Shire of BODDINGTON
Flowing with Natural Beauty

Agenda

Ordinary Council Meeting

Wednesday 25 November 2026,
At 5.30pm

Council Chambers, 39 Bannister Road, Boddington

A vibrant and connected community with excellent lifestyle and employment opportunities in a beautiful natural environment.

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1. DECLARATION OF OPENING

I would like to begin by acknowledging the Wilman People as the Traditional Custodians of the land we are meeting on today, and pay respect to Elders past and present, as well as the continuation of cultural, spiritual, and educational practices of Aboriginal people.

Councillors, to ensure clarity and effective communication during this Council Meeting, I kindly remind you to switch on your microphones when called upon to speak. This meeting will be recorded.

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

2.1 Attendance

2.2 Apologies

2.3 Leave of Absence

3. DISCLOSURES OF INTEREST

4. PUBLIC QUESTION TIME

Public question time is limited to a total of fifteen minutes, and each speaker is limited to three minutes duration to speak, except by consent of the person presiding.

5. PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS

6. CONFIRMATION OF MINUTES

That the minutes of the Ordinary Council Meeting held on 28 October 2026, be confirmed as a true record of proceedings.

That the minutes of the Special Council Meeting held on 11 November 2026, be confirmed as a true record of proceedings.

7. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

8. RECEPTION OF MINUTES AND RECOMMENDATIONS OF COMMITTEES

8.1 Local Emergency Management Committee | 16 November 2026

Attachments: 8.1A | Local Emergency Management Committee Meeting | 16 November 2026

9. REPORTS OF OFFICERS

Shire of BODDINGTON
Flowing with Natural Beauty

Minutes

Local Emergency Committee Meeting

Monday 16 November 2026
At 10.00am

Council Chambers, 39 Bannister Road, Boddington

A vibrant and connected community with excellent lifestyle and employment opportunities in a beautiful natural environment.

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1. DECLARATION OF OPENING

Shire President Cr Eugene Smalberger, committee chair, declared the meeting open at 10.05am.

I would like to begin by acknowledging the Wilman People as the Traditional Custodians of the land we are meeting on today, and pay respect to Elders past and present, as well as the continuation of cultural, spiritual, and educational practices of Aboriginal people.

Committee members, to ensure clarity and effective communication during this Committee Meeting, I kindly remind you to switch on your microphones when called upon to speak. This meeting will be recorded.

2. ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

2.1 Attendance

Cr. Eugene Smalberger	Shire of Boddington - Chair
Rachael Wright	Shire of Boddington
James Wickens	Shire of Boddington
Jackie Stewart	Shire of Boddington – Minutes
Kaitlin Southgate	Shires of Boddington, Harvey and Wandering
Jeremy Lobb	Shire of Boddington – 1st Deputy Chief Bush Fire Control Officer
Wayne English	State Emergency Services
Ben Davies	Dept. of Fire and Emergency Services
Charlotte Powis	Dept. of Fire and Emergency Services
Cam Famlonga	Dept. of Fire and Emergency Services
Anna Erickson	Dept. of Primary Industries & Regional Development
Teigen Rielly	Dept. of Communities
Corrie Lokan	Dept. of Health
Nicola Faithfull	St John WA Community Paramedic
Roz Foster	St John WA Community Paramedic
Nicholas Hayward	Newmont Boddington Gold
Leigh Cover	Newmont Boddington Gold
Shaun Wright	South32 Worsley Alumina
Rhonda Cunnington	Boddington District High School
Zac Leithead	Alcoa of Australia

2.2 Apologies

Cr. Paul Carrotts	Shire of Boddington
Brant Lehman	Shire of Boddington - Chief Bush Fire Control Officer
Ben Gartner	Western Australian Police Force
Stacey Sinclair	Dept. of Fire and Emergency Services
Jayden Vitler	Dept. of Biodiversity, Conservation and Attractions
Daniel Marsh	Newmont Boddington Gold
Bruce Hancock	Main Roads Western Australia
Jake Webb	Alcoa of Australia

2.3 Leave of Absence

Nil

3. DISCLOSURES OF INTEREST

Nil

4. GUEST PRESENTATIONS

4.1 Desktop Exercise - Incident Support Group - DFES

The guest presentation and desktop exercise were deferred until after the routine business and agency reports.

DFES facilitated an exercise on the roles and operation of an Incident Support Group (ISG), using a bushfire scenario near the Boddington townsite. The exercise covered how an ISG is convened by the controlling agency, the role of the Local Emergency Coordinator, information-sharing between the ISG and Incident Management Team, and the transition from response to recovery.

Members discussed:

- The local information and agency resources needed to support incident decisions, including information about residents, vulnerable people, critical infrastructure, roads, utilities and industry sites.
- The importance of current, 24-hour agency contact details and arrangements for contacting organisations outside business hours.
- The need to consider schools' bushfire plans, evacuation-centre arrangements, hospital and ambulance service capacity, animal welfare, fuel availability and recovery impacts.
- The value of involving the Local Recovery Coordinator early so recovery needs can be identified during the response.

The exercise also raised potential improvements for future planning, including arrangements for pets at evacuation centres, access to vulnerable-person information, and coordination of medical support during an incident.

5. CONFIRMATION OF MINUTES

Moved: James Wickens **Seconded:** Kaitlin Southgate

That the minutes of the Local Emergency Committee Meeting held on Monday, 17 August 2026 be confirmed as a true record of proceedings.

CARRIED WITHOUT OBJECTION

6. REVIEW ACTION LIST AND BUSINESS ARISING

6.1 Action and Progression

Action	Responsible Person	Progress
Update LEMC contact list and remove outdated contacts	Shire of Boddington (Jackie Stewart)	The list was reported as updated and distributed. Further updates will need to be made prior to next meeting.

Provide Blossom Festival organiser contact details to St John WA	Shire of Boddington (James Wickens)	Completed - St John confirmed the contact details had been provided.
Update Local Emergency Relief and Support Plan contact list	Department of Communities / Shire of Boddington	Ongoing
Request the inclusion of St John Ambulance and Boddington Hospital in the Rodeo planning and working group.	Shire of Boddington (James Wickens)	Reach out to the Boddington Lions Club and CRC, who facilitate the meetings, to request the inclusion

7. CORRESPONDENCE

7.1 Correspondence In

Applicant Charlotte Powis
Attachments 7.1A AWARE Grant Program 2026/27
Description Open until 9 October 2026, offering grants of $2,500 to $35,000 for emergency management and LEMA. Applicants must contribute at least 25% of project costs.

Applicant Charlotte Powis
Attachments 7.1B Temporary Disaster Roaming
Description Telstra introduced Temporary Disaster Roaming, allowing compatible phones to access another carrier's network during eligible disasters where available, at no additional cost.

7.2 Correspondence Out

Nil

7.3 Information Tabled

Nil

8. REVIEW OF LEMC MEMBERSHIP & CONTACT LIST UPDATES

8.1 Review Membership and Contact List

Attachment: 8.1A Local Emergency Management Contact List

Members were asked to review the attached Local Emergency Management Contact List and provide updated group details to Jackie Stewart. The importance of maintaining current after-hours and 24-hour duty contacts was emphasised.

9. AGENDA ITEMS

Nil

10. LOCAL EMERGENCY MANAGEMENT (Standing Items)

10.1 Post Incident Reports

Members were reminded to submit post-incident reports following incidents to support record keeping and continuous improvement.

11. AGENCY/MEMBER REPORTS

11.1 Local Bush Fire Brigades Report

Nil

11.2 State Emergency Services Report

The SES reported increased activity in recent months, including ten road-related incidents and three fatalities. The speaker also described access difficulties on bush tracks due to forestry gates and reported that a permanent key had been obtained through DBCA to assist with emergency access. Two ice machines used during fires had failed; work was underway to repair or replace them.

11.3 St John WA Report

St John reported activity over the preceding three months, support for community events including the Wandering Campout and Boddington Rodeo, and volunteer support from other sub-centres to maintain local ambulance coverage. A second-hand Metro vehicle was expected, equipped with an automated stretcher to reduce manual lifting. St John also reported ongoing volunteer-driver and volunteer-recruitment needs, and discussed its community transport service.

St John noted the importance of clear coordination during emergencies, including when ambulance crews may enter affected areas and when first-aid posts can be established.

11.4 Boddington Hospital Report

The hospital reported a busy period associated with local events and a mine shutdown. Two long-serving staff members, both X-ray operators, had retired. Training was underway to restore that capacity by the end of the year. Increased CHPSP referrals were also reported, with possible staffing implications.

Members discussed hospital capacity, evacuation and the option of protecting the hospital in place where appropriate. These matters were raised as considerations for incident planning, not recorded as a formal decision.

11.5 Boddington District High School Report

Nil

11.6 Department of Fire and Emergency Services (DFES) Report

Attachment: 11.6A – DFES – High Threat Period LEMC Report.

DFES advised that the region was entering a high-threat period following dry winter conditions. Agencies were encouraged to check continuity plans, key contacts and duty numbers, and to promote bushfire preparedness information.

The meeting was advised that an agency and local-government briefing was being planned, with a date to be confirmed.

11.7 Western Australian Police Report

Nil

11.8 Department of Communities Agency Report

The Department of Communities reported that evacuation-centre preparedness training was being delivered across the metropolitan region. No further local update was provided.

11.9 Department of Primary Industries and Regional Development Report

The representative highlighted the State Animal Welfare in Emergencies Plan and advised that animal-welfare support requests should be raised through the ISG. Information may also be available on livestock and other animal-related risks.

11.10 Main Roads Western Australia Report

Attachment: 11.10A – Main Roads – LEMC Report August 2026 and Traffic Management at Incidents Rev 2.

11.11 Department of Biodiversity, Conservation and Attractions Report

The representative thanked the Shire and community for their assistance with recent prescribed-burning work. No further report was recorded.

11.12 Newmont Boddington Gold Report

Newmont advised that its annual town hall was planned for 15 December. The event would continue discussion of tailings facilities, inundation mapping, monitoring and potential dam-failure scenarios. Other agencies were invited to attend.

11.13 South32 Worsley Alumina Report

South32 thanked the Shire and community for their support during the previous December's emergency period. The organisation reported that its emergency response team had received a volunteer emergency response award and was undertaking bushfire training, including work on access and infrastructure.

11.14 Alcoa of Australia Report

Nil

11.15 Bushfire Risk Mitigation Report

The report was tabled. Mitigation works were continuing, subject to consultation and Aboriginal cultural heritage approvals.

The Mitchell Crescent Emergency Access Way was reported as open for the fire season. Residents had been advised of its emergency-only use. A further access route connecting Collinga Way to Bannister–Maradong Road was expected to be constructed, with residents to be notified once it was available.

A desktop exercise concerning a hostile vehicle incident at a large event was offered for consideration.

11.16 Shire of Boddington

The Shire introduced its new Ranger and Regulatory Services Officer and advised that a Community Emergency Services Manager was due to commence. The Shire also reported ongoing preparation with brigades, including equipment, uniforms and vehicle servicing.

12. GENERAL BUSINESS

12.1 Around the Table

Members discussed lessons from the previous fire season, including the need for clear and consistent public information, reliable evacuation arrangements, access to medication and support for people with pets at evacuation centres. Fuel availability and power-dependent fuel supply were also raised as important considerations for emergency planning.

13. NEXT MEETING

13.1 Approve meeting dates for 2027

The committee approves the meeting dates for 2027:		
Day of the Week	**Calendar Date**	**Proposed Time**
Monday	15 February 2027	10.00am
Monday	17 May 2027	10.00am
Monday	16 August 2027	10.00am
Monday	15 November 2027	10.00am

The proposed 2027 meeting dates were put to the committee and approved without opposition.

14. CLOSURE OF MEETING

Shire President Cr Eugene Smalberger, committee chair, declared the meeting closed at 11.55am.

9.1 DEVELOPMENT AND COMMUNITY SERVICES

9.1.1 Exemption Application to keep more than the prescribed number of dogs at 29 Mistletoe View, Crossman

File Reference:	3.0003
Applicant:	Debbie Hegarty
Previous Item:	Nil
Author:	Executive Manager Development and Community Services
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.1.1A Exemption Application 9.1.1B Responses received

Summary

This report considers an application to keep more than the prescribed number of dogs at 29 Mistletoe View, Crossman. It is recommended that Council approve the application with conditions.

Background

The applicant seeks approval to keep more than the prescribed number of dogs at 29 Mistletoe View as contained within attachment 9.1.1A. The applicant initially sought to keep six (6) dogs, however since the submission of this application one of the applicant's dogs has become deceased therefore permission is only sought for five (5) dogs.

As per the *Shire of Boddington Dog Local Laws 2000* clause 3.2(2)(b) If your property is located outside the townsite, you are allowed to keep up to four (4) dogs over the age of three (3) months, plus any puppies they have that are under three (3) months old.

