternative for the community.

A significant driver for the development of the cycle network is to cater for the large volume of tourists that visit the Cairns region each year. Development of the cycleways, particularly the Northern Beaches Leisure Way, enables both residents and visitors to experience Cairns on bicycle in a safe and convenient manner.
4.4 Developing unique cycle tourism experiences

The popularity of outdoor and adventure tourism is increasing globally, with cycle tourism accounting for a significant part of this growth. In recognition of cycle tourism as a growing niche market and the potential economic benefits for the state, WestCycle and Tourism WA have recently developed the Western Australian Cycle Tourism Strategy.

The strategy identifies two main segments within the cycle tourism market: destination cycle tourists and cyclists while on holiday.

- Destination cycle tourists are cyclists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience at the destination.

- Cyclists while on holiday are people who might ride while on holiday in a destination, but bike riding is not the primary reason for their holiday.

In Esperance, there are opportunities to improve offerings for both markets. For ‘destination cycle tourists’ this could include formalising and promoting road cycling routes to showcase the remarkable coastal and lake landscapes that characterise the area (refer to Section 4.1 and 4.4), or developing long distance cycle touring routes, such as a route to connect with the Munda Biddi Trail from Albany.

Esperance is a growing destination for long distance cycle touring, with local bicycle shops reporting over 100 cross-country cycle tourists passing through a year. Many of these riders currently travel across the Nullarbor Plain, reaching Esperance via Condingle before continuing westward towards Albany and vice versa.

A range of other opportunities for ‘destination cycle tourists’ exist, some of which are outside the scope of this strategy – such as capitalising on the thriving mountain biking industry.

For ‘cyclists whilst on holiday’ offerings will typically involve recreational cycling experiences that encourage existing and new visitors to extend their stay in the area. Making it easier to ride to the beach, to the local shops or around town, or creating shorter cycling itineraries which allow people to experience Esperance on a bike are all examples that may appeal to ‘cyclists whilst on holiday’. The potential of “fat bike” tours along the Esperance foreshore are a good example of such initiatives, as are the opportunities identified in Section 4.2.4 around better connecting caravan parks to the cycle network.

While infrastructure plays an important part of attracting and retaining visitors, marketing and promotion also plan an integral role, as does the availability of information such as maps, wayfinding and digital resources.

Current maps of cycle routes in Esperance could be improved to ensure that the full range of unique cycling experiences are promoted to visitors. Along with associated cycling services, these could be communicated using a number of different channels, including an online portal similar to that used for

![Image of map showing cycling routes in Esperance]

Figure 4.14 Promoting a range of different cycling experiences and catering to broad range of users can encourage visitors to stay longer and explore more.
4.4.2 **Opportunity: Connecting Esperance to the Munda Biddi Trail and beyond**

The South West Region of WA has the Munda Biddi Trail, but as of yet there are no formal cycle touring trails in the Esperance region.

Connecting Esperance to the Munda Biddi Trail from Albany (and potentially further east to Cape Le Grand or Israelite Bay) is a long term, aspirational project that could completely reinvigorate tourism experiences in the Esperance region. Such a trail would encompass a dramatic range of coastal scenery and vegetation types, linking with existing major attractions such as Bremer Bay, Fitzgerald National Park, Stokes Inlet, Cape Le Grand National Park and even the Stirling Range.

While delivering a 450km tourist trail between Albany and Esperance (likely to consist of a series of trails connecting existing back roads, fire breaks, existing utility corridors and the like) would be a long term undertaking, there are a number of shorter term opportunities to develop tourist trails centred on Esperance to maximise benefits for residents and visitors. Planned appropriately, some of these trails could potentially form part of a connection to the Munda Biddi at some point in the future.

Trails developed in the Esperance region should accentuate the unique experiences available compared to other destinations within WA.

---

*Figure 4.15* The Munda Biddi Trail offers long distance cycle tourists a range of cycling experiences through the south west region. Growing in popularity, there may be an opportunity to connect Esperance to the Munda Biddi Trail at some point in the future.
4.4.3 CASE STUDY: MAWSON TRAIL, SOUTH AUSTRALIA

The Mawson Trail is a 900 km off-road cycle touring trail that starts on the outskirts of Adelaide. Winding its way through the Adelaide Hills, Barossa and Clare Valley wine regions, historic towns, farmland and the Bundaleer Forest, the route finishes in Blinman in the Flinders Ranges.

Taking two to three weeks to complete, the route is mostly unsealed and follows a combination of quiet country roads, State forest and national park fire trails, access tracks and unused road reserves. Distinctive trail markers are placed at intersections, turn-offs and at one-kilometre intervals along the length of the trail to help navigate riders.

Whilst the South Australian Government’s investment in reflected in the comprehensive signage and impressive trail documentation, the cost of developing such a trail is relatively low comparative to other tourism initiatives. Passing through several small towns, the Mawson Trail brings in tourism dollars for accommodation and hospitality businesses, as well as tour operators that organise supported rides and associated businesses such as shuttle services.

Figure 4.16 Similar to the Munda Biddi Trail, the Mawson Trail is a long distance off-road cycling route that traverses a range of landscapes through the South Australian countryside.
4.4.4 Opportunity: Lake trails and loops

Esperance townsite is bounded to the north and west by a series of saltwater wetland lakes with abundant birdlife. Located only a short distance from the urban area, parts of Lake Warden and Woody Lake reserves have already been developed for low-intensity visitor use, such as walking trails, however no comprehensive trail network suitable for cyclists currently exists.

A trail has recently been constructed along a portion of Pink Lake (forming part of the Great Ocean Trail) and there are opportunities to create a more comprehensive facility around the entirety of Pink Lake and to connect this to other lake trails – forming a continuous multi-use trail, east to west from Fisheries Road to Pink Lake, as well as a series of lake loops.

The Lake Warden System is a Ramsar site, and one of the primary purposes of the site reserve is for conservation. Its close proximity to Esperance makes it a highly desirable recreational destination for a wide variety of activities, but any development needs to adequately consider conservation outcomes. Trail development would need to be progressed in collaboration with DBCA and follow the DLGSC’s Trail Development Process, as identified in the WA Mountain Bike Management Guidelines.

Such a trail network could provide up to 10km of nature-based riding in a completely traffic free environment, linking to primary cycle routes such as Pink Lake Road, the coastal path and (future) Coolgardie-Esperance Highway. The trail network would also provide alternative traffic-free routes for journeys to various parts of the Esperance townsite and immediate surrounds, including destinations such as Bandy Creek Harbour and Shark Lake.

This would provide another reason for people to stay longer in the Esperance area and experience a wide range of unique cycling environments, including coastal cycling, off-road cycling and lake side trails.

Figure 4.17 Connected to the broader cycle network, a lake based trail system would not only offer a different recreational cycling opportunity but could also provide a unique transport experience linking east to west across the northern perimeter of town.
4.4.5 Opportunity: Linking Esperance to Lake Monjingup

This project was identified in the 1999 Esperance Trails Master Plan, linking Esperance townsite and Pink Lake with the Lake Monjingup Nature Reserve, 14km west of Esperance. Lake Monjingup is the Esperance area’s only freshwater wetland lake and has been developed with a network of walk trails and picnic facilities.

Commencing at the intersection of Pink Lake Road and Eleven Mile Beach Road, the Lake Monjingup Trail would skirt the eastern and northern edges of Pink Lake, then proceed via Keenan Road and an unconstructed road reserve to Lake Monjingup. This would give a substantially traffic-free route for leisure trail riding.

In the longer term, this trail could be progressively extended west along Telegraph Road (a very quiet, mostly gravel road), linking to natural attractions such as Lake Gore, Stokes Inlet and Munglinup Beach. Featuring a number of different cycling environments in one ride, this route would also connect cycle tourists to settlements beyond the Shire of Esperance border, and eventually form part of a continuous long-distance tourist trail to Albany.

4.4.6 Opportunity: Connecting Esperance to Cape Le Grand and beyond

Cape Le Grand National Park, encompassing Cape Le Grand and Lucky Bay, is one of the most popular natural tourism experiences in the Shire of Esperance. A 60km drive from Esperance by road, there are opportunities to develop a substantially shorter cycling trail linking Esperance, Castletown, Bandy Creek, Wylie Bay and Cape Le Grand along the coast.

Much of the land along the coastline is under the care and control of either the Shire or DBCA and a network of informal vehicular tracks currently exist through much of the area. A 40-45km long trail would be a comfortable day or overnight ride for the more adventurous cycle tourist and could be aligned with camping, glamping or other accommodation and tourism experience opportunities in the National Park.

In the longer term, there is potential for such a trail to continue eastward to Duke of Orleans Bay (80km by road from Esperance) and eventually Israelite Bay (190km by road). The historic route of the Overland Telegraph Line is one potential alignment that could be considered for such a trail.

4.4.7 Opportunity: Linking Esperance to Gibson

There is an opportunity to develop a cycling connection from Esperance to Gibson, located 25km to the north. Such a facility could be developed along either the Coolgardie-Esperance Highway or the adjacent (active) railway reserve, or a combination of both. A portion of unused rail reserve near Pink Lake could also be incorporated into the route.

A number of key destinations would be serviced including the Shark Lake Industrial employment area, Piggery Mountain Bike Trail, Esperance Bird and Animal Park, Helms Arboretum, Gibson Soak Hotel and townsite, as well as Esperance Airport. The facility would also provide a safe route for cyclists through the ‘lakes section’ of the highway.

Due to the active nature of the railway line, a traditional rail trail is unlikely for this route within the short to medium term. Location and design of the facility will require collaboration between the Shire, Main Roads and Arc Infrastructure. However, depending on its built form, such a facility has the potential to serve commuters, tourists, mountain bikers, day-trippers and even horse riders.
4.4.8 CASE STUDY: #COLLIETRAILS

Collie has long been recognised as a must-ride destination for mountain bikers and road cyclists alike, hosting the Collie to Donnybrook and Return Cycling Classic (the oldest cycle race in WA), and home to many mountain biking trails, the most recent of which opened in January 2018.

To achieve its vision of becoming a Trails Town, the Shire of Collie recently published the Collie River Valley Trails Strategy 2018-2021, which outlines a plan to formalise trails for walking, cycling (on and off-road), horse riding, paddling and diving.

A diverse range of cycling trails are identified to cater to a broad cycling demographic. This includes:

- A series of paved bike trails, or shared paths, suitable for all ages and abilities. These connect key tourist destinations such as Diamond Lake and Minninup Pool to and through Collie’s town centre, and offer scenic experiences through state forest and along the Collie River.

- Several different mountain bike trails ranging in type, length and level of difficulty. This includes the Minninup Pool, Black Diamond Lake, Westralia, Arklow Forest Area and Wellington National Park mountain bike trails, a pump track and skills loop, as well as other opportunities on private land.

- A variety of road cycling trails (road cycling routes) of differing lengths including three return rides to Donnybrook, Harris Dam and Coolangatta Hill, and four loop rides including one around Wellington National Park and another through the Mumbalup Forest.

The Shire is also in the process of realigning the Munda Biddi Trail to ensure the town is on the main alignment rather than accessed by a spur trail. The realignment will take advantage of other projects being progressed in Collie, such as the recently constructed Karak Trail, and be well connected to the trails proposed through Arklow and Wellington National Park.

In order to further accommodate, promote and normalise cycling, the Shire of Collie has recognised the benefits of a Bike Friendly Business accreditation scheme and awarded membership to a number of local Collie businesses to date. The intention is for this to be rolled out across Collie as a priority, either as a local or state-wide scheme.

It is anticipated that the range of experiences on offer, coupled with initiatives such as the Bike Friendly Business accreditation scheme, will attract a much greater number of visitors to the area and encourage them to stay longer, resulting in significant economic benefits for local businesses.

Figure 4.18: The Shire of Collie is progressively delivering a diverse range of cycling trails that cater to a broad demographic, attracting more visitors to the area and enticing them to stay longer.
4.5 Achieving safer experiences for road cyclists

Road cycling, as described in Section 2.5, is typically carried out on rural and semi-rural roads that feature scenic landscapes, challenging or undulating terrain and low traffic volumes. Road cyclists do not typically require, or use, protected cycling infrastructure (such as shared paths) in these environments.

In Esperance, while traffic volumes are relatively low, there are a number of unique challenges that impact on the perceived safety of road cycling in the area.

This strategy has highlighted a number of opportunities which could result in improved safety outcomes, including:

- Establishing a cycling and trucking industry working group;
- Increasing awareness of road cycling routes through signage and road markings; and
- Sealing shoulders of road cycling routes in hilly areas and on higher volume roads.

4.5.1 Opportunity – Cycling/Trucking Industry Working Group

During consultation on this strategy it was evident that lines of communication between freight companies and cycle clubs in Esperance were already open, demonstrated by the re-routing of club rides during harvest season to minimise conflicts at peak haulage times.

There is an opportunity to formalise this collaboration which would not only benefit people that cycle regularly in the area, but would also extend to visitors and tourists, ensuring that cyclists and heavy vehicles can coexist without conflict.

The group’s focus would primarily be educational in nature, however there are also opportunities to collaborate to identify hazardous roads or infrastructure, and for the group to work with the Shire of Esperance to improve conditions where necessary. Establishing regular communication between the varied user groups could improve the nature of relations between them and grow awareness around each other’s needs.

4.5.2 CASE STUDY: TOLL GROUP AND AMY GILLET FOUNDATION

The partnership between the Amy Gillet Foundation and Toll Group serves as good example of trucking groups and cycling groups working together. Toll Group, a major sponsor of the Amy Gillet Foundation, uses the partnership to share experiences and learn from each other about how to make the road safer.

This partnership initially saw 14 branded trucks travelling the roads in each state and capital territory, and a key element of the partnership was to provide road safety training for Toll staff, focusing on how bicycle riders and drivers in the road transport industry can share the road safely.

Formalising and extending such an initiative (or one like the that described in Section 4.5.3), or even regularly promoting this partnership in Esperance could result in road safety benefits for cyclists and truck drivers, particularly given the high volume of heavy vehicles on Esperance roads in harvest season.
4.5.3 CASE STUDY: FACTOR THE TRACTOR, KENTISH TOWN, TASMANIA

The “Factor the Tractor” program was implemented in 2016 to help raise awareness of agricultural vehicles amongst tourists visiting the north west Coast of Tasmania. Being a rural area with many primary production businesses, it is common to see large harvesters, tractors and other agricultural machinery on the local roads. There were numerous reported incidents of road users having to take evasive action to avoid slow moving agricultural machinery.

In any given year, over 300,000 interstate and international tourists visit the region. Based on these numbers, it was clear that many road users were not familiar with the traffic features of the area. Therefore the overarching aim of the campaign was to reduce the potential for crashes on rural roads involving agricultural machinery through broadcast media, direct mail campaigns and displays at community events.

The program included a portable variable message sign which was to be strategically placed to relay relevant safety messages. Funding was also directed to marketing collateral such as bumper stickers and posters.