Comment

The applicant currently resides on an 11.9 hectare rural small-holdings block in Crossman. The applicant is now seeking to keep five (5) dogs;

- Lolly, Dachshund aged three (3) years
- Floyd, Dachshund aged eighteen (18) months
- Trixie, Dachshund aged five (5) months
- Honey, Teacup Poodle aged fifteen (15) years
- Peanut, Shih Tzu aged ten (10) years.

All dogs are microchipped and Peanut has been registered since 2024. Registration for the other four (4) dogs is currently pending subject to the outcome of this application.

A site inspection was undertaken on the 22 October 2026 and it was observed that all dogs appear healthy and well looked after. None of the dogs displayed any aggression and were playful and friendly. The property is also large enough to comfortably accommodate the five (5) dogs.

The applicant advised that both her mother and adult daughters also reside on the property. The applicant owns Lolly and Honey. One of her daughters owns Floyd and Trixie and her mother owns Peanut.

The Shire invited comment by notifying neighbouring landowners via post. Two responses (as contained in attachment 9.1.1B) were received with one formally objecting to the proposal. Both responses raised similar concerns in relation to dogs wandering off the property and into neighbouring properties. Other concerns related to excessive barking and aggressive behaviour.

A search of Shire records revealed no previous reports of excessive barking or aggressive dogs have been received. The Shire has received complaints regarding dogs wandering off the property and has addressed these with the applicant.

The applicant did acknowledge that dogs have wandered off in the past and she has since ordered perimeter collars to manage this.

Consultation

The Shire invited public comment on the application for seven (7) days through writing to adjoining/nearby landowners.

Strategic Implications

Aspiration	People
Outcome 1	A safe community
Objective 1.2	Encourage responsible pet ownership

Legislative Implications

Dog Act 1976, section 26(3)
Shire of Boddington Dog Local Laws 2000 clause 3.2(2)(b)

Policy Implications

Nil

Financial Implications

All costs associated with the registration and compliance are borne by the applicant.

Economic Implications

Nil

Social Implications

Approval of the application seeks to balance responsible pet ownership with community safety and amenity, while minimising potential impacts on neighbouring properties.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Approval may result in ongoing nuisance or safety concerns associated with wandering dogs, excessive

	barking or aggressive behaviour, potentially impacting neighbouring properties and community amenity.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Health / People / Reputational
Risk Action Plan (controls or treatment proposed)	Approval subject to conditions requiring appropriate containment and management of the dogs, registration of all dogs and measures to minimise barking and wandering. The Shire will investigate any future complaints and may consider revocation of the exemption should conditions not be met.

Officer Recommendation

That Council

1. **Approve the exemption request to keep more than the prescribed number of dogs at 29 Mistletoe View, Crossman subject to the following conditions;**
    a. **The approval is for a maximum of five (5) dogs and relates only to Lolly, Floyd, Trixie, Honey and Peanut.**
    b. **Management strategies are to be implemented to reduce dogs wandering and any excessive barking.**
    c. **All dogs to be registered with the Shire of Boddington.**
    d. **The Shire of Boddington reserves the right to revoke this approval at any time should the above conditions not be met.**

Shire of BODDINGTON
Flowing with Natural Beauty

Exemption Application to keep more than the Prescribed Number of Dogs

I/we: Debbie Hegarty
(Full name)

Of: 29 Mistletoe View Crossman
(Address)

Contact Number: (H)..... [redacted]

Email Address [redacted]

Hereby make an application for an exemption to be granted by the Shire of Boddington as provided in Section 26 of the *Dog Act 1976* in order to permit me to keep the dogs referred to herein at the premises described in the application.

Property Address: 29 Mistletoe View Crossman

Lot Number: 29 Property Size (Square Metres): 121,405.69

Will the dog/s be effectively confined in or at the premises identified above? Yes ☑

How long have you resided at the above premises? 12 Years

Are you the owner of the premises? Yes ☑ No ☐

If you are not the owner of the premises stated above, please attach written approval from the owner or authorised agent, to keep thereon the dogs the subject of this application.

Description of the Dogs:

	Breed	Dog's Name	Age	Sex	Sterilised	Registration Number	Microchip Number
1.	Staffy X	Bruce	8	Male/~~Female~~	Yes / ~~No~~		[redacted]
2.	Dachshund	Lolly	3	~~Male~~/Female	~~Yes~~ / No		
3.	Dachshund	Floyd	18mths	Male/~~Female~~	~~Yes~~ / No		
4.	Dachshund	Trixie	5mths	~~Male~~/Female	~~Yes~~ / No		
5.	Teacup Poodle	Honey	15	~~Male~~/Female	Yes / ~~No~~		
6.	Shitzu	Peanut	10	Male/~~Female~~	Yes / ~~No~~		

Explanation of why you wish to keep more than the prescribed number of dogs on your property:

Temporary Arrangements until they find other places to live.

Who will take care of the dogs when you are on holidays/absent from the property?

FAMILY

Have you ever been issued with a penalty under the *Dog Act 1976* with the respect to the keeping of any of these dogs? (If so, please list details)

NO

Do you intend breeding these dogs on the property? Yes ☐ No ☑

As part of the application process, I am aware that a Shire Ranger will undertake an inspection of my property to ensure the information provided meets Council's Policy requirements.

I agree that the Shire of Boddington may at any time withdraw or amend the terms of any exemption which may at any time be granted with respect to Section 26 of the *Dog Act 1976*.

I hereby declare that the information stated above is correct.

Signature of applicant/s: [redacted] Date: 9/10/26

Office Use Only

Application fee of $ ..... was paid on ...../...../.....

Receipt Number: ..... Officer: .....

Exemption Approved: Yes ☐ No ☐ Processed: ...../...../.....

Exemption Records Updated: ...../...../..... Trim D...../.....

19 October 2026

Executive Manager Development & Community Services
Shire of Boddington
39 Bannister Road
Boddington WA 6390

ATTENTION: MR JAMES WICKENS

Re: Objection to application to keep six dogs at 29 Mistletoe View Crossman — Your reference no. 3.0003

Dear James

We are writing to formally object to the application for approval to keep six dogs at the above property. We live at [redacted] and we are concerned that the proposed number of dogs may cause further nuisance to us.

Grounds for Objection:

1. **Containment.** A larger group of dogs increases further consequences of escape. The Shire have been advised by us on multiple occasions in the last three (3) months that several of the dogs from the applicant's property have been frequently getting through the fence into our property causing nuisance and concern for the welfare of our sheep, despite the previous addition of chicken wire against the boundary fence between each property.
   We held discussions and provided information to two (2) previous Shire Rangers about lack of containment for dogs already residing at the Applicant's property, but as both Rangers have now left the Shire's employ, the process leading up to infringement was never completed.

2. **Risk of accidental poisoning from rabbit-control bait.** We use Pindone, a legal bait for rabbit control, on our property. Warning signs have been erected on each of our fence lines at additional expense to us. If dogs from the applicant's property continue to enter our property, there is a risk that they could unintentionally ingest the bait and be poisoned, despite those warnings.

3. **Property suitability.** The size, breed, age and temperament of the dogs need to be taken into consideration as in the past one dog, has shown various types of aggression towards us when we have been working within the vicinity of the neighbouring fence.

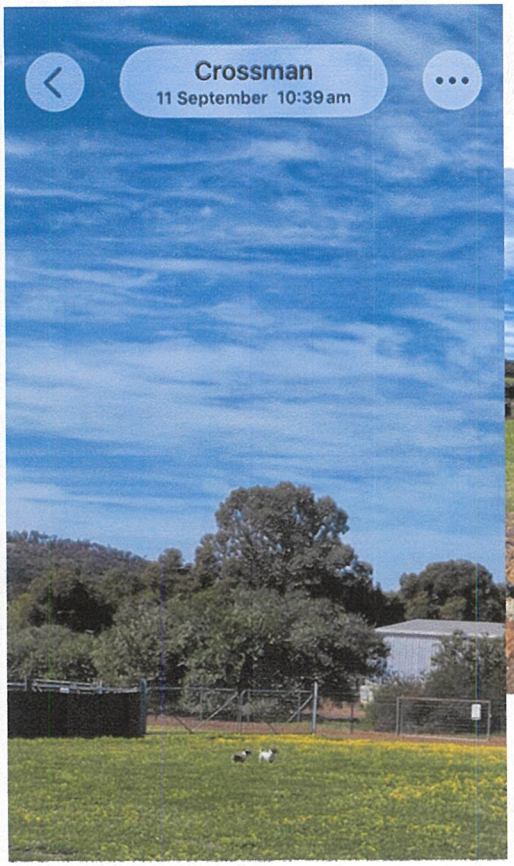
We respectfully request that the Shire:

- refuse the application based on the above Grounds for Objection considering our previous complaints and the neighbours non-compliance history;
- if approval is granted, impose clear conditions addressing the maximum number and identity of dogs, secure containment, noise control, waste management, inspection access, prohibition of commercial breeding or boarding unless separately approved, and a time-limited review or revocation process; and
- advise us in writing of the decision, reasons, conditions and any available review or appeal rights.

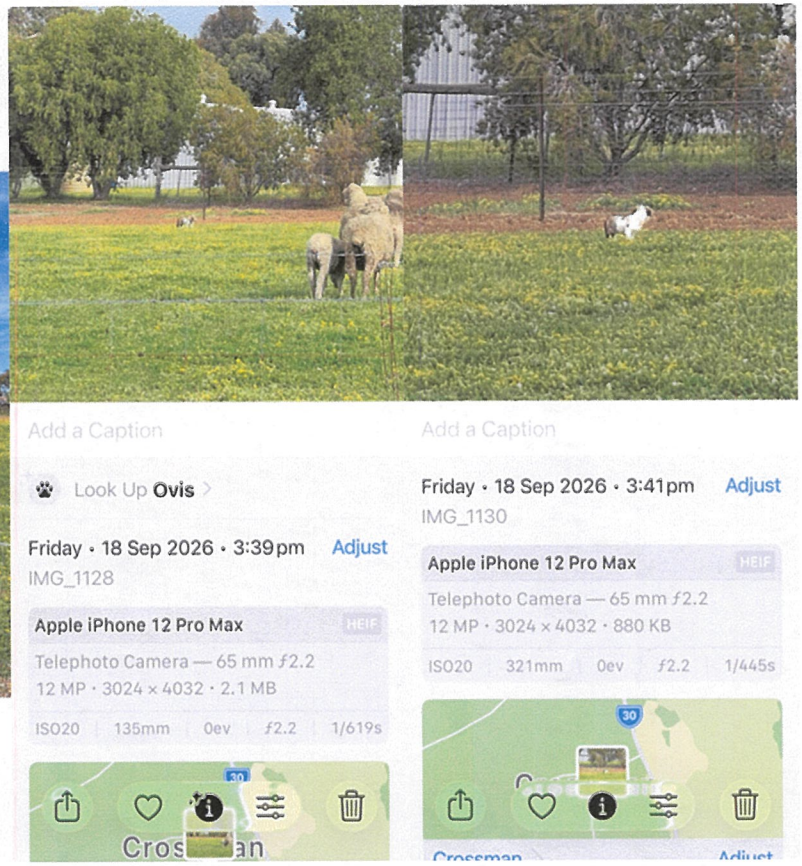
We would appreciate confirmation that this objection has been received and will be considered before the application is determined. We are willing to provide further footage and/or photographic evidence if required.