The campaign received an encouragement award at the 2017 Australia Road Safety Awards and there is currently a proposal being considered to re-establish the campaign for 2019.

Figure 4.22  Factor the Tractor bumper stickers were one of a number of mediums used throughout the media campaign which aimed to increase awareness of farm machinery on rural roads.
4.5.4 Opportunity – Increasing awareness of road cycling routes through signage and delineation

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, or to stay longer.

A number of initiatives should be investigated further, including:

- Installing ‘share the road’ or ‘road cycling route’ type signage along popular cycling routes including Fisheries Road, Merivale Road, Myrup Road, and Eleven Mile Beach Road;
- Installing warning signs where cycle groups regularly cross or join major haulage routes, such as South Coast Highway and Coolgardie-Eesperance Highway; and
- Trialling activated warning lights / signs at particular pinch points.

Such initiatives would need to be progressed by the Shire in conjunction with Main Roads and the Road Safety Commission.
4.5.5 Opportunity – Sealing shoulders program

There are a number of popular road cycling routes in the Esperance area which 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.

Sealed shoulders provide significant safety benefits to all road users by reducing ‘run off road’ crashes. They also offer maintenance benefits to asset owners.

There is an opportunity for the Shire and Main Roads to target the provision of sealed shoulders in a manner that also reduces conflicts between cyclists and other road users. Examples of priority areas for shoulder sealing include:

- Coolgardie-Esperance Highway between Shark Lake and Esperance, but particularly through the winding ‘lake section’ (SLK 360-364)
- Fishers Road to Norseman Road to Myup Road with the following priority sections:
  - Fishers Road between Goldfields Road and Marjville Road (SLK 2.87-6.36)
  - Fishers Road on the uphill section towards Myup Road (approx. SLK 11.0-12.0)
- Great Ocean Drive (Tourist Loop)
  - Twilight Beach Road full length with priority given at various uphill sections where speed differentials are high
  - Eleven Mile Beach Road.

4.5.6 CASE STUDY: BONNET HILL (TASMANIA)

Bonnet Hill forms part of a popular cycle route south of Hobart between Taranna and Kingston Beach along the Channel Highway. Providing views of the Derwent River and connecting to the Sandy Bay Cycleway (which continues through to Hobart), this scenic route generates approximately 1,800 cyclist movements per week; a number which is growing by about 5% per year.

The combination of hilly terrain and narrow carriageway resulted in a history of conflict between different road user groups. A strong community-led campaign for safety improvements resulted in a decision to prioritise improvements where the speed differential between cyclists and motor vehicles was highest.

The project involved widening the carriageway to provide sealed shoulders at least 1.2 metres wide on uphill sections of the route, as well as improved signage on the approach to corners to reduce the risk of vehicles running off the road by misjudging the curve.

Safety benefits have been seen by all road users (not just cyclists) including larger vehicles such as buses who are now able to pass cyclists safely. In an Australian Bicycle Council case study, feedback from riders and drivers has been positive, and anecdotal evidence indicated that there were increased numbers of people using bicycles on the route, as well as observed use of the shoulder by pedestrians.

The final sections of the project have just been completed and now provides a sealed shoulder for over 4.4 km in the uphill direction (98% of the Channel Highway over Bonnet Hill).

Source: Australian Bicycle Council

Figure 4.25 Before this project, Bonnet Hill was a narrow road with blind corners. The addition of a sealed shoulder on the uphill stretch improved safety for all road users.
5. ACTION PLAN

This section will be completed following the community comment period.
APPENDIX A
ROUTE HIERARCHY SUMMARY
A1. ROUTE HIERARCHY SUMMARY

NETWORK PRINCIPLES
The Cycling Network Hierarchy is arranged by route function. The function pertains to the type of activities that take place on the route. A route's built form is based on physical characteristics of the location. Each form, apart from those supporting training routes, is designed with the "8 to 50" design philosophy in mind.

1 PRIMARY ROUTE

Function
Primary routes are high demand corridors that connect to major destinations. They provide high quality, safe, convenient (and where possible uninterrupted) routes that form the spine of the cycle network.

Form
Primary routes are high quality cycle only or shared paths, located adjacent to major roads, rail corridors, rivers and ocean foreshores. Where the environment allows, these are in the form of a Principal Shared Path (PSP). A PSP is a fully-lit and separated facility. In locations where vehicles have been grade separated the cycle route will also be grade separated. PSPs are to be designed in accordance with the WA Transport Portfolio’s PSP Policy.

2 SECONDARY ROUTE

Function
Secondary routes have a lower demand than primary routes, but provide similar levels of quality, safety and convenience. These routes provide connections between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.

Form
Secondary routes can take on a number of forms and are designed to suit the environment in which they are located. These forms include:
- High quality shared paths;
- Bi-directional protected bike lanes;
- Protected on-road bike lanes; and
- Safe Active Streets (Bicycle Boulevards).

3 LOCAL ROUTE

Function
Local routes are low demand and are predominantly located in local residential areas. They provide access to higher order routes and local amenities and recreational spaces.

Form
Local routes can take on various forms depending on the environment in which they are located. These forms include:
- Shared paths;
- Bi-directional protected bike lanes;
- Protected on-road bike lanes; and
- Safe Active Streets (Bicycle Boulevards).

In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.

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

ROAD CYCLING ROUTES

Road cycling routes are designated routes for training, sports or recreational cyclists to undertake long distance rides in non-road environments.

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 cyclists 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.

TOURIST TRAIL

Function
Tourist trails provide long-distance, off-road (predominantly unsealed) riding experiences through nature settings, away from motorised traffic. They often support recreational and tourism trips between regions.

Form
Trails are typically located within less developed transport and service corridors in rural areas. Due to their relatively gentle gradients, former railway make excellent candidates for trails. Purpose built trails may be constructed to connect existing corridors.

Trails should be constructed from well drained, compacted gravel with supporting infrastructure such as way finding signage. They can be sealed when they run through towns, they need crossings in special circumstances.
### Dedicated cycling infrastructure - five typologies of route

<table>
<thead>
<tr>
<th>Type of trips</th>
<th>Primary Routes</th>
<th>Secondary Routes</th>
<th>Local Routes</th>
<th>Tourist Trails</th>
<th>Road Cycling Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Utility</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Recreation</td>
<td>✓</td>
<td>X</td>
<td>X</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td>Touring</td>
<td>✓</td>
<td>X</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Training</td>
<td>✓</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>✓</td>
</tr>
</tbody>
</table>

#### Responsible agencies (planning, delivery and support):

<table>
<thead>
<tr>
<th>Category</th>
<th>Department of Transport</th>
<th>Department of Transport</th>
<th>Department of Biodiversity, Conservation and Attractions</th>
<th>Department of Local Government, Sport and Cultural Industries</th>
<th>Department of Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>y, Main Roads, Public Transport Authority, Local Government</td>
<td>Main Roads</td>
<td>Main Roads</td>
<td>Local Government</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Government</td>
<td>Local Government</td>
<td>Biodiversity, Conservation and Attractions</td>
<td></td>
<td>Main Roads</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local Government</td>
<td></td>
<td>Local Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public Transport Authority</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Department of Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Department of Local Government, Sport and Cultural Industries</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Road Safety Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Department of Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Main Roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local Government</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Infrastructure should be designed for:

- 8 to 80 design philosophy
- 8 to 80 design philosophy
Other supporting cycling infrastructure – footpaths

Footpaths

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

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

- **Speed:** Footpaths are rarely afforded priority across intersecting side roads, riding on footpaths is slow, and stop-start. The geometric design of footpaths at many intersections often results in cyclists needing to deviate from their intended desire lines.