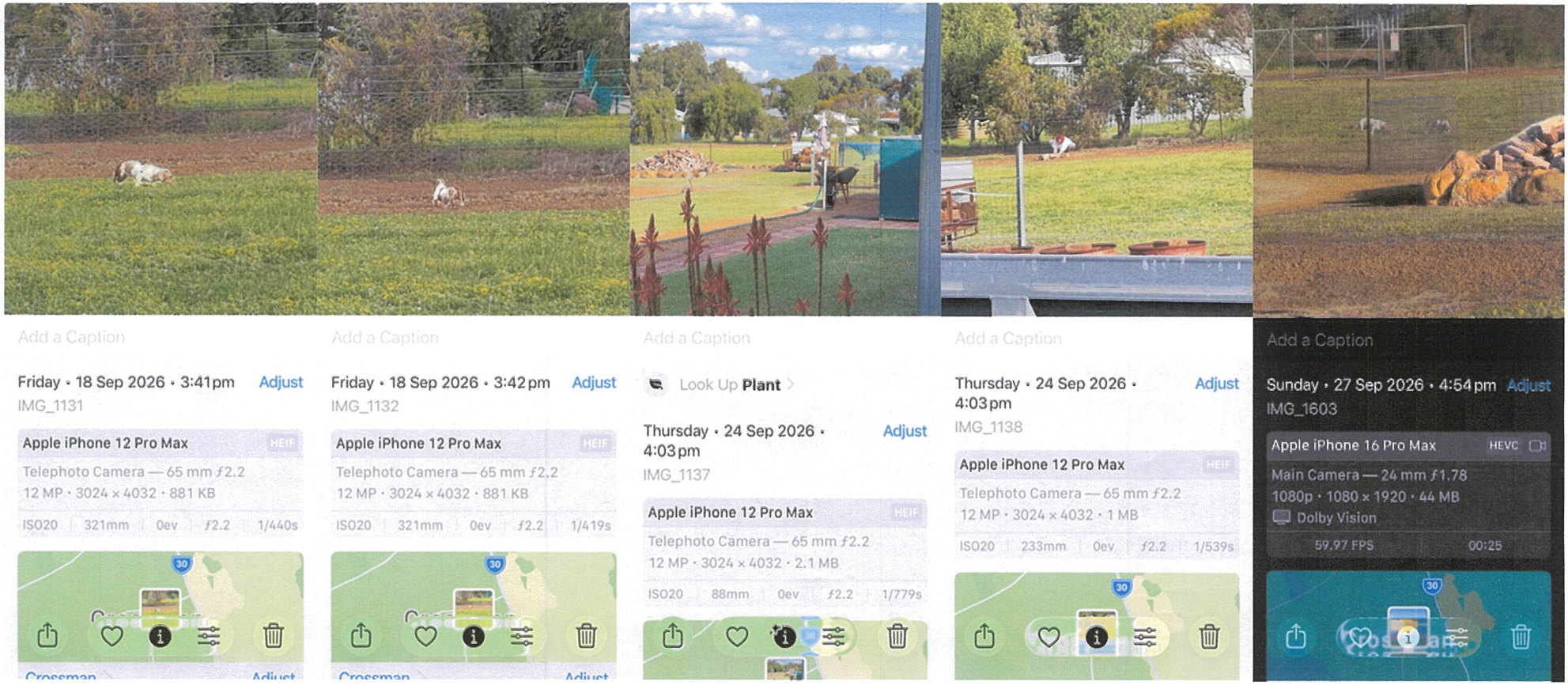
Please keep our personal contact details confidential from the applicant to the extent permitted by law.

[redacted]


Crossman
11 September 10:39 am


7:47
Crossman
11 September 10:39 am


Add a Caption
Look Up Ovis
Friday • 18 Sep 2026 • 3:39 pm
Adjust
IMG_1128
Apple iPhone 12 Pro Max
HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 2.1 MB
ISO20 135mm 0ev ƒ2.2 1/619s
Add a Caption
Friday • 18 Sep 2026 • 3:41 pm
Adjust
IMG_1130
Apple iPhone 12 Pro Max
HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 880 KB
ISO20 321mm 0ev ƒ2.2 1/445s


Add a Caption
Friday • 18 Sep 2026 • 3:41 pm Adjust
IMG_1131
Apple iPhone 12 Pro Max HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 881 KB
ISO20 321mm 0ev ƒ2.2 1/440s
Add a Caption
Friday • 18 Sep 2026 • 3:42 pm Adjust
IMG_1132
Apple iPhone 12 Pro Max HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 881 KB
ISO20 321mm 0ev ƒ2.2 1/419s
Add a Caption
Look Up Plant
Thursday • 24 Sep 2026 • 4:03 pm Adjust
IMG_1137
Apple iPhone 12 Pro Max HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 2.1 MB
ISO20 88mm 0ev ƒ2.2 1/779s
Add a Caption
Thursday • 24 Sep 2026 • 4:03 pm Adjust
IMG_1138
Apple iPhone 12 Pro Max HEIF
Telephoto Camera — 65 mm ƒ2.2
12 MP • 3024 × 4032 • 1 MB
ISO20 233mm 0ev ƒ2.2 1/539s
Add a Caption
Sunday • 27 Sep 2026 • 4:54 pm Adjust
IMG_1603
Apple iPhone 16 Pro Max HEVC
Main Camera — 24 mm ƒ1.78
1080p • 1080 × 1920 • 44 MB
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Add a Caption
Tuesday • 6 Oct 2026 • 9:40 am Adjust
IMG_1165
Apple iPhone 12 Pro Max
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Telephoto Camera — 65 mm ƒ2.2
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6 October 9:40 am
12/10/2026 09:44:16
Crossman
Monday 9:45 am

From [redacted]

Date Fri Oct 23 09:31:53 AM AWST 2026

To Records Department <records@boddington.wa.gov.au>

cc

bcc

Subject Fwd: Neighbour consultation – Application to keep six dogs at 29 Mistletow View, Crossman

Hi Boddington Shire,

I am writing to provide feedback on the application for 29 Mistletoe View to keep six dogs.

We have no objection to the owners keeping six dogs, provided appropriate measures are in place to ensure the dogs are securely contained within their property and excessive barking is managed.

We do not currently reside at our property full-time. However, when we are there, their smaller dogs frequently push through the existing fencing and enter our property. This is a concern, as we also own a dog.

Additionally, the dogs bark persistently when we are present, which impacts our enjoyment of our property.

We would therefore ask that consideration be given to requiring appropriate fencing upgrades to prevent the dogs from entering neighbouring properties, along with effective measures to reduce excessive barking.

We appreciate the Shire considering our feedback as part of the application process.

Many thanks

[redacted]

[redacted]

9.1.2 Business Assistance Grant Applications

File Reference: 3.000624
Applicant: Boddington Diner and Rauk Mechanical
Previous Item: Nil
Author: Coordinator Community and Economic Development
Disclosure of Interest: Nil
Voting Requirements: Simple Majority
Attachments: 9.1.2A Boddington Diner
9.1.2B Rauk Mechanical

Summary

Council is requested to consider supporting two applications for Business Assistance Grant funding.

Background

The Business Assistance Grant provides financial assistance for local businesses to deliver projects and programs that support their growth and the Shire of Boddington's economy.

There are no specific funding rounds, so applications are accepted and assessed throughout the year. The funding provides financial support of up to $5,000 for local businesses on a 50/50 basis. In-kind services and volunteer labour are eligible components for the applicant's contribution toward the total project costs.

For applications to be accepted and proceed to assessment they must meet the eligibility requirements laid out in the Business Assistance Grant Policy. Applications are then assessed according to:

- The proposed project or program aligning with at least one of the Shire's goals outlined in the Council Plan, such as Shopfront Improvements, Crime Prevention or Place Activation;
- The applicant demonstrating the feasibility of the proposed project or program and their capacity to successfully deliver it; and
- The proposed project or program is a discrete piece of work and is not, in the opinion of the Shire, a standard operational expense.

The Business Assistance Grant does not support recurrent operational funding, including but not limited to, wages, salaries or administrative overheads.

Comment

Two applications were received with a requested total of $9,750. The applications received have been assessed in line with the eligibility and assessment criteria outlined in the Business Assistance Grant Policy. It is recommended to approve both applications for their respective requested funding amounts.

Applicant	Project	Requested Funding	Officer Recommendation
Boddington Diner	Diner Improvements	$5,000	$5,000
Application Summary The Boddington Diner opened in September 2024. The current owners purchased the building in August 2025 to be able to renovate the premises into an American Diner from			

the 1950-60s to create an iconic destination for visitors. During its two years in operation, Boddington Diner has grown from one staff member to 13 and now attracts Car, Motorbike and Caravan Clubs, as well as seniors outings, family gatherings and various ad hoc events.

The applicant is seeking funding to install CCTV to enhance safety to their business. A number of shopfront improvements are also included as part of the project scope including painting the outside of the premises to match the interior colours, installation of veranda blinds to increase seating capacity in winter and improve operational efficiency by not needing to pack down the outdoor area when closing, as well as installation of a LED signage and buggies on the roof to strengthen the American Diner theme and create an attraction within the main street.

A copy of the application is found in Attachment 9.1.2A. The total project cost is $11,820 with the applicant requesting $5,000 in funding from the Shire. This aligns with the 50% maximum contribution under the Business Assistance Grant Policy

Assessment

- The application aligns with the Crime Prevention and Shopfront Improvement priority areas which resonates with both community aspirations from the Council Plan.
- The CCTV upgrade contributes toward promoting a safe community with additional localised benefit to their premises.
- The project involves replacing the existing decoy CCTV within the veranda area with functioning CCTV.
- The CCTV upgrade will create a safer and more secure environment by prioritising prevention as the root cause of crime, supporting public law enforcement, and fostering a strong, resilient community.
- The applicant is located on Bannister Road, where Council has previously approved a Business Assistance Grant application for CCTV. The proposed installation further strengthens CCTV coverage within the Town Centre.
- The shopfront improvement elements, including exterior painting and various items to be installed on the rooftop of the premises, will complement the existing interior enhancement and create a high-quality façade improvement to enhance the visual appearance and function of the building.
- The rooftop items also resemble place activation elements by enhancing the public facing area from a prominent location on Bannister Road and encouraging passthrough traffic to make an incidental visit in the Town Centre.
- The application outlines social media as the primary platform to acknowledge the Shire's support throughout the lifecycle of the project.
- The applicant has the capacity to deliver the project by matching the Shire's 50% funding contribution, as well as by allocating their staff time to deliver it.
- The proposed project aligns with the assessment criteria by remaining a discrete piece of work that has not already commenced and is not considered a standard operational expense.
- The Shire Administration has receipted a copy of the applicant's Public Liability Insurance.

Recommended to approve the requested funding amount of $5,000

Applicant	Project	Requested Funding	Officer Recommendation
Rauk Mechanical	Security Upgrade	$4,750	$4,750

Application Summary

The former Boddington Service Station has served Boddington for over 40 years with the premises recently purchased by the applicant in May 2026. During the initial six months the

owner has made substantial upgrades and improvements to the business, including mechanical elements, the shop, building and equipment. The business envisions growth to create local employment opportunities.

The applicant is seeking funding to install CCTV to enhance safety to their business, in particular the improvements that have been made to date, while improving broader public safety outcomes.

A copy of the application is found in Attachment 9.1.2B. The total project cost is $9,500 with the applicant requesting $4,750 in funding from the Shire. This aligns with the 50% maximum contribution under the Business Assistance Grant Policy

Assessment

- The application aligns with the Crime Prevention priority area which resonates with community aspirations from the Council Plan.
- The CCTV upgrade contributes toward promoting a safe community with localised benefits to their premises and surrounding public area.
- The project involves installing CCTV to actively monitor and address issues in real time.
- The CCTV upgrade will create a safer and more secure environment by prioritising prevention as the root cause of crime, supporting public law enforcement, and fostering a strong, resilient community.
- The applicant is located on Bannister Road, where Council has previously approved a Business Assistance Grant application for CCTV. The proposed installation further strengthens CCTV coverage within the Town Centre.
- The application outlines a number of platforms to acknowledge the Shire's support, including print and social media.
- The applicant has the capacity to deliver the project by matching the Shire's 50% funding contribution, as well as by allocating their staff time to deliver it.
- The proposed project aligns with the assessment criteria by remaining a discrete piece of work that has not already commenced and is not considered a standard operational expense.
- The Shire Administration has receipted a copy of the applicant's Public Liability Insurance.

Recommended to approve the requested funding amount of $4,750

Consultation

Consultation occurred with Boddington Diner and Rauk Mechanical as part of the application and assessment process.

Strategic Implications

Aspiration	Prosperity
Outcome 10	A thriving economy with good access to education and jobs for everyone.
Objective 10.2	Revitalise and activate Boddington town centre.
Action 10.2.3	Implement the Business Assistance Grants Program, to facilitate economic growth, and complement outcomes identified in the Council Plan

Legislative Implications

Nil

Policy Implications

Business Assistance Grant Policy

Financial Implications

Both applications are recommended for approval and the amount being $9,750, is within the Budget allocation of $15,000 for 2026/27.

Economic Implications

Both applications encourage greater participation in the local economy by improving perceptions of safety with the installation of CCTV. The application from Boddington Diner contains shopfront improvement elements which complements the Town Centre Revitalisation project and strengthens place activation by increasing walkability of the Town Centre.

Social Implications

Both applications play a vital role in promoting a safe community with CCTV installation that has localised benefit to their business. The application from Boddington Diner contains an element to install a veranda blind to increase seated capacity in winter and contribute to strengthening social connection for residents and visiting groups.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	The primary risk of this item is declining to support Business Assistance Grant applications that align with the Policy and the localised impact to the applicant not being able to proceed with their project.
Risk Rating (prior to treatment or control)	Low
Principal Risk Theme	Reputation
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council:

1. **Approve the Business Assistance Grant application from Boddington Diner, for $5,000, being for the 'Diner Improvements' project.**
2. **Approve the Business Assistance Grant application from Rauk Mechanical, for $4,750, being for the 'Security Upgrade' project.**

Shire of BODDINGTON

Business Assistance Grant Program 2026/27 Application Form

This form is to be completed by businesses seeking financial assistance through the Shire of Boddington's Business Assistance Grant Program. Applicants are encouraged to review the Program Guidelines and confirm their eligibility before submitting an application.

Applications are accepted throughout the year and can be submitted by email, or hand delivered.

The outcome of the application will be advised within one week of the Council Meeting.