- **Ride quality:** As footpaths are typically constructed from concrete slabs or bricks, the ride quality is lower than that of parallel roadways, or purpose-built (asphalt) shared paths.

- **Blind driveways:** Riding on footpaths can be dangerous, particularly on streets which contain large numbers of driveways. At walking speed this isn’t normally a problem however for cyclists it is often impossible to see reversing vehicles until the last minute, particularly where paths butt-up against property boundaries.

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

---

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

Other supporting cycling infrastructure – roads without dedicated cycling infrastructure

Roads without dedicated cycling facilities

Cyclists are, and will continue to remain, legitimate users of all roads in Western Australia (with the exception of freeways and controlled access highways). It is important to remember that roads without purpose-built cycling facilities serve an important function for some cycling journeys.

Way-finding signage can be a valuable tool to direct cyclists (particularly novice cyclists) to the most suitable streets or corridors.
APPENDIX B
DESKTOP ANALYSIS SUMMARY

Figure B1.2 and Figure B1.3 illustrates the location and severity of pedestrian and cyclist crashes occurring in the Shire of Esperance between January 2013 and December 2017. Figure B1.1 provides a breakdown of these crashes by severity.

- All of the recorded crashes occurred within the Esperance townsite except for 1 bicycle crash on Coolgardie-Esperance Highway, which required hospital treatment.

As mentioned above, the available data set covers the period between 2013 and 2017 only. It also only captures reported incidents. Currently there is no reliable data available on near misses, accidents between cyclists and pedestrians, or single cyclist crashes in Esperance. It has been estimated that cycling incidents reported to WA Police make up only 20 per cent of all cycling related incidents that result in hospitalisation.

On reviewing the crash data, the following findings were noted:

- No fatal crashes involving cyclists or pedestrians were recorded in the five-year period.
- There are more recorded pedestrian crashes (8) than cyclist crashes (6).
- There are no identifiable bicycle crash hotspots, however 2 bicycle crashes had occurred along Goldfields Road, between Castletown Quays and Mitchell Street. One required hospital treatment and the other resulted in minor property damage.

![Pedestrian and Bicycle Crashes](image)
Figure B1.2  Crash Locations – Esperance Surrounds
Figure B1.3 Crash Locations – Esperance Townsite
B2. ANALYSIS OF GPS TRAVEL DATA

The GPS mapping tool, Strava Labs, was employed to better understand which parts of Esperance’s road and path network are most heavily utilised by cyclists. The maps shown in Figure B2.1 highlight popular cycling routes in Esperance and surrounding areas.

Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. It is noted that the more heavily used roads outside of the townsite are consistent with those used by the Esperance Cycling Club.

The following trends/generalisations were noted with respect to the GPS travel data:

-> The Piggery Mountain Bike Track at Shark Lake is heavily used
-> High levels of cycling activity along The Esplanade, Norseman Road, Goldfields Road and Castletown Quays
-> Twilight Beach Road is more heavily used (by Strava users) than the adjacent coastal path
-> Evidence of longer distance loop rides taking in:
  - Twilight Beach Road
  - Eleven Mile Beach Road
  - Pink Lake Road
  - Stearne Road
  - Stearne Road
  - Coolgardie-Esperance Highway
  - Myrup Road
  - Fisheries Road

Evidence of long distance tourism using:
- Merivale Road, Cape Le Grand Road and Lucky Bay Road
- South Coast Highway

Key internal link roads within the townsite include:
- Dempster Street
- Sims Street
- Shelden Road
- Mungan and William Streets
- Harbour Road (between Mungan and Johns Streets)
- Johns Street
- Connolly Street

Cyclists appear to prefer to enter Esperance via Pink Lake Road rather than via South Coast Highway

The most commonly used cycle routes (as outlined in the Regional Route Hierarchy) are generally Primary Routes, followed by Training Routes, Secondary Routes and Local Routes.
Figure B2.1 Tools such as Strava Labs assist in understanding existing demand patterns for cycling in the Esperance area.

GPS Heatmap for Esperance area

GPS Heatmap for Esperance townsite and immediate surrounds
B3. DOCUMENT REVIEW

A number of documents have been considered as part of the background review. This includes, but is not limited to:

- Austroads National Cycling Strategy (2010)
- Cycling Aspects of Austroads Guides (2017)
- Esperance Commercial Centre Strategy (2011)
- Esperance Region Economic Development Strategy (2014)
- Esperance Strategic Community Plan (2017-2027)
- Esperance Supertown Interim Growth and Implementation Plan (2012)
- Esperance Town Centre Parking, Traffic and Pedestrian Strategy (2016)
- Shire of Esperance Local Planning Strategy (2016)
- Western Australian Bicycle Network Plan Update (2017)
- Western Australian Cycle Tourism Strategy (2018)
- Western Australia Strategic Trails Blueprint (2017-2021)
APPENDIX C
COMMUNITY CONSULTATION SUMMARY
C1. PHASE ONE  
(DROP-IN SESSIONS)

A consultation strategy was developed in partnership with the Shire of Esperance, designed to maximise input from the Esperance community and stakeholders.

Following initial consultations with a range of stakeholders, two community drop-in sessions were held:

- Thursday 14 June – Esperance SHS
- Saturday 16 June – Dome Café, Andrew Street

In addition to the drop-in sessions, a Councillor workshop was held on Friday 18 June.

The drop-in sessions were promoted through online and print media and via direct contact with a wide range of local stakeholder groups who also promoted the sessions via their internal networks. Community members who could not or did not wish to attend the drop-in sessions were invited to provide written submissions via email.

Approximately 40 people attended across the two sessions, and some lively informal discussions were had between interested community members and representatives from the Shire, DoT and Cardno.

Participants were encouraged to highlight routes which they currently use by bike, as well as ideas they had for expanding or improving the existing network.

Some key themes arose from Phase 1 of the community consultation process. These included:

1. Castletown Quays to Bandy Creek Path Extension – this was the most commonly identified idea for the network. Community members and stakeholders cited this project as one which would open up easy access to the underutilised recreational facilities at Bandy Creek, provide for easy loop rides on flat terrain (with the return loop via Daw Drive/Goldfields Road) and be very suitable for children and families. Participants noted that many visitors to Esperance are put off by the very steep grades on the coastal path from The Esplanade to West Beach, and this path extension would provide a suitable alternative for more family-friendly rides along the coastline.

2. Providing a safer on-road cycling facility on Fisheries Road – This road is used regularly by grain haulage vehicles and is also one of the major road cycling routes around Esperance. The Esperance Cycle Club avoids using the route during the busy harvest period, however there are still conflicts between heavy vehicles and cyclists at other times during the year. Providing sealed shoulders between Goldfields Road and Merivale Road would significantly improve safety for cyclists and reduce potential for conflict between road users.

3. Promoting a series of loop rides, embracing the coastal path – Many visitors arrive in Esperance without any knowledge of where the best cycling experiences can be found. The visitor information centre, for example, does not currently have maps illustrating cycling infrastructure. There is big opportunity to develop a simple cycling brochure with a series of loop rides of differing lengths for a range of visitor experiences. These loops could include shorter flat routes along The Esplanade and Castletown Quays, short steeper rides via West Beach and Johns Street, and the longer loop via Twilight Cove, Great Ocean Trail and Pink Lake.

4. Harbour Road / Pink Lake Road intersection – This crossing of Harbour Road was raised as a significant concern by many participants due to the volume of traffic and high number of heavy vehicles.

5. Better Bike Parking – participants strongly supported the provision of more and better quality bicycle parking in the Esperance town centre through the provision of more u-rails in more locations.