Application Checklist

Read the Business Assistance Grant Program Guidelines (available from the Shire of Boddington website, or in-person from the Shire Administration).	☑
Complete the Confirmation of Eligibility below before moving on to ensure your application is eligible for this funding program.	☑
Contact the Community and Economic Development team to discuss the proposed application.	☑

Application Acceptance Criteria

Be the property owner or have evidence of the property owner's consent to make the application	■ Yes ☐ No
Be a small or medium sized business	■ Yes ☐ No
Have no outstanding debt with the Shire	■ Yes ☐ No
Acknowledge that further information may be required to accept or assess an application	■ Yes ☐ No
Acknowledge that not all applications may be funded	■ Yes ☐ No
Acknowledge that applications are not guaranteed to receive the full amount of funding requested	■ Yes ☐ No
Acknowledge that the application is assessed against the Assessment Criteria	■ Yes ☐ No
Demonstrate compliance with the relevant Planning Scheme	■ Yes ☐ No
Be a business with an Australian Business Registration	■ Yes ☐ No
Hold Public Liability insurance of $10 million and provide evidence with the Application	■ Yes ☐ No
Own or hold the appropriate permission to use any intellectual property associated with the proposed project or program	■ Yes ☐ No
The proposed project or program is located within the Shire	■ Yes ☐ No
Meet any additional eligibility criteria	■ Yes ☐ No
If you answered 'No' to any of these questions, please contact the Community and Economic Development team.	

The following ineligibility criteria apply to all Applications administered under this funding program:

- The applicant has submitted a satisfactory Acquittal Form for previous funding provided by the Shire of Boddington.
- The location is based outside the Shire, unless there is an intention to establish or substantially operate within the Shire.
- The applicant is not linked in any way to a political party, political organisation, political agenda or lobbying activity.

The Shire of Boddington collects personal information to process requests, applications and related enquiries. Information may be shared with relevant parties where required or as authorised by law. If the information is not provided, the request or application may not be processed. Further information is available in the Shire's Privacy Statement.

Shire of Boddington | 39 Bannister Road, Boddington WA 6390 | 08 9883 4999 | shire@boddington.wa.gov.au | www.boddington.wa.gov.au

Shire of BODDINGTON

Business Assistance Grant Program 2026/27 Application Form

Applicant Details

Registered Business Name:	Boddington Diner	ABN/ACN:	90 214 491 226
Trading Name: (if applicable)		ABN:	
Postal Address:	Po Box 125 Boddington WA 6390		
Phone Number:	08 9883 8265	Email Address:	boddingtondiner@gmail.com
Registered for GST:	■ Yes ☐ No	Public Liability Insurance Certificate Attached:	■ Yes ☐ No
Opening Hours:	7am - 4pm Monday to Friday - Open late on Saturday (approx 8pm)		

Authorised Contact

Name:	Louise Kaspar	Position:	Owner
Phone Number:	[redacted]	Email Address:	boddingtondiner@gmail.com

Background

Please provide background information on your business including information such as how long the business has operated in the Shire of Boddington, staff numbers and plans for growth / expansion.
We took over the Business in September 2024; we bought the building in August 2025 and renovated it to a 1950's/60's style American Diner. When we first started it was me and one other staff member; we now have 13 staff. Our plan was to design an iconic place that would provide good food in a fun environment and a place that people would want to visit. We have attracted Car Clubs, Motorbike Clubs, Caravan Clubs, buses of Aged Care outings, and Family gatherings, we have had karaoke nights, a wedding reception, a comedy night and Rock n Roll dance classes

Project Details

Project Name:	Boddington Diner Improvements
Provide a summary of the project, including how the need for the project had been identified	Painting the outside in the same colours as the inside to make the building more visible. Install LED Diner Open signs and buggies on the roof which will light up the Diner sign of a nighttime to make us
Describe how the project will benefit the chosen priority area	It will attract more people to town which will benefit Boddington as a tourist Attraction.
Anticipated commencement date	ASAP
Anticipated completion date	01.12.26
Anticipated number of people involved in the project	Approximately 5
Name of venue or address where your project will be delivered	Boddington Diner

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Shire of BODDINGTON

Business Assistance Grant Program 2026/27 Application Form

Who are the expected primary beneficiaries of this project/program?	Both the Diner and the Town
What are the expected outcomes of your project/program?	To attract people to visit Boddington with Family and Friends.
Are there any partnerships for this project?	No
Has your organisation delivered this project or something similar before?	No
Describe the impact to the project if the funding amount requested is unsuccessful, or is less than the full amount requested	It will take alot longer to complete
How will you acknowledge the Shire of Boddington's contribution to the project?	We will thank them on our social media and word of mouth.

Budget Details

Use the table below to evidence all sources of income for this project, proposed and confirmed, cash and in-kind, and how it will be expended. The value of contributions made toward the project by partnering organisations noted previously should be specified in this section.

The budget should align to the proposed project activities and outcomes specified in this application.

Please note Shire of Boddington's contribution is limited to 50% of the total project, and no more than $5,000 per financial year.

Do not include GST in the costings below.

Budget Item	This Grant	Other Cash of Grants	In-kind Support	Source of Other Cash or In-kind
e.g. Live Music	*$1200*	*$800*	*$200*	*Department of X*
CCTV	$ 2000.00	$	$ 3550.00	Retro Eateries
Exterior Painting	$ 1000.00	$	$ 1270.00	Retro Eateries
Exterior Blinds	$ 2000.00	$	$ 2000.00	Retro Eateries
	$	$	$	
	$	$	$	
Total	$	$	$	
Funding Amount Requested:		$ 5000.00		
If the full amount of this request is not granted, will your project still go ahead?				☐ Yes ■ No

Have you applied for grant funding from other sources for this project? If yes, please provide details below.		☐ Yes ■ No
Funding Body or Program	**Amount**	**Status of Application**
	$	☐ Confirmed ☐ Pending
	$	☐ Confirmed ☐ Pending

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Shire of BODDINGTON

Business Assistance Grant Program 2026/27 Application Form

Has your organisation received any type of funding from the Shire of Boddington in the last 2 years? If yes, please provide details below.			☐ Yes ■ No
Year	**Amount**	**Purpose**	**Fully Acquitted**
	$		☐ Yes ☐ No
	$		☐ Yes ☐ No

Declaration

☑	I declare the organisation has read and understands the Business Assistance Grant Program Guidelines.
☑	I declare I am the authorised person to submit this application on behalf of my organisation and are authorised to sign legal documents on behalf of the organisation.
☑	I declare the information provided in this application and attachments is to the best of my knowledge true, correct.
☑	I understand false or misleading statements listed in this Business Assistance Grant Program Application can result in the application being rejected or the withholding of any funds that may be approved as result of this application.
☑	I declare the organisation applying for the grant funding will complete and submit a Business Assistance Grant Program Acquittal Form within 90 days following the project's completion.
☑	I declare the organisation submitting this form understands this is an application only.

Full Name:	Louise May Kaspar	Position:	Owner		
Signature:	Louise Kaspar			Date: 29/10	29/10/2026

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Business Assistance Grant Program 2026/27 Application Form

This form is to be completed by businesses seeking financial assistance through the Shire of Boddington's Business Assistance Grant Program. Applicants are encouraged to review the Program Guidelines and confirm their eligibility before submitting an application.

Applications are accepted throughout the year and can be submitted by email, or hand delivered.

The outcome of the application will be advised within one week of the Council Meeting.

Application Checklist

Read the Business Assistance Grant Program Guidelines (available from the Shire of Boddington website, or in-person from the Shire Administration).	☑
Complete the Confirmation of Eligibility below before moving on to ensure your application is eligible for this funding program.	☑
Contact the Community and Economic Development team to discuss the proposed application.	☑

Application Acceptance Criteria

Be the property owner or have evidence of the property owner's consent to make the application	■ Yes ☐ No
Be a small or medium sized business	■ Yes ☐ No
Have no outstanding debt with the Shire	■ Yes ☐ No
Acknowledge that further information may be required to accept or assess an application	■ Yes ☐ No
Acknowledge that not all applications may be funded	■ Yes ☐ No
Acknowledge that applications are not guaranteed to receive the full amount of funding requested	■ Yes ☐ No
Acknowledge that the application is assessed against the Assessment Criteria	■ Yes ☐ No
Demonstrate compliance with the relevant Planning Scheme	■ Yes ☐ No
Be a business with an Australian Business Registration	■ Yes ☐ No
Hold Public Liability insurance of $10 million and provide evidence with the Application	■ Yes ☐ No
Own or hold the appropriate permission to use any intellectual property associated with the proposed project or program	■ Yes ☐ No
The proposed project or program is located within the Shire	■ Yes ☐ No
Meet any additional eligibility criteria	■ Yes ☐ No
If you answered 'No' to any of these questions, please contact the Community and Economic Development team.	

The following ineligibility criteria apply to all Applications administered under this funding program:

- The applicant has submitted a satisfactory Acquittal Form for previous funding provided by the Shire of Boddington.
- The location is based outside the Shire, unless there is an intention to establish or substantially operate within the Shire.
- The applicant is not linked in any way to a political party, political organisation, political agenda or lobbying activity.

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Business Assistance Grant Program 2026/27 Application Form

Applicant Details

Registered Business Name:	Trustee for the Hay Family Trust T/a RAUK Mecha	ABN/ACN:	674505410
Trading Name: (if applicable)	Rauk Mechanical	ABN:	69108200950
Postal Address:	58 Bannister Rd, Boddington		
Phone Number:	0437194833	Email Address:	admin@rauk mech.com.au
Registered for GST:	■ Yes ☐ No	Public Liability Insurance Certificate Attached:	■ Yes ☐ No
Opening Hours:	Trade fuel 24hrs/7days Shop open Monday to Friday 7am to 5pm		

Authorised Contact

Name:	Sonia Hay	Position:	Manager / Owner
Phone Number:	[redacted]	Email Address:	admin@raukmech.com.au

Background

Please provide background information on your business including information such as how long the business has operated in the Shire of Boddington, staff numbers and plans for growth / expansion.
The service station has been a part of the Boddington community for well over 40years. We have owned the Shop and workshop since May 2026 and have made substantial upgrades and improvements to the business including mechanical, shop selection, building and equipment upgrades. As the owners we both work in the shop full time, with several people employed casually and working towards staff in the coming years as we grow and establish ourselves

Project Details

Project Name:	Security upgrade
Provide a summary of the project, including how the need for the project had been identified	Install hard wired CCTV cameras to all sides of the Rauk Mechanical service station and workshop, and internally. For the safety and security of our property and those around us
Describe how the project will benefit the chosen priority area	Will greatly enhance security for us. Having public attend the business 24hours a day needs to be monitored to the best of our ability, which also improves public safety
Anticipated commencement date	asap
Anticipated completion date	asap
Anticipated number of people involved in the project	2
Name of venue or address where your project will be delivered	58 Bannister Rd, Boddington

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Who are the expected primary beneficiaries of this project/program?	Our business and or community
What are the expected outcomes of your project/program?	Improved security
Are there any partnerships for this project?	
Has your organisation delivered this project or something similar before?	We have some basic cameras currently installed
Describe the impact to the project if the funding amount requested is unsuccessful, or is less than the full amount requested	We will work to do the best we can to achive it anyway
How will you acknowledge the Shire of Boddington's contribution to the project?	Community fb post, newsletter

Budget Details

Use the table below to evidence all sources of income for this project, proposed and confirmed, cash and in-kind, and how it will be expended. The value of contributions made toward the project by partnering organisations noted previously should be specified in this section.

The budget should align to the proposed project activities and outcomes specified in this application.

Please note Shire of Boddington's contribution is limited to 50% of the total project, and no more than $5,000 per financial year.

Do not include GST in the costings below.

Budget Item	**This Grant**	**Other Cash of Grants**	**In-kind Support**	**Source of Other Cash or In-kind**
e.g. Live Music	*$1200*	*$800*	*$200*	*Department of X*
Camera Install	$ 9500	$	$	
	$	$	$	
	$	$	$	
	$	$	$	
	$	$	$	
Total	$	$	$	
Funding Amount Requested:		$ 4750		
If the full amount of this request is not granted, will your project still go ahead?				■ Yes ☐ No

Have you applied for grant funding from other sources for this project? If yes, please provide details below.		☐ Yes ■ No
Funding Body or Program	**Amount**	**Status of Application**
	$	☐ Confirmed ☐ Pending
	$	☐ Confirmed ☐ Pending

The Shire of Boddington collects personal information to process requests, applications and related enquiries. Information may be shared with relevant parties where required or as authorised by law. If the information is not provided, the request or application may not be processed. Further information is available in the Shire's Privacy Statement.

Business Assistance Grant Program 2026/27 Application Form

Has your organisation received any type of funding from the Shire of Boddington in the last 2 years? If yes, please provide details below.			☐ Yes ■ No
Year	**Amount**	**Purpose**	**Fully Acquitted**
	$		☐ Yes ☐ No
	$		☐ Yes ☐ No

Declaration

☑	I declare the organisation has read and understands the Business Assistance Grant Program Guidelines.
☑	I declare I am the authorised person to submit this application on behalf of my organisation and are authorised to sign legal documents on behalf of the organisation.
☑	I declare the information provided in this application and attachments is to the best of my knowledge true, correct.
☑	I understand false or misleading statements listed in this Business Assistance Grant Program Application can result in the application being rejected or the withholding of any funds that may be approved as result of this application.
☑	I declare the organisation applying for the grant funding will complete and submit a Business Assistance Grant Program Acquittal Form within 90 days following the project's completion.
☑	I declare the organisation submitting this form understands this is an application only.

Full Name:	Sonia Hay	Position:	Manager / Owner		
Signature:				Date:	04/11/2026

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9.2 CHIEF EXECUTIVE OFFICER

9.2.1 Proposed Budget Amendment – Legal Expenses

File Reference:	3.0010
Applicant:	Nil
Previous Item:	Nil
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Absolute Majority
Attachments:	9.2.1A Application for Mining Tenement

Summary

This item seeks Council's approval to amend the 2026/27 Budget to increase the allocation for legal expenses from $10,000 to $75,000. The increase is required to accommodate ongoing legal expenses associated with a confidential project-related contractual matter, a lodged objection in relation to a mining tenement application (as contained in attachment 9.2.1A) and anticipated legal requirements for the remainder of the financial year.

Background

The 2026/27 Budget includes an allocation of $10,000 for legal expenses, based on anticipated legal requirements at the time of budget preparation.

Since adoption of the Budget, unforeseen legal requirements have arisen in relation to a confidential project-related contractual matter, which remains ongoing and has required significant legal input.

In addition, the Shire has lodged an objection in relation to a mining tenement application, which is expected to require ongoing legal advice and assistance as the matter progresses through the Wardens Court.

The legal expenditure associated with these matters was not specifically provided for within the original budget allocation.

Comment

The current legal expenses allocation of $10,000 has been largely absorbed by unforeseen legal requirements associated with an ongoing confidential project-related contractual matter.

As this matter remains ongoing, further specialist legal advice and assistance will be required to continue progressing the matter and protect the Shire's interests. This is expected to result in additional legal expenditure beyond the funds currently available within the adopted budget.

In addition, the Shire has lodged an objection in relation to a mining tenement application. The application received from McMahon Mining Title Services on behalf of South Boddington Gold Pty Ltd for an exploration license covers an area impacting both the Shire of Boddington and Shire of Williams predominantly within the locality of Quindanning.

Of concern to the Shire of Boddington is the application areas cover part of Reserve 8178 which includes the Quindanning Picnic Races, lease for the Quindanning Hall and the Quindanning Volunteer Bush Fire Brigade Shed.

Furthermore, the cumulative impacts from mining be it social and environmental are already

strongly felt within the community already impacted by gold, copper and bauxite mining.

An approach has been made to the Shire of Williams to jointly object and therefore share legal costs. An estimate of legal costs has been obtained which is likely to be;

1. $2,300 plus GST – preparing initial objection.
2. $23,000 plus GST – additional costs for subsequent appearances at Wardens Court, preparing particulars, submissions, witness statements etc. and appearing at final hearing.
3. $5,000 plus GST (optional) – preparing a submission to Minister for Mines, Petroleum and Exploration under Section 111A of the *Mining Act 1978.*

Sharing these costs is therefore going to be in the vicinity of $12,650 to $15,150 per Local Government.

An increase to the legal expenses allocation is therefore required to accommodate the continued legal requirements of the confidential contractual matter, ongoing legal costs associated with the mining tenement objection and to ensure sufficient provision remains available for any other legal matters that may arise during the remainder of the financial year.

It is recommended that Council approve the proposed budget amendment to ensure the Shire has sufficient provision to continue obtaining appropriate legal advice and representation, manage its legal obligations and protect its interests.

Consultation

Consultation has occurred with relevant officers and legal service providers in relation to the identified legal requirements and anticipated expenditure.

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.1	Maintain a high standard of leadership, corporate governance and customer service

Legislative Implications

Local Government Act 1995 - s6.8
Expenditure from municipal fund not included in annual budget
(1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure is authorised in advance by resolution of the local government.

Policy Implications

Nil

Financial Implications

The proposed budget amendment is as follows:

Description	Current Budget	Amendment	Revised Budget
Legal Expenses	$10,000	$65,000	$75,000

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Insufficient budget provision may impact the Shire's ability to obtain timely specialist legal advice and adequately protect its interests in relation to contractual matters and the mining tenement objection process.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Financial and reputational.
Risk Action Plan (controls or treatment proposed)	The proposed budget amendment will provide sufficient financial provision to meet anticipated legal expenses. Expenditure will continue to be monitored by the appropriate officers to ensure costs remain within the approved allocation and are managed in accordance with the Shire's financial management requirements.

Officer Recommendation

That Council approves by absolute majority:

1. **Request the Chief Executive Officer to recommend budget adjustments in the 2026-27 budget review to accommodate the increase in legal expenses by $65,000, from $10,000 to $75,000, due to unforeseen legal expenses associated with confidential project contract reviews and the objection of the mining tenement application.**

2. **Notes that the Shire has submitted an objection to the Application for Mining Tenement application submitted by McMahon Mining Title Services on behalf of South Boddington Gold Pty Ltd as contained in attachment 9.2.1A.**

McMAHON MINING TITLE SERVICES PTY LTD

Chief Executive Officer
Shire of Boddington
PO Box 4
BODDINGTON WA 6390

26 October 2026

Registered Post No.
RPP 44 63800 09400 68025 27604

Dear Madam/Sir

APPLICATION FOR E70/6886

On behalf of our client South Boddington Gold Pty Ltd, please find enclosed a copy of the above application and plan of the area applied for.

This notice is by registered post and is sent pursuant to the Mining Act 1978 (WA), as the application falls within the area of your local government authority.

Yours faithfully

McMahon Mining Title Services Pty Ltd

Level 1, 1 Adelaide Terrace
East Perth WA 6004

PO Box 6301
East Perth WA 6892

(08) 6467 7997
mmts@mmts.net.au

ABN 70 104 341 817
www.mmts.net.au

Form 21

WESTERN AUSTRALIA
Mining Act 1978
(Secs. 41, 58, 70C, 74, 86, 91, Reg. 64)

APPLICATION FOR MINING TENEMENT

(a) Type of tenement	(a) Exploration Licence	No. E 70/6886
(b) Time & Date marked out (where applicable)	(b) a.m./p.m. / /	(c) SOUTH WEST
(c) Mineral Field DESCRIPTION OF GROUND APPLIED FOR: (For Exploration Licences see Note 1. For other Licences see Note 2. For all Licences see Note 3.) (d) Locality (e) Datum Peg (f) Boundaries	(d) Wellington (e) (f) This application affects Private Property. Details of Private Property Affected:If the application is over any private land described under section 29(2)(a)-(f) of the Mining Act, then the applicant is seeking grant only in respect of that part of the private land not less than 30 metres below the lowest part of the natural surface.	
(g) Area (ha or km^2)	(g) 36 BL	
Additional information to be provided in an attachment (See Note 4)		

	(h), (i), (j) & (k)	(l)	(m) Shares
APPLICANT(S) DETAILS (FOR EACH APPLICANT)(see Note 5): (h) Full Name (i) ABN/ACN (if applicable) (j) Service Address (k) Optional information (email, telephone) (l) Designated Tenement Contact (see Note 6) (i) Full name (ii) Postal address (Street/Post Box/Locked Bag, Suburb, State, Postcode, Country) (iii) Email address (iv) Optional information (telephone) (m) No. of shares (n) Total No. of shares	SOUTH BODDINGTON GOLD PTY LTD (ACN: 151 862 707) (ABN: 18151862707) C/- MCMAHON MINING TITLE SERVICES PTY LTD, LEVEL 1, 1 ADELAIDE TERRACE, EAST PERTH, WA, 6004 mmts@mmts.net.au (08) 6467 7997	MCMAHON MINING TITLE SERVICES PTY LTD C/- MCMAHON MINING TITLE SERVICES PTY LTD, PO BOX 6301, EAST PERTH, WA, 6892 mmts@mmts.net.au (08) 6467 7997	100
			(n) Total 100

(o) Signature of applicant or agent(if agent state full name and address)

(o)*Jacqueline Jayasagaram* Date: 20/10/2026
LEVEL 1, 1 ADELAIDE TERRACE, EAST PERTH, WA, 6004

OFFICIAL USE

A NOTICE OF OBJECTION may be lodged at any mining registrar's office on or before the 24th day of November 2026 (See Note 7).

Where an objection to this application is lodged the hearing will take place on a date to be set.

Received at	14:18:43	on	20	October	2026	with fees of
Application	$1,800.00					
Rent	$6,372.00					
TOTAL	$8,172.00					
Receipt No:	67891107675					

Mining Registrar

NOTES

Note 1: EXPLORATION LICENCE

(i) Attachments 1 and 2 form part of every application for an exploration licence and must be lodged with this form in lieu of (d), (e), (f) and (g) above.

(ii) An application for an Exploration Licence shall be accompanied by a statement specifying method of exploration, details of the proposed work programme, estimated cost of exploration and technical and financial ability of the applicant(s).

Note 2: PROSPECTING/MISCELLANEOUS LICENCE AND MINING/GENERAL PURPOSE LEASE

(i) This application form shall be accompanied by a map on which are clearly delineated the boundaries of the area applied for.

Note 3: GROUND AVAILABILITY

(i) The onus is on the applicant to ensure that ground is available to be marked out and/or applied for.

(ii) The following action should be taken to ascertain ground availability:
(a) public plan search; (b) register search; (c) ground inspection.

Note 4: ADDITIONAL INFORMATION

An applicant may provide an relevant additional information they wish to provide in respect of this application in an attachment (e.g. that the application is for a special prospecting licence or is the conversion of an existing title, or the effect of the application on private property).

Note 5: APPLICANT(S) DETAILS

Each applicants must include their full name (individual or company) and service address. The Mining Regulations 1981 regulation 84A(1) defines service address.

Note 6: DESIGNATED TENEMENT CONTRACT

Each applicant must include the full name (individual or company), postal address and email address of the applicant's designated tenement contact for the application, to be used for correspondence. Each applicant may only have 1 designated tenement contact for the application (although multiple applicants may have the same designated contact) and may nominate themselves as the designated tenement contact.

Note 7: ALL APPLICATIONS OVER PRIVATE LAND

The period for lodgement of an objection is within 21 days of service of this notice, or the date noted above for lodging objections, whichever is the longer period.

WESTERN AUSTRALIA Mining Act 1978 Sec. 58; Reg. 64	**FORM 21 - ATTACHMENT 1**	
EXPLORATION LICENCE NO. 70/6886		
THIS SECTION MUST BE COMPLETED IN FULL FOR ALL EXPLORATION LICENCE APPLICATIONS		
LOCALITY: Wellington		
BLOCK IDENTIFIER (All three sections must be completed)		
1:1,000,000 PLAN NAME	**PRIMARY NUMBER**	**GRATICULAR SECTION**
ALBANY	895	stuxyz
ALBANY	896	qvwx
ALBANY	967	cdehjknopstuxyz
ALBANY	968	abcdfghlmnq
TOTAL BLOCKS:		**36**