6. Local Connections – participants suggested the construction and/or formalisation of missing links in the network to enable seamless cross-suburb travel without needing to pass through the town centre. The absence of traditional public transport services was cited as a key reason that better cycling infrastructure was needed, to assist young people and non-drivers to access the services and facilities they need. Particular routes suggested included Harbour Road, Shelden Road, and West Beach to Esperance SHS.
7. **Different routes for different riders** – A number of participants mentioned the need to ensure that planning of the network considered different routes and infrastructure types for different types of cyclists, as well as other path users. These would ensure that cycle facilities cater for the multitude of cyclist types and paces in Esperance, including families, the elderly, leisure and recreational cyclists, and commuter cyclists. Considerations including the provision of rest stops (e.g., seats, shelters, water taps) and protection from the elements to assist less confident or less fit riders in using the coastal path and loop rides.

8. **Develop a trail network away from traffic** – participants suggested many ideas for the development of trails in various parts of Esperance with the common theme of ‘getting away from traffic.’ Some of the ideas suggested included:
   - Lake Warden / Woody Lake;
   - Quarry Road link to The Piggery;
   - Cape Le Grand;
   - Gibson to Fraser Range via the old stock;
   - Rail trail or highway trail from Esperance to Gibson.

9. **General wayfinding and promotion** – Some participants proposed apps for navigation, promoted alongside other materials such as good news stories and local cycling maps via tourism websites. Education through school and behavioural programmes such as Your Move should be prioritised to help foster and embed a culture of cycling within the community, and encourage tolerance between cyclists and drivers. Events and activities catering for the different cyclist profiles should also be promoted throughout the year.

10. **Improving safety on road cycling routes** – Many existing training riders expressed their concern about conflicts with other road users on certain sections of the popular road cycling routes. Suggestions for improvements included:
   - General signage across all road cycling routes advising motorists of the presence of cyclists, e.g., ‘share the road’ type signs as seen in Albany;
   - Targeted warning signage where road cycling routes intersect with or cross the major haulage routes, e.g., South Coast Highway/Bukenerup Road intersection;
   - Installing a centreline at the sharp bends on Stearne Road to reduce instances of motor vehicles cutting the corner; and
   - Widening of shoulders on sections where speed differentials are high, such as Coolgardie-Esperance Highway lakes section, Fisherlies Road hill towards Myrup Road and various sections of Twilight Beach and Eleven Mile Beach Roads.

11. **Provide safer environments for young riders to ride away from traffic** – The Esperance Cycling Club has been pursuing grant funding to recondition and upgrade the disused Esperance Velodrome. One of the main drivers of this project has been a desire to provide a safer environment for young riders to learn their skills without having to interact with heavy traffic on the road cycling routes. To complement this initiative, the development of a safe access route for young riders to the Velodrome is important. Several potential routes were identified, including Freeman Street, Syme/Moir Streets and a link to Amelia Circuit at West Beach.

12. **Sweeping and maintenance** – A number of locations were mentioned as having a need for more regular maintenance and sweeping. Cycle lanes often suffer from being beset with debris which can pose a risk to cyclists and their bikes. Pink Lake Road was mentioned by a number of participants as having issues at a number of locations along this route.
Figure C1  Scenes from Phase 1 community consultation
Key themes arising from the Councillor Workshop included:

- Cross-town connections;
- Training loops for road cyclists;
- Safety (particularly at roundabouts);
- Target users: families, kids, youth, visitors, “grey nomads”;
- Promotion of existing and future facilities (wayfinding, apps, good news stories);
- Connectivity between community facilities e.g. velodrome, football club;
- Catering for different cyclist typologies;
- Protection from the elements; and
- Quality links and trails.

Comments received from stakeholders via email included the following key themes:

- The construction of new trails should take place outside of public drinking water source areas (unless there are no alternative locations);
- An interest in off road tracks which form part of a 3-5 day trail in and around the area;
- Bike paths should not be proposed along operational railway corridors;
- The importance of sweeping paths and roads;
- Connectivity to local facilities and destinations;
- The importance of planning for cycling during the design stages of new developments;
- The importance of planning for cycling during the design stages of new developments;
- Provision of cycle stop points and rest facilities;
- Consideration of behaviour campaigns to minimise conflicts between road user groups; and
- Encouraging the use of shared paths by cyclists.
C2. PHASE TWO
(FORMAL COMMENT PERIOD)

This section will be completed following the formal community comment period.
Executive Management Summary
January 2019
### Corporate Resources

| Outcome: 16.1 A financially sustainable and supportive organisation achieving operational excellence |
| Strategy: 16.1.1 Provide responsible resource and planning management for now and the future |

#### ACTION

* **16.1.1.6 Manage Corporate Resources**

  Director Corporate Resources

  - Budget review commenced in January with meetings held with staff with account responsibility to estimate income/expense to the 30/6/19.
  - Employee Enterprise Agreement negotiations are continuing with offers being considered for future year % increases.
  - Upgrade of Records Management Software went live with the version in early January.
  - The new NBN Fibre connection to the Administration building went live during January - this will help to reduce costs in the future for data usage.
  - Return of Cherie Rose on a part time basis from maternity leave during January.

  **Last Updated** 06/02/2019
Chief Executive Officer

Outcome: 15.1 Community confidence and trust in Council

Strategy: 15.1.1 Provide transparent and accountable leadership

ACTION

15.1.1.1 Represent and communicate community priorities at Federal, State, Regional and Local level

Shire President and Director External Services met with the Hon. Laurie Graham MLC. Met with Hon. Darren West MLC and provided updates on all major Shire Projects.

Last Updated 06/02/2019

15.1.1.2 Facilitate regular public Council meetings

Provided briefings to Council on the following matters:
- Special Council Meeting debrief
- Jetty Design Update
- Economic Development Plan

Last Updated 06/02/2019

15.1.1.5 Provide Leadership and Direction to implement the Corporate Business Plan

Attended several EBA discussions with staff and briefed Council. Facilitated a meeting on parking issues at the Taylor Street Quarters during cruise ship days. Attended several briefings regarding fires in UCL (East). Attended a future of Local Government forum with Shire President.

Last Updated 06/02/2019

Outcome: 16.1 A financially sustainable and supportive organisation achieving operational excellence

Strategy: 16.1.1 Provide responsible resource and planning management for now and the future

ACTION

16.1.1.3 Advocate for improved access to non-local government services


Last Updated 06/02/2019

Wednesday, 13 February, 2019
### Council Priorities - Executive Summary July 2018 to June 2019

#### Chief Executive Officer

| Outcome: | 16.1 A financially sustainable and supportive organisation achieving operational excellence |
| Strategy: | 16.1.1 Provide responsible resource and planning management for now and the future |
| ACTION |

| Outcome: | 16.2 An organisational and community culture that encourages innovation and embraces change |
| Strategy: | 16.2.1 Proactively lead the community through innovation and change |
| ACTION |

16.2.1.1 Facilitate Councillors requirements to represent the community

Prepared Agenda and attended Special meeting of Council, subsequent to the December Electors Meeting. Attended meeting regarding NBN rollout.

**Last Updated** 06/02/2019
### External Services

<table>
<thead>
<tr>
<th>Outcome:</th>
<th>16.1 A financially sustainable and supportive organisation achieving operational excellence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy:</td>
<td>16.1.1 Provide responsible resource and planning management for now and the future</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.1.1.11 Manage External Services Directorate</td>
</tr>
</tbody>
</table>

**Last Updated** 14/11/2018
Asset Management

Outcome: 16.1 A financially sustainable and supportive organisation achieving operational excellence

Strategy: 16.1.1 Provide responsible resource and planning management for now and the future

16.1.1.1 Manage Asset Management Directorate

Asset Management have started the new year running, with the Indoor Sports Stadium currently out for tender and finalising the last details on other projects including the ESWS mainline, Town Centre Roundabout before these project ramp up. The annual asphalt program will be starting in February with the last of the sealed road construction program starting next month.