GOVERNMENT OF WESTERN AUSTRALIA

Department of **Mines, Petroleum and Exploration**

GDA2020

eMiTS MINERAL TITLES ONLINE

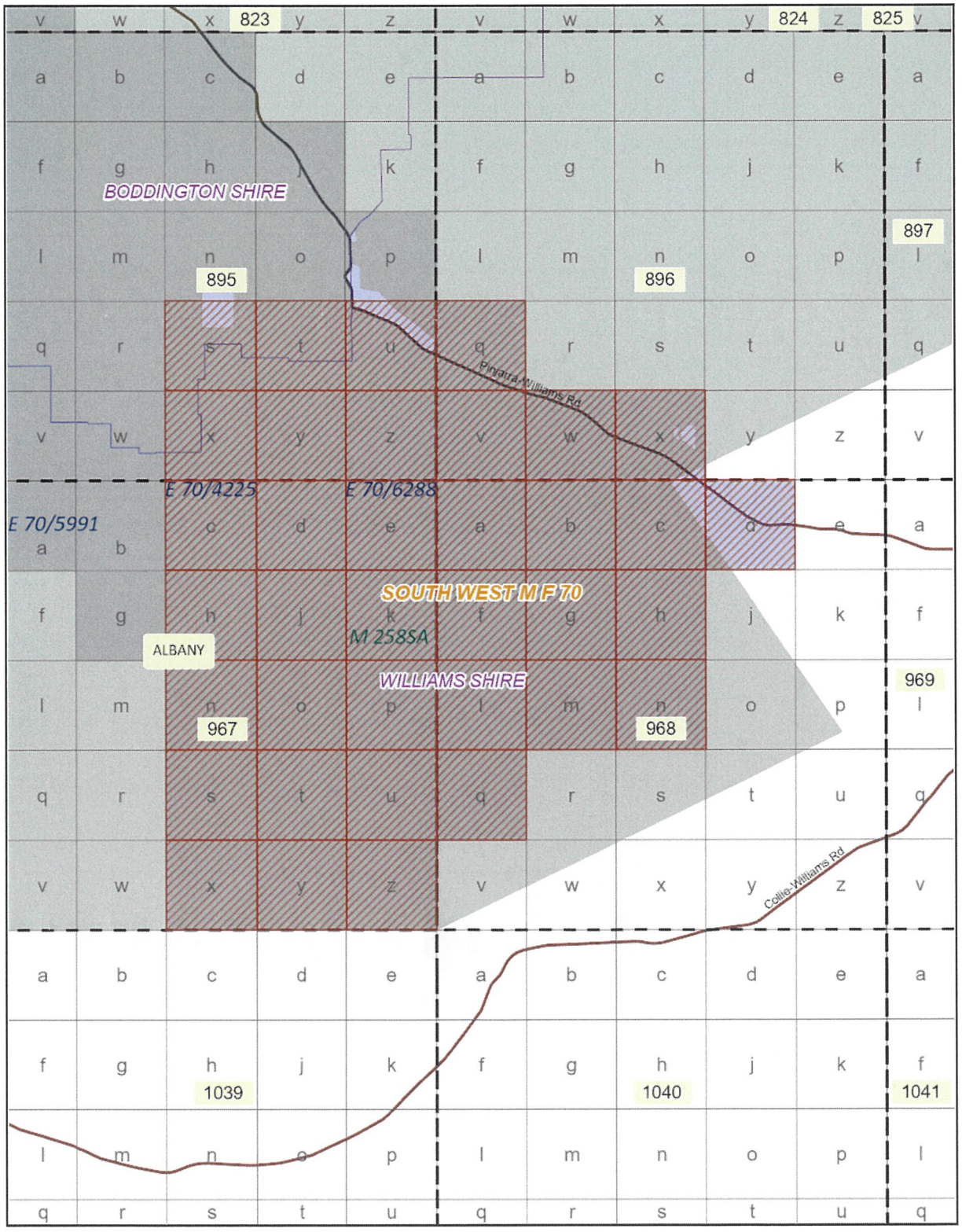
Mining Act 1978
Sec. 58; Reg. 64

FORM 21 - ATTACHMENT 2

Plan Name(s) - ALBANY

Time Officially Received : 20/10/2026 14:18:43

User Id : ex156002



MAP SHOWING BLOCKS APPLIED FOR IN EXPLORATION LICENCE NO. 70/6886

▨ Graticular Section Applied For

Department of Mines, Petroleum and Exploration

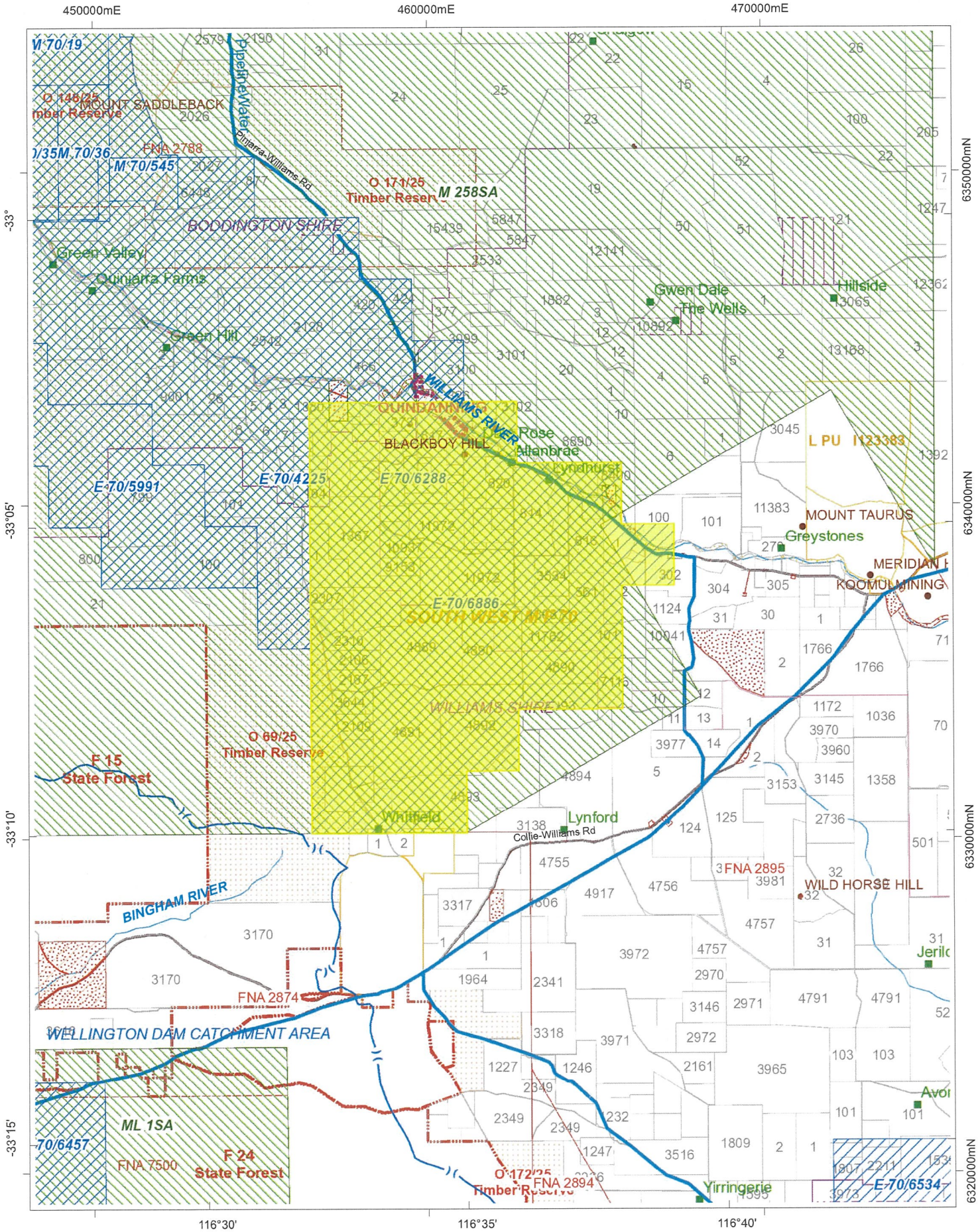
GOVERNMENT OF WESTERN AUSTRALIA

GDA2020 MGA Zone 50

Pending Application
Live Tenement
Application over Live Tenement

TENGRAPH (c) 2014
10:03 AM, 23/10/2026
MICNICH

E 70/6886 , Quick Appraisal Plan



This plan has been compiled from various data sources received from a number of agencies and with information supplied by applicants for mining tenements. No responsibility is accepted for any error or omission. The Commonwealth of Australia (c) 2002, through Geoscience Australia and the Department of Defence, maintains copyright over those parts of the topographic data it has provided for display in TENGRAPH. Users wishing to use the data in its unaltered form should contact Geoscience Australia at www.ga.gov.au. Confirmation of the extent and composition of any Native Title Claims, Determinations or ILUAs should be sought from the National Native Title Tribunal (NNTT) specifically - Register of Native Title Claims (RNTC); National Native Title Register (NNTR) or Register of Indigenous Land Use Agreements (ILUAs). Enclosed Pastoral Lease land and Pre 1994 mining confined to Nhanuwangga Wajarri and Ngarlawangga ILUA Native Title determination boundary.

Scale: 1:144,448

0 2.5 5 7.5 10 12.5 km

9.2.2 Proposed Budget Amendment – Central Park and 32 Bannister Road

File Reference:	3.000683
Applicant:	Nil
Previous Item:	OCM July 2023 | Resolution: 82/23 SCM November 2024 | Resolution 171/24 OCM May 2025 | Resolution 45/25 OCM March 2026 | Resolution 27/26
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Absolute Majority
Attachments:	Nil

Summary

Council is requested to consider an amendment to the 2026/27 Budget to provide an additional $210,000 excluding GST from Public Open Space Reserve for the completion of the Central Park and 32 Bannister Road Enhancement Project.

Background

At the Ordinary Council Meeting held on 27 July 2023, Council endorsed the final Town Centre Revitalisation Masterplan under Resolution 82/23.

The Masterplan identified Central Park and the vacant land at 32 Bannister Road as important public spaces that could improve the appearance, functionality and connectivity of the town centre.

The accompanying Quantity Surveyor Report prepared by BSM Consulting in April 2023 provided preliminary estimates of $339,000 excluding GST for Central Park and $100,000 excluding GST for the proposed Plaza at 32 Bannister Road, representing a combined estimate of $439,000 excluding GST.

These estimates were based on concept-level design information and were intended to inform future planning and funding decisions rather than provide construction-ready budgets.

In November 2024, Council approved Resolution 171/24 to amend the 2024/25 Budget to incorporate an additional $500,000 excluding GST in Growing Regions funding for the Town Centre Revitalisation Project.

The first stage of implementation included improvements to Central Park and 32 Bannister Road, together with other town centre works.

During 2025, further planning and community consultation were undertaken to refine the proposed improvements to the two public spaces.

At the Ordinary Council Meeting on 28 May 2025, Council endorsed the concept designs for Central Park and 32 Bannister Road under Resolution 45/25.

The endorsed designs included:

Central Park

- Improvements to landscaping, tree planting and grassed areas.
- New and upgraded pedestrian pathways.
- Shade structures and outdoor seating.

- Improvements to the playground area and associated fencing.
- Supporting infrastructure and improvements to accessibility.

32 Bannister Road
- Development of a central public plaza.
- Landscaping, shade structures and outdoor furniture.
- Improved pedestrian connectivity through the site.
- Supporting electrical and other infrastructure.
- Provision for future activation and flexible retail opportunities.

The flexible retail building was identified as a separate component for future consideration.

Following endorsement of the concept designs, detailed landscape drawings, specifications and supporting documentation were prepared to allow the works to proceed to procurement.

The project was subsequently advertised through a public tender process under RFT 2025-006 – Plaza & Central Park. The tender opened on 27 September 2025 and closed on 27 October 2025.

No tender submissions were received.

Following the unsuccessful tender process, the Shire reviewed alternative procurement arrangements and engaged with contractors and suppliers to establish a practical delivery approach.

At the March 2026 Ordinary Council Meeting, item 9.2.6 presented the procurement and budget position to Council, including the proposed engagement of NXP Civils Pty Ltd as the primary contractor for the civil and associated construction works.

Following this process, procurement progressed through the engagement of NXP Civils and separate suppliers and contractors for items including electrical works, irrigation, landscaping, shade structures and outdoor furniture.

Construction activities commenced in June 2026.

Comment

The Central Park and 32 Bannister Road projects have progressed substantially, with civil works, pathways, landscaping infrastructure, shade structures and associated improvements undertaken across the two sites.

During construction, additional design coordination and site-related matters required investigation and resolution.

These included site levels and accessibility requirements, retaining wall design and engineering, stormwater and subsoil drainage, electrical service locations, playground fencing and coordination between the different construction activities.

Some of these matters required further technical documentation and consideration of alternative construction solutions.

The project team has continued to review construction costs, supplier pricing and opportunities to manage expenditure while maintaining the objectives of the Council-endorsed designs.

However, a financial reconciliation of the project accounts indicates that the total of recorded

expenditure and outstanding purchase order commitments now exceeds the current 2026/27 budget allocation.

The current position is summarised below.

Project	Current budget	Expenditure (Including Outstanding Commitments)	Additional Funding Requested	Revised Budget
Central Park	$262,507	$356,769	$100,000	$362,507
32 Bannister Road	$560,764	$643,263	$110,000	$670,764
Total	$823,271	$1,000,032	$210,000	$1,033,271

All figures in the table exclude GST.

The proposed amendment is based on existing expenditure and outstanding commitments identified in the financial records.

It is intended to provide sufficient budget capacity for these recorded and committed amounts. The amount included also covers a contingency of approximately $30,000 at the time of this report, to allow for future unidentified variations or works that have not yet been committed.

The final financial position will require confirmation of any outstanding invoices, remaining construction requirements, potential variations and any use of the contingency amount before the project is closed.

The proposed amendment is therefore recommended to address the immediate funding shortfall and support the continuation and completion of the contracted works.

Strategic Implications

Aspiration	Place
Outcome 8	Attractive and welcoming streets and community spaces
Objective 8.2	Provide quality playgrounds, parks and community spaces

Legislative Implications

Local Government Act 1995

Section 6.8 - Expenditure from municipal fund not included in annual budget

1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure —
   a) is incurred in a financial year before the adoption of the annual budget by the local government; or
   b) is authorised in advance by resolution*; or
   c) is authorised in advance by the mayor or president in an emergency.

Policy Implications

Nil

Financial Implications

The 2026/27 Budget currently provides a combined allocation of $823,271 for the Central Park and 32 Bannister Road projects.

The adopted budget includes $395,416 in grant funding, $345,000 from reserves and $82,855 from other funding sources for the combined projects.

The recommended amendment would increase the combined project budget to $1,033,271.

Account	Description	Current allocation	Current Funding shortfall	Additional allocation	Revised allocation
9217 / 663	Central Park – Upgrades to Infrastructure	$262,507	$94,262	$100,000	$362,507
9218 / 663	32 Bannister Road – Upgrades to Infrastructure	$560,764	$82,499	$110,000	$670,764
Total		$823,271	$176,761	$210,000	$1,033,271

All figures in the table exclude GST.

The proposed additional $210,000 excluding GST is requested from the Public Open Space Reserve.

Economic Implications

Improvements to Central Park and 32 Bannister Road are intended to enhance the town centre's appearance and functionality, encourage visitation and support opportunities for local businesses and commercial activation.

Social Implications

The upgraded public spaces will provide improved opportunities for recreation, social interaction and community use, supported by improvements to pathways, landscaping, shade and seating.

Environmental and Climate Change Implications

The project incorporates additional landscaping, tree planting and other improvements intended to increase shade, improve amenity and enhance the quality of the public spaces.

Risk Considerations

Risk Statement and Consequence	Failure to secure additional funding may delay completion of the Central Park and 32 Bannister Road Plaza projects, increase project costs and prevent the delivery of the project.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Projects / Financial
Risk Action Plan (controls or treatment proposed)	Approve the proposed budget amendment to cover the shortfall and continue monitoring expenditure and outstanding commitments.

Officer Recommendation

That Council approves by absolute majority to:

1. **Amend the 2026/27 Budget to increase expenditure for the Central Park and 32 Bannister Road Enhancement Project by $210,000 (excluding GST), allocated as follows:**
   - **$100,000 (excluding GST) to Account 9217 / 663 – Central Park, Upgrades to Infrastructure; and**
   - **$110,000 (excluding GST) to Account 9218 / 663 – 32 Bannister Road, Upgrades to Infrastructure.**
2. **Fund the additional $210,000 (excluding GST) from the Public Open Space Reserve.**

9.3 CORPORATE SERVICES

9.3.1 Payment Listing

File Reference:	3.0070
Applicant:	Nil
Previous Item:	Nil
Author:	Executive Manager Corporate Services
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.3.1A List of Payments ending 31 October 2026

Summary

The list of payments for the month ending 31 October 2026 is presented for noting by Council.

Background

Council has delegated the Chief Executive Officer the exercise of its power to make payments from the Shire's municipal fund and the trust fund.

In exercising their authority, and in accordance with the Local Government (Financial Management) Regulations, it is a requirement to produce a list of payments made from Council's Municipal Fund and Trust Fund bank accounts to be presented to Council for the purposes of noting, in the following month.

Comment

The List of Payments have been made in accordance with Council's adopted budget, and statutory obligations.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.2	Responsibly manage the Shire's finances, human resources and assets

Legislative Implications

Local Government (Financial Management) Regulations 1996 - Reg 13

(1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared —
    (a) the payee's name; and
    (b) the amount of the payment; and
    (c) the date of the payment; and
    (d) sufficient information to identify the transaction.

Policy Implications

Nil

Financial Implications

As disclosed within the payment listing.

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Failure to present a detailed listing of payments made from the Shire bank accounts in the prescribed form would result in non-compliance with the Local Government (Financial Management) Regulations 1996, which may result in a qualified audit.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Reputational / Compliance
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council receive the list of payments for the month ending 31 October 2026 as presented.

SHIRE OF BODDINGTON LIST OF PAYMENTS OCTOBER 2026

Chq/EFT	Date	Name	Description	Amount
EFT29964	09/10/2026	BENARA NURSERIES	CENTRAL PARK UPGRADES	18,067.99
EFT29965	09/10/2026	SIRSIDYNIX	ANNUAL SUBSCRIPTION FOR LIBRARY SOFTWARE 2026/2027	1,928.05
EFT29966	09/10/2026	THE TEMPORARY FENCING SHOP	TEMP FENCE PANELS	3,485.35
EFT29967	09/10/2026	TIMBER INSIGHT	ANNUAL MAINTENANCE TO SHIRE BRIDGES	17,710.00
EFT29968	09/10/2026	RODNEY CHEVIS	REFUND OF CARAVAN PARK BOOKING FEES	6,216.00
EFT29969	09/10/2026	CRAIG STOCKWELL	REFUND OF CARAVAN PARK BOOKING FEES	676.00
EFT29970	09/10/2026	PAUL CARROTTS	COUNCILLOR ALLOWANCES	3,158.45
EFT29971	13/10/2026	RAUK MECHANICAL	FUEL OCTOBER 2026	11,367.41
EFT29972	16/10/2026	RENTOKIL	SANITARY BIN SERVICE	770.57
EFT29973	16/10/2026	BODDINGTON MEDICAL CENTRE	SOUTH32 COMMUNITY HEALTH INITIATIVE - 1ST QUARTER	27,500.00
EFT29974	16/10/2026	AUSTRALIA POST ACCOUNTS RECEIVABLE	POSTAGE SEPTEMBER 2026	81.76
EFT29975	16/10/2026	OFFICEWORKS BUSINESS DIRECT	SAMSUNG GALAXY PHONE & STATIONERY ITEMS	2,720.68
EFT29976	16/10/2026	LANDGATE	GRV INTERIM VALUATIONS	109.55
EFT29977	16/10/2026	ADVANTAGE ENVIRONMENTAL PEST CONTROL	PEST CONTROL	1,586.33
EFT29978	16/10/2026	ABCO PRODUCTS	CLEANING PRODUCTS	176.66
EFT29979	16/10/2026	FOOT PRINT (WA)	SIGNAGE	429.00
EFT29980	16/10/2026	NARROGIN CARPETS & CURTAINS	CARPET - 20 PRUSSIAN WAY	7,205.00
EFT29981	16/10/2026	STRUCTERRE CONSULTING GROUP	EARTHWORKS	3,355.00
EFT29982	16/10/2026	MCLEODS BARRISTERS AND SOLICITORS	LEGAL ADVICE	4,403.30
EFT29983	16/10/2026	INDUSTRIAL AUTOMATION GROUP	SOLAR STANDPIPE CONTROL SYSTEM & PARTS	16,520.65
EFT29984	16/10/2026	GOLDEN GLASS	WINDOW REPAIR	462.00
EFT29985	16/10/2026	NEWMONT BODDINGTON GOLD	RENT FOR 25 FARMERS AVE & 3 PRUSSIAN WAY	2,600.00
EFT29986	16/10/2026	DORMAKABA AUSTRALIA	AUTOMATIC DOOR SERVICE	121.00
EFT29987	16/10/2026	WALLIS COMPUTER SOLUTIONS	UPS REPLACEMENT	17,980.06
EFT29988	16/10/2026	G & D LYSTER	GRAVEL	46,640.00
EFT29989	16/10/2026	BANNISTER EXCAVATIONS	WINTER GRADING - VARIOUS SHIRE LOCATIONS	17,737.50
EFT29990	16/10/2026	ZIRCODATA	STORAGE FEES	103.63
EFT29991	16/10/2026	REDFISH TECHNOLOGIES	CALL OUT SERVICE FEE	770.00
EFT29992	16/10/2026	PFD FOOD SERVICES	YOUTH CENTRE ITEMS	218.20
EFT29993	16/10/2026	RINGCENTRAL INC	MONTHLY TELEPHONE SUBSCRIPTION	876.04
EFT29994	16/10/2026	SIMPLY HEADSETS	HEAD SETS	820.00
EFT29995	16/10/2026	BODDINGTON POST OFFICE & STORE	STATIONERY ITEMS	167.99
EFT29996	16/10/2026	SAPIO	LICENSE PLATE CAMERA	6,286.79
EFT29997	16/10/2026	SERVICES AUSTRALIA CHILD SUPPORT	PAYROLL DEDUCTIONS/CONTRIBUTIONS	3,245.50
EFT29998	16/10/2026	SOS OFFICE EQUIPMENT	PHOTOCOPIER CHARGES	395.47
EFT29999	16/10/2026	INTERNODE	BROADBAND SERVICE	109.99
EFT30000	16/10/2026	COMMERCIAL IRRIGATION W.A	CENTRAL PARK PROJECT	16,996.00
EFT30001	16/10/2026	JOHANN PRANDL	COUNCILLOR ALLOWANCES	1,970.00
EFT30002	16/10/2026	BODMEC MAINTENANCE SOLUTIONS	HINO TRUCK SERVICE	1,141.13
EFT30003	16/10/2026	CONTRACT AQUATIC	POOL MANAGEMENT FEE OCTOBER 2026, AQUATIC LIFT & POOL	36,783.52
EFT30004	16/10/2026	BODDINGTON PLUMBING & GAS	PLUMBING WORK AT VARIOUS SHIRE LOCATIONS	1,311.63
EFT30005	16/10/2026	WA RETICULATION SUPPLIES	RETICULATION PARTS	466.83
EFT30006	16/10/2026	WAROONA CARPET CARE	CARPET CLEANING	440.00
EFT30007	16/10/2026	EASY AS ELECTRICAL SOLUTIONS	ELECTRICAL WORK AT THE OLD SCHOOL	187.00
EFT30008	16/10/2026	ENVIRO SWEEP	STREET SWEEPING	2,293.09
EFT30009	16/10/2026	PAUL KESSLER	COUNCILLOR ALLOWANCES	1,970.00
EFT30010	16/10/2026	KOORMAL CONTRACTING	PLUMBING WORK AT THE YOUTH CENTRE	821.70
EFT30011	16/10/2026	RAUK MECHANICAL	FUEL OCTOBER 2026	325.76
EFT30012	16/10/2026	ROTIM SOLUTIONS	BODDINGTON PLAZA PROJECT	5,501.25
EFT30013	16/10/2026	JBM FREIGHT SERVICES	FREIGHT CHARGES	118.80
EFT30014	16/10/2026	ARTISTIC DEN	CALICO BAGS FOR CHILDREN'S WEEK	125.30
EFT30015	16/10/2026	DB CONTRACTING	LEAK DETECTION MACHINERY AND REPAIRS - BCRC	2,245.80
EFT30016	16/10/2026	SHAUN DAVEY	REIMBURSEMENT FOR WORK BOOTS	239.00
EFT30017	16/10/2026	RAMAN VIRDI	REIMBURSEMENT FOR STATIONERY ITEMS	192.00
EFT30018	16/10/2026	PHILLIP PUKLOWSKI	RATES REFUND	682.61
EFT30019	16/10/2026	LYNDA SINCLAIR	RATES REFUND	760.88
EFT30020	16/10/2026	RICHARD ROGERS	RATES REFUND	268.83
EFT30021	16/10/2026	CRAIG SHERRY	REFUND OF KEY & CLEANING BOND	240.00
EFT30022	16/10/2026	STEWART & HEATON	PROTECTIVE WEAR	2,386.81
EFT30023	16/10/2026	BODDINGTON SERVICE STATION	VEHICLE SERVICE	482.50
EFT30024	16/10/2026	BODDINGTON GOLF CLUB	BODDINGTON RODEO CAMPING MANAGEMENT	500.00
EFT30025	16/10/2026	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASS.	WALGA TRAINING	2,013.00
EFT30026	16/10/2026	SHIRE OF BODDINGTON	BSL COMMISSION SEPTEMBER 2026	25.00
EFT30027	16/10/2026	CHUBB FIRE & SECURITY	MONTHLY FIRE PANEL SERVICING	352.46
EFT30028	16/10/2026	DEPT OF MINES,INDUSTRY REGULATION AND SAFETY	BSL SEPTEMBER 2026	1,260.66
EFT30029	16/10/2026	BODDINGTON SES	REIMBURSEMENT FOR THE SES	1,716.00
EFT30030	16/10/2026	SOUTH WEST FIRE UNITS	SERVICING OF QUINDANNING 4.4B	22,079.90
EFT30031	16/10/2026	THE LOCK MAN SECURITY	REPAIRS TO DOOR LOCKS	525.00
EFT30032	23/10/2026	RENTOKIL	SERVICING OF SHARPS CONTAINERS	132.00
EFT30033	23/10/2026	BODDINGTON MEDICAL CENTRE	SOUTH32 COMMUNITY HEALTH INITIATIVE	27,500.00
EFT30034	23/10/2026	BODDINGTON TYRE SERVICE	NEW TYRES	996.00
EFT30035	23/10/2026	DORMAKABA AUSTRALIA	REPAIRS TO MEDICAL CENTRE ENTRY DOORS	1,027.40
EFT30036	23/10/2026	WALLIS COMPUTER SOLUTIONS	COPILOT SUBSCRIPTIONS	834.68
EFT30037	23/10/2026	IAN MACPHERSON	COUNCILLOR ALLOWANCES	1,970.00
EFT30038	23/10/2026	DESNIE SMALBERGER	COUNCILLOR ALLOWANCES	7,100.75
EFT30039	23/10/2026	ANDREW RYLEY	COUNCILLOR ALLOWANCES	1,970.00
EFT30040	23/10/2026	DYLAN & SUANNE VAN ZUYDAM	REFUND OF RENTAL BOND	1,400.00
EFT30041	23/10/2026	CONNECT CALL SERVICES	AFTER HOURS CALL SERVICE FEE	512.05
EFT30042	23/10/2026	COMMERCIAL IRRIGATION W.A	PLAZA PROJECT	9,460.00
EFT30043	23/10/2026	JOHAN VAN HEERDEN	COUNCILLOR ALLOWANCES	1,970.00
EFT30044	23/10/2026	CIVIL PRODUCTS WA	TRAFFIC CONES	2,860.00
EFT30045	23/10/2026	SUPATURF WA	MINI LINE MARKER & BATTERY	2,948.00
EFT30046	23/10/2026	BODDINGTON DINER	CATERING SERVICES	740.00
EFT30047	23/10/2026	SWAN VALLEY CUDDLY ANIMAL FARM	CHILDREN'S WEEK ENTERTAINMENT	1,067.60
EFT30048	23/10/2026	NXP CIVILS	CENTRAL PARK & PLAZA PARK PROJECTS	172,419.50
EFT30049	23/10/2026	KOORMAL CONTRACTING	PLUMBING WORK AT THE CARAVAN PARK	264.00
EFT30050	23/10/2026	RAUK MECHANICAL	FUEL OCTOBER 2026	4,281.19
EFT30051	23/10/2026	JOANNE BURGES	ARIC MEETING	568.40
EFT30052	23/10/2026	MPS TREE SERVICES	TREE PRUNING & TRAFFIC MANAGEMENT	1,650.00
EFT30053	23/10/2026	AVON WASTE	RUBBISH SERVICES OCTOBER 2026	7,562.55
EFT30054	23/10/2026	WESTRAC EQUIPMENT WA	PARTS FOR GRADER	3,801.05
EFT30055	30/10/2026	LGISWA	INSURANCE RENEWAL 2026/2027 2ND INSTALMENT	223,316.84
EFT30056	30/10/2026	AUSTRALIAN TAXATION OFFICE (BAS RETURNS)	BAS SEPTEMBER 2026	43,408.00