The Esperance Bay Coordinated Dredging & Sand Back Passing Development has commenced, with the preliminary design almost finalised, following this discussions will commence with the DoT.

Last Updated 11/02/2019
Council Priorities Summary

January 2019
### Executive Services

<table>
<thead>
<tr>
<th>Outcome</th>
<th>12.3 Esperance is a vibrant and welcoming tourism town</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy</td>
<td>12.3.1 Promote awareness in Esperance on the value of tourism</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION</th>
</tr>
</thead>
</table>

**12.3.1.2 Promote Esperance as a Tourism Destination**

Tourism numbers in January appear to have exceeded previous years with all tourism operators indicating high occupancy rates and tour numbers.

Work was completed on providing tourist destination and event information to Destination Think. The company is now collating the results and the Tourism Sentiment Index report will be sent when completed.

The Weekend West Travel Writer spent four days in Esperance and an article will appear in Saturday's paper on the 9th February.

Caravan and Camping Western Australia have been commissioned to be in Esperance in February to film a story segment about 4 wheel driving in Esperance. The segment will include driving along the beaches (a highlight for travellers) and some tracks along the back of Eleven Mile. The foreshore and Great Ocean Drive will also be mentioned.

**Last Updated** 07/02/2019
External Services

 outcomes:

5.1 Services, infrastructure and public places that meet and adapt to community needs and changing priorities

Strategy:  
5.1.1 Ensure services, infrastructure and public places are aligned to community needs now and in the future

ACTION

5.1.1.3 Manage the Wylie Bay Landfill Closure Plan

Manager Council Enterprises

Phase 2 is currently being filled and the extended footprint has been cleared and prepared ready for landfilling.

Last Updated: 08/02/2019

5.1.1.4 Plan for and construct new landfill site

Manager Council Enterprises

The EPA released an endorsed ESD late in December 2018. A detailed report will be taken to Council for the February 2019 OCM as per the June 2018 motion.

Last Updated: 08/02/2019

outcome:

10.3 A community that actively avoids single use products

Strategy:  
10.3.1 Build capacity and raise awareness of individual responsibility to minimise packaging waste

ACTION

10.3.1.1 Implement the Community Waste Strategy

Manager Council Enterprises

Nominations for the Community Waste Action Group & internal Sustainability Working Group have been sought and both should commence in the very near future.

Last Updated: 08/02/2019

outcome:

12.3 Esperance is a vibrant and welcoming tourism town

Strategy:  
12.3.1 Promote awareness in Esperance on the value of tourism

ACTION

12.3.1.1 Manage the Esperance Visitor Centre

Manager Community & Economic Development

Over 14,000 people visited the Visitor Centre during January at an average of 65 people per hour. This is an increase of almost 6% on January 2018. Over 800 phone enquiries were also received which is consistent with previous years.
## External Services

**Outcome:** 12.3 Esperance is a vibrant and welcoming tourism town

**Strategy:** 12.3.1 Promote awareness in Esperance on the value of tourism

**ACTION**

15 online reviews of the service received by visitors to the Visitor Centre have been received over January with an average rating of 4.3/5 achieved.

Accommodation and Tour Bookings are significantly up in January (by over $25%) when compared with the same period last year, while souvenir sales are consistent. TRANSWA bus tickets and National Park passes are both down in comparison with last year.

_Last Updated_ 07/02/2019

| Outcome: | 16.1 A financially sustainable and supportive organisation achieving operational excellence |
| Strategy: | 16.1.1 Provide responsible resource and planning management for now and the future |
| **ACTION** | |

**16.1.4 Manage the Esperance Seafront Caravan Park**

Manager Community & Economic Development

Income for January continues the trend so far this financial year and is up on last year. Arrival numbers for the quarter were slightly up for the month up with the park occupancy rate also being over 5% higher at almost 90%.

The EOI for lease of contract management of the park is being finalised and due to issue in the near future.

_Last Updated_ 07/02/2019
Asset Management

<table>
<thead>
<tr>
<th>Outcome:</th>
<th>5.1 Services, infrastructure and public places that meet and adapt to community needs and changing priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy:</td>
<td>5.1.1 Ensure services, infrastructure and public places are aligned to community needs now and in the future</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1.1.6 Design and Construct New Indoor Sports Stadium</td>
</tr>
</tbody>
</table>


Indoor Sports Stadium Construction Drawings (operating bid)-Mar 18 - Minor adjustments made to concept plans after user group consultation. Have now gone to construction drawings stage.

Apr 18 - Construction drawings underway. Currently sorting thru design issues.

May 18 - The project is at the Construction Drawings Phase.

Jun 18 - Wells Building Design is approx. 4 weeks from having the draft detailed design drawings completed. Also awaiting confirmation of additional funding.

Jul 18 - The construction drawings will be finalised early Aug. The additional funding was not successful. Restructuring of the Noel White part of the project is under discussion.

Aug 18 - The Draft Detailed Design is now being completed.

Sep 18 - Still waiting for completed Detailed Design Drawings prior to going to Tender.

Oct 18 - Wells Building Design are completing the construction drawings. The Shire will then be going to Tender for the construction in mid November.

Nov 18 - Wells Building Design had promised the plans for early December but there is still a problem and it will now be mid December. Unfortunately this delays the tender process.

Dec 18 - Received the completed construction drawings from Wells on the 14/12/18. As the deadlines for advertising the tender had closed for December it will go to tender in early January. The closure to be 21st February 2019.

Jan 19 - The tender closes 21/2/19

Last Updated 04/02/2019

<table>
<thead>
<tr>
<th>Outcome:</th>
<th>5.2 Active, attractive and affordable town which the community is proud of</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy:</td>
<td>5.2.1 Create a vibrant, modern and safe built environment that reflects the community’s identity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2.1.1 Plan for and seek funding for Esperance Waterfront Stage 3 – New Esperance Jetty</td>
</tr>
</tbody>
</table>

A business case for the project has been developed and a Building Better Regions Funding application submitted. The Heritage Architect has now incorporated the draft feedback into the concept design and had a presentation with the Working Group and Council. The Concept Plan will now go back
### Asset Management

<table>
<thead>
<tr>
<th>Outcome: 5.2 Active, attractive and affordable town which the community is proud of</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy: 5.2.1 Create a vibrant, modern and safe built environment that reflects the community’s identity</td>
</tr>
</tbody>
</table>

**ACTION**

To the Heritage Council for advice before coming back to the Working Group and Council.

**Last Updated** 11/02/2019

<table>
<thead>
<tr>
<th>Outcome: 7.1 Sustainable, high quality assets which meet the needs of the community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy: 7.1.1 Maintain the Shire's robust asset management practices and maintenance programs</td>
</tr>
</tbody>
</table>

**ACTION 7.1.1.6 Manage Tanker Jetty**

- **Project Officer**

  Esperance Tanker Jetty is currently being monitored via drone and boat inspections periodically. Continue with agreed watch and act with relevant agencies.

  - Pile 133 North complete failure and Pile 56 North is continuing to fail, Manager Projects Monitoring.

  - Pile Group 94 showing new signs of deterioration, Manager Projects monitoring.

  - Jan 19 - Pile group 94 is being monitored as the deterioration progresses.