SHIRE OF BODDINGTON LIST OF PAYMENTS OCTOBER 2026

Chq/EFT	Date	Name	Description	Amount
EFT30057	30/10/2026	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA (WA)	IGNITE LEADERSHIP PROGRAM	3,875.00
EFT30058	30/10/2026	LANDGATE	ONLINE LAND ENQUIRIES	67.80
EFT30059	30/10/2026	ADVANTAGE ENVIRONMENTAL PEST CONTROL	TERMITE INSPECTION & TREATMENT	2,258.85
EFT30060	30/10/2026	BODDINGTON HARDWARE AND NEWSAGENCY	HARDWARE ITEMS SEPTEMBER 2026	4,979.74
EFT30061	30/10/2026	EDGE PLANNING & PROPERTY	PLANNING SERVICES SEPTEMBER 2026	2,574.00
EFT30062	30/10/2026	TEAM GLOBAL EXPRESS	COURIER CHARGES	212.07
EFT30063	30/10/2026	WAROONA SEPTICS	SEPTIC PUMPING	1,200.00
EFT30064	30/10/2026	EUREKA AUTO ELECTRICAL	NEW UHF RADIO	729.95
EFT30065	30/10/2026	G & D LYSTER	GRAVEL - NEWMARKET ROAD	52,800.00
EFT30066	30/10/2026	IRIS CONSULTING GROUP	RECORDS MANAGEMENT TRAINING	705.87
EFT30067	30/10/2026	SHIRE OF NARROGIN	BUILDING SERVICES SEPTEMBER 2026	2,922.40
EFT30068	30/10/2026	BODDINGTON SUPERMARKET	SHIRE PURCHASES FOR SEPTEMBER 2026	740.13
EFT30069	30/10/2026	GFG TEMPORARY ASSIST	TEMPORARY PERSONNEL SUPPORT	13,196.70
EFT30070	30/10/2026	UNIFORMS AT WORK AUSTRALIA	STAFF UNIFORMS	347.76
EFT30071	30/10/2026	BODDINGTON DINER	CATERING SERVICES	1,000.00
EFT30072	30/10/2026	BODDINGTON PLUMBING & GAS	BACKFLOW TESTING AND REPORTING	1,408.00
EFT30073	30/10/2026	EASY AS ELECTRICAL SOLUTIONS	ELECTRICAL WORK AT THE ELC	225.50
EFT30074	30/10/2026	EMERGE ENVIRONMENTAL SERVICES	MOUNTAIN BIKE TRAIL SURVEY AND CLEARING PERMIT	9,338.95
EFT30075	30/10/2026	TREDWELL MANAGEMENT SERVICES	LOCAL BICYCLE PLAN	2,171.40
EFT30076	30/10/2026	TRANSAFE WA	INSTRUCKTA DAY EVENT	3,300.00
EFT30077	30/10/2026	JBM FREIGHT SERVICES	FREIGHT CHARGES	121.00
EFT30078	30/10/2026	HOME JAMES WA	CEO RELOCATION FEES	3,080.00
EFT30079	30/10/2026	CINNAMON SKIES COFFEE CO	CHILDREN'S WEEK EVENT VOUCHERS	475.00
EFT30080	30/10/2026	READYTECH	ALTUS UPGRADE	1,100.00
EFT30081	30/10/2026	SHIRE OF MURRAY	SHARED ENVIRONMENTAL HEALTH SERVICES	6,171.00
EFT30082	30/10/2026	THE LOCK MAN SECURITY	OLD SCHOOL MASTER KEYS	58.00
DD18550.1	02/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	4,056.90
DD18551.1	05/10/2026	NATIONAL AUSTRALIA BANK	TRANSACT FEE	15.00
DD18551.2	05/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	350.90
DD18551.3	05/10/2026	SYNERGY	ELECTRICITY CHARGES - CROSSMAN FIRE SHED	260.95
DD18553.1	01/10/2026	WATER CORPORATION	WATER CHARGES - VARIOUS SHIRE LOCATIONS	10,034.71
DD18553.2	01/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	3,137.70
DD18554.1	12/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	3,444.60
DD18555.1	14/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,398.50
DD18556.1	09/10/2026	NEWBOOK	CARAVAN PARK ONLINE BOOKING SYSTEM	607.68
DD18556.2	09/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	712.00
DD18556.3	09/10/2026	SYNERGY	ELECTRICITY CHARGES - QUINDANNING FIRE SHED	683.90
DD18557.1	15/10/2026	TELAIR	INTERNET SERVICE	493.90
DD18557.2	15/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	122.60
DD18563.1	13/10/2026	SHERIFF'S OFFICE, PERTH	LODGEMENT FEES	271.50
DD18563.2	06/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,837.80
DD18563.3	06/10/2026	SYNERGY	ELECTRICITY CHARGES - VARIOUS SHIRE LOCATIONS	406.17
DD18567.1	07/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	6,378.25
DD18567.2	07/10/2026	SYNERGY	ELECTRICITY CHARGES - VARIOUS SHIRE LOCATIONS	5,450.11
DD18567.3	07/10/2026	TELSTRA LIMITED	MOBILE PHONE CHARGES - SHIRE	790.20
DD18570.1	08/10/2026	NEWBOOK	CARAVAN PARK ONLINE BOOKING SYSTEM	273.90
DD18570.2	08/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	607.40
DD18570.3	08/10/2026	BOND ADMINISTRATOR	RENTAL BOND	500.00
DD18570.4	08/10/2026	SYNERGY	ELECTRICITY CHARGES - SWIMMING POOL	260.59
DD18573.1	16/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	373.90
DD18573.2	16/10/2026	SYNERGY	ELECTRICITY CHARGES - CEO RESIDENCE	61.23
DD18574.1	20/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	162.50
DD18585.1	13/10/2026	PRECISION ADMINISTRATION SERVICES	SUPERANNUATION CONTRIBUTIONS	21,694.19
DD18585.2	13/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,842.25
DD18587.1	21/10/2026	BOC GASES	GAS CONTAINER FEES	21.23
DD18587.2	21/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	483.95
DD18588.1	22/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,981.70
DD18589.1	23/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	943.05
DD18590.1	28/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,209.20
DD18590.2	28/10/2026	SYNERGY	ELECTRICITY CHARGES - CARAVAN PARK	1,573.90
DD18595.1	19/10/2026	BUSINESS FUEL CARDS (FLEET CARD)	FIRE BRIGADE FLEET CARDS	505.94
DD18595.2	19/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,083.45
DD18595.3	19/10/2026	TELSTRA LIMITED	PHONE CHARGES - SES LANDLINES	195.00
DD18596.1	29/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,199.10
DD18596.2	29/10/2026	SYNERGY	ELECTRICITY CHARGES - BCRC	2,184.50
DD18599.1	27/10/2026	PRECISION ADMINISTRATION SERVICES	SUPERANNUATION CONTRIBUTIONS	22,404.18
DD18599.2	27/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	2,181.50
DD18599.3	27/10/2026	SYNERGY	ELECTRICITY CHARGES - STREET LIGHTS	3,717.76
DD18599.4	27/10/2026	SUPAGAS	CYLINDER RENTAL - BCRC	1,034.19
DD18600.1	30/10/2026	NATIONAL AUSTRALIA BANK	NAB MERCHANT FEES	1,530.56
DD18600.2	30/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,913.85
DD18610.1	26/10/2026	EASIFLEET MANAGEMENT	LEASE PAYMENT - 1ILN290 - CEO	2,701.71
DD18610.2	26/10/2026	OPTUS COMMUNICATIONS	INTERNET - CCTV TRAILER	110.00
DD18610.3	26/10/2026	DEPARTMENT OF TRANSPORT	DEPT OF TRANSPORT AGENCY	1,062.60
DD18610.4	26/10/2026	TELSTRA LIMITED	PHONE & INTERNET CHARGES - VARIOUS SHIRE LOCATIONS	728.70
DD		NAB BUSINESS VISA	CREDIT CARD PURCHASES	25,523.20
				1,111,762.11

ITEMISATION OF CREDIT CARD PURCHASES

JAMES WICKENS		
04/09/2026	REGAL PETROLEUM	FUEL BT04	142.18
10/09/2026	ALLWOOD TIMBER	TIMBER FOR PLAYGROUND	2,399.49
14/09/2026	RAUK MECHANICAL	FUEL BT04	147.02
15/09/2026	CALTEX BEDFORDALE	FUEL BT04	151.07
16/09/2026	REMARKABLE	SUBSCRIPTION FEE	6.49
18/09/2026	OFFICEWORKS	LAPTOP CHARGER	59.00
21/09/2026	INTERCONTINENTAL PERTH	WALGA CONVENTION	48.91
21/09/2026	INTERCONTINENTAL PERTH	WALGA CONVENTION	451.00
25/09/2026	POST OFFICE BODDINGTON	FAREWELL GIFT - RANGER	55.95
SAM KEMPTON		
02/09/2026	KMART	ITEMS FOR THE YOUTH CENTRE	56.00
07/09/2026	KMART	ITEMS FOR THE YOUTH CENTRE	44.20
14/09/2026	NETFLIX	SUBSCRIPTION FOR THE YOUTH CENTRE	20.99

SHIRE OF BODDINGTON LIST OF PAYMENTS OCTOBER 2026

Chq/EFT	Date	Name	Description	Amount
	14/09/2026	BIGW	ITEMS FOR THE YOUTH CENTRE	15.00
	18/09/2026	SPOTLIGHT	ITEMS FOR BETTER BEGINNINGS	30.00
	21/09/2026	BIGW ONLINE	ITEMS FOR BETTER BEGINNINGS	18.00
	21/09/2026	SPOTIFY	MUSIC SUBSCRIPTION	15.99
	21/09/2026	BIGW	STATIONERY SUPPLIES	53.95
	23/09/2026	CLIFTON MOTEL BUNBURY	ACCOMMODATION - LIBRARY TRAINING	177.76
	25/09/2026	AMAZON	LIBRARY PRINTER DESK	318.57
		DUNCAN GEMMILL		
	01/09/2026	THE LIFTING COMPANY	SAFETY GEAR	1,089.00
	03/09/2026	BUNNINGS	BBQ BLOCKS & LIGHT BATTENS	76.25
	07/09/2026	BODDINGTON BAKEHOUSE	CATERING	65.00
	10/09/2026	BUNNINGS	FLYSCREEN	57.50
	17/09/2026	SPOTLIGHT	FOLDING TABLE TROLLEY	29.50
	17/09/2026	BUNNINGS	BBQ CLEANER	12.00
	17/09/2026	BUNNINGS	HARDWARE