**Last Updated** 04/02/2019
Annual Road Program
Monthly Report
January 2019
Asset Management

Outcome: 6.1 Road networks that meet the needs of our community and provide safe movement for all users

Strategy: 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1.1.2 Renew, upgrade and build new rural infrastructure</td>
<td>Manager Asset Operations</td>
<td>Not Started</td>
<td>0</td>
</tr>
<tr>
<td>Clare Road - Gravel Resheet SLK 0 to 6</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Yallambee Road - Gravel Resheet SLK 0 to 0.38</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Neds Corner Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Sunrise Hill Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Grass Patch Road - Repairs</td>
<td>Not Started</td>
<td>0</td>
<td>6/09/2018</td>
</tr>
<tr>
<td>Ainsworth Road - Limestone Resheet SLK 4.9 to 8.1</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>ELD Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Salmon Gums West Road - Construction SLK 2.3 to 4.4</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Parmango Road - Construction</td>
<td>In Progress</td>
<td>10</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Norwood Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Cascade Road - Patching</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Neds Corner Road - Reseat</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Cascade Road - Reseat</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Dempster Road - Reconstruction SLK 5.12 to 8.05</td>
<td>In Progress</td>
<td>10</td>
<td>8/10/2016</td>
</tr>
<tr>
<td>Rancho X Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Starcevic Hills Road - Limestone Resheet SLK 5.64 to 11.58</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Belgian Road - Limestone Resheet SLK 21.15 to 26.15</td>
<td>In Progress</td>
<td>90</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Orelans Bay Road - Construction</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
</tbody>
</table>
## Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>MI Ridley Track - Resheet</td>
<td>In Progress</td>
<td>10</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Shoo Lo Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Cascade Road - Gravel Patching SLK 97 to 156</td>
<td>In Progress</td>
<td>90</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Raszyk Road - Limestone Resheet SLK 0 to 4.75</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Neds Corner Road - Limestone Resheet SLK 53.84 to 59.44</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Reseal Program - TBA</td>
<td>In Progress</td>
<td>10</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Coomalbidgup Road - Gravel Resheet SLK 20.82 to 25.82</td>
<td>Not Started</td>
<td>0</td>
<td>1/11/2017</td>
</tr>
<tr>
<td>Great Ocean Drive / Tourist Signage</td>
<td>In Progress</td>
<td>90</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Heywood Road - Resheet</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Dempster Road - Reconstruction</td>
<td>Not Started</td>
<td>0</td>
<td>30/09/2018</td>
</tr>
<tr>
<td>Old Kems Road - Resheet</td>
<td>In Progress</td>
<td>10</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Grass Patch Road - Construction</td>
<td>In Progress</td>
<td>70</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Muntz Road - Gravel Resheet SLK 27.54 to 28.98</td>
<td>Not Started</td>
<td>0</td>
<td>8/02/2018</td>
</tr>
<tr>
<td>Coolinup Road - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Karl Berg Road - Limestone Resheet SLK 0 to 5</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Kau Rock Road - Gravel Resheet SLK 8 to 13</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Sunrise Hill Road - Limestone Resheet SLK 29.81 to 32.81</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Kau Rock Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/09/2018</td>
</tr>
<tr>
<td>Bishops Road - Floodway</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Logan Road - Limestone Resheet SLK 8.17 to 17.87</td>
<td>Completed</td>
<td>100</td>
<td>7/11/2018</td>
</tr>
</tbody>
</table>

**Wednesday, 13 February, 2019**
Asset Management

Outcome: 6.1 Road networks that meet the needs of our community and provide safe movement for all users

Strategy: 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logans Road - Rasheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Neads Corner Road - Construction SLK 27.96 to 32.96</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Power Line Tree Clearing</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Kumar Road - Limestone Resheet SLK 6.39 to 11.44</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Swan Road - Rasheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Loffler Road - Limestone Resheet SLK 0 to 8.27</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>McCall Road - Gravel Resheet SLK 0 to 5</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dalyup Road - Rasheet</td>
<td>In Progress</td>
<td>20</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Myrup Road - Repairs</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Savages Road - Rasheet</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Hobby Road - Rasheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Kendall Road - Gravel Resheet SLK 8.93 to 11.43</td>
<td>In Progress</td>
<td>90</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Fisheries Road - Rasheet</td>
<td>In Progress</td>
<td>60</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Circle Valley Road - Limestone Resheet SLK 19.88 to 22.88</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Loffler Road - Rasheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Fisheries Road - Culvert Widening SLK 23.57 to 23.58</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Grass Patch Road - Shoulder Repairs SLK 0 to 2</td>
<td>Not Started</td>
<td>0</td>
<td>1/05/2018</td>
</tr>
<tr>
<td>Griffith Road - Limestone Resheet SLK 59.29 to 71.12</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Shaeo - Lu Road - Gravel Resheet SLK 0 to 4</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Parmango Road - Rasheet</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
</tbody>
</table>
### Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridley Road - Resheet</td>
<td>In Progress</td>
<td>80</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Raszyk Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Myrup Road - Shoulder Repairs SLK 0.7 to 2.7</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Starcovich Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Jims Oven Road - Gravel Resheet SLK 3.3 to 7.1</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Field Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Rolland Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Parmango Road - Construction</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>White Road - Gravel Resheet SLK 0 to 1</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Fisheries Road - Reseal</td>
<td>In Progress</td>
<td>40</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Merivale Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Salmon Gums West Road - Construction</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Savages Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Parmango Road - Limestone Resheet SLK 42.72 to 70.49</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Kendall Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Holt Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Fagan Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Bellana Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Speddingup Road East - Gravel Resheet SLK 7.9 to 17.9</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Fagan Road - Limestone Resheet SLK 6.47 to 13.68</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
</tbody>
</table>
### Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cascades Road - Construction</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Crisp Road - Gravel Resheet SLK 0 to 5</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Circle Valley Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Napier / Sampson / Old Ford Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Jims Oven Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Fisheries Road - Stabilisation</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Kent Road - Limestone Resheet SLK 0 to 4.5</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Spoddingup East Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Salmon Gums West Road - Construction SLK 0 to 2.3</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Muntz Road - Limestone Resheet SLK 33.64 to 42.24</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Muntz Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Alexander Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Boydell Road - Gravel Resheet SLK 15.86 to 27.82</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Baring Road - Resheet</td>
<td>In Progress</td>
<td>90</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Kumar Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Willi Road - Gravel Resheet SLK 0 to 3</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Neds Corner Road - Limestone Resheet SLK 42.63 to 46.18</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Merivale Road - Floodway</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Belgan Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Gibson Road - Construction SLK 15.08 to 16.15</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
</tbody>
</table>
## Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truslove Road - Limestone Resheet SLK 0 to 3.5</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Rawlinson Road - Resheet</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Backmans Road - Resheet</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Orleans Bay Road - Construction SLK 7.36 to 11.36</td>
<td>In Progress</td>
<td>90</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Wittenoom Road - Gravel Resheet SLK 24.3 to 32.71</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Truslove Road - Resheet</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Howick Road - Construction</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
</tbody>
</table>

### 6.1.1.3 Renew, upgrade and build new urban infrastructure

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Street Landscape - Town Improvements</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Sims Street / Harbour Road - Footpath</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Tuart Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>11 Mile Beach Road - Footpath</td>
<td>In Progress</td>
<td>90</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Town Entry Statements - Town Improvements</td>
<td>Not Started</td>
<td>0</td>
<td>1/11/2017</td>
</tr>
<tr>
<td>Esperance Care Services - Carpark</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Egling Street - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Willowtree Avenue - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dual Use Path Lighting Upgrade - Town Improvements</td>
<td>In Progress</td>
<td>90</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Decommission Padbury Street Pump - Drainage</td>
<td>In Progress</td>
<td>80</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Downes Street Foot/Dual Use Path - Construction</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Emily Street - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
</tbody>
</table>
# Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butler Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Cemetery - Carpark</td>
<td>In Progress</td>
<td>90</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Goldfields Road - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Douglas Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>30/06/2018</td>
</tr>
<tr>
<td>John Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dean Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Simpson Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Twilight Beach - Car Park 2</td>
<td>Not Started</td>
<td>0</td>
<td>28/06/2018</td>
</tr>
<tr>
<td>Stormwater Pump Monitoring - Drainage</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Twilight Beach - Car Park 1</td>
<td>In Progress</td>
<td>60</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Hill Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Industrial Area - Kerbing Works</td>
<td>In Progress</td>
<td>20</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Crack Seal - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>30/06/2018</td>
</tr>
<tr>
<td>Dempster Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>3/04/2018</td>
</tr>
<tr>
<td>Parking Strategy - Town Improvements</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Padbury Street / Leak Street - Intersection</td>
<td>In Progress</td>
<td>10</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>CBD Bin Surrounds - Town Improvements</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Dempster Street - Footpath</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Industrial Area - Kerbing Works</td>
<td>In Progress</td>
<td>20</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Foreshore - Footpath</td>
<td>Not Started</td>
<td>0</td>
<td>7/03/2018</td>
</tr>
</tbody>
</table>
## Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elysium Road – Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>1/11/2017</td>
</tr>
<tr>
<td>Pearson Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Urban Area - Kerbing Works</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Iona Street - Drainage</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Sims Street / Harbour Road - Footpath</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>John Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Reynolds Street / Straker Street / Goldfields Road - Footpath</td>
<td>In Progress</td>
<td>60</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Fisheries Road - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>7/03/2018</td>
</tr>
<tr>
<td>Wagner Drive - Re-seal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>William Street - Construction</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Andrew Street / Dempster street - Roundabout</td>
<td>In Progress</td>
<td>10</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Drainage Modelling</td>
<td>In Progress</td>
<td>20</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dew Drive - Footpath</td>
<td>In Progress</td>
<td>90</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Padbury/Gull Streets - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Salmon Gums West Road - Construction</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Gladston Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Travers Avenue - Re-seal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Urban Area - Kerbing Works</td>
<td>Not Started</td>
<td>0</td>
<td>1/05/2018</td>
</tr>
<tr>
<td>Windich Street - Footpath</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Fisheries Road - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
</tbody>
</table>

Wednesday, 13 February, 2019
## Asset Management

**Council Priorities - Executive Summary July 2017 to June 2018**

### Outcome: 6.1 Road networks that meet the needs of our community and provide safe movement for all users

### Strategy: 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effie Turner Drive - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Chapman Point - Carpark</td>
<td>Not Started</td>
<td>0</td>
<td>26/08/2018</td>
</tr>
<tr>
<td>Retention Basin Cleaning - Drainage</td>
<td>In Progress</td>
<td>20</td>
<td>8/01/2019</td>
</tr>
<tr>
<td>Dock Place - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>30/06/2018</td>
</tr>
<tr>
<td>Langham Lane - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Westmacott Street - Drainage</td>
<td>In Progress</td>
<td>80</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Pink Lake Slip Road - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Eyre Street - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Council Place - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Adventure Land Park - Footpath</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Effie Turner Drive - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Pink Lake Road Foot/Dual Use Path - Construction</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Brazier Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>30/06/2018</td>
</tr>
<tr>
<td>10 Mile Lagoon - Car Park</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Retention Basin Cleaning - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Foreshore DUP - Footpath</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Sampson Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Taylor Street Bus Rank - Town Improvements</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Norseman Road Footpath - Upgrade</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dempster Street - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
</tbody>
</table>

*Wednesday, 13 February, 2019*
### Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Easton Road Footpath - Upgrade</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>James/Windich Streets Roundabout - Town Improvements</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Beech Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Sims Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>30/06/2018</td>
</tr>
<tr>
<td>Eleven Mile Beach Road - Construction</td>
<td>In Progress</td>
<td>10</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Foreshore Lighting - Town Improvements</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>11 Mile Beach Road - Footpath</td>
<td>In Progress</td>
<td>90</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Dempster Street/Brazier Street Intersection - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Padbury / Gull Streets - Drainage</td>
<td>In Progress</td>
<td>90</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Cemetery - Carpark</td>
<td>In Progress</td>
<td>80</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>10 Mile Lagoon - Car Park</td>
<td>Completed</td>
<td>100</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Rotary Lookout Foot/Dual Use Path - Construction</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Sims Street - Reseal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Twilight Beach - Car Park 1</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Various Urban Roads - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>8/09/2018</td>
</tr>
<tr>
<td>Foreshore Lighting - Town Improvements</td>
<td>Completed</td>
<td>100</td>
<td>4/12/2018</td>
</tr>
<tr>
<td>Elysium Road - Road Construction</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Chaplin Street - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>7/03/2018</td>
</tr>
<tr>
<td>William Street - Footpath</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Rotary Lookout Foot/Dual Use Path - Construction</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
</tbody>
</table>
## Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twilight Beach/John Street - Re-seal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Dual Use Path Lighting Upgrade - Town Improvements</td>
<td>Completed</td>
<td>100</td>
<td>7/11/2018</td>
</tr>
<tr>
<td>Eye Street - Drainage</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Esperance Oval Boundary Fence Replacement (operating bid)</td>
<td>Completed</td>
<td>100</td>
<td>5/10/2018</td>
</tr>
<tr>
<td>Jacaranda Drive to Widdiherry Avenue - Drainage</td>
<td>In Progress</td>
<td>40</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Sims Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
<tr>
<td>Walnut Grove Footpath - Upgrade</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Town Entry Statements - Town Improvements</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>Drainage Modelling</td>
<td>Not Started</td>
<td>0</td>
<td>28/08/2018</td>
</tr>
<tr>
<td>Pink Lake Road Foot/Dual Use Path - Construction</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>McDonald/Flindeas/Beckworth Road Works - Alsbury nominees Contribution</td>
<td>Not Started</td>
<td>0</td>
<td>5/09/2018</td>
</tr>
<tr>
<td>McLarty Street - Re-seal</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Winston Way – Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Parking Strategy - Town Improvements</td>
<td>In Progress</td>
<td>60</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>McDonald/Flindeas/Beckworth Road Works - Alsbury nominees Contribution</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Gladston Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>7/03/2018</td>
</tr>
<tr>
<td>William Street - Construction</td>
<td>In Progress</td>
<td>70</td>
<td>5/02/2019</td>
</tr>
<tr>
<td>Twilight Beach - Car Park 2</td>
<td>Not Started</td>
<td>0</td>
<td>7/12/2017</td>
</tr>
<tr>
<td>Goldfields Road/Castle Town IGA Footpath - Miscellaneous</td>
<td>In Progress</td>
<td>90</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Rodgers Street - Re-seal</td>
<td>Not Started</td>
<td>0</td>
<td>30/08/2018</td>
</tr>
</tbody>
</table>
## Asset Management

**Outcome:** 6.1 Road networks that meet the needs of our community and provide safe movement for all users

**Strategy:** 6.1.1 Deliver a diverse, efficient and safe transport system

<table>
<thead>
<tr>
<th>ACTION</th>
<th>Status</th>
<th>Progress</th>
<th>Last Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cook Street - Drainage</td>
<td>Completed</td>
<td>100</td>
<td>8/10/2018</td>
</tr>
<tr>
<td>Goldfields Road - Reseal</td>
<td>Not Started</td>
<td>0</td>
<td>1/11/2017</td>
</tr>
</tbody>
</table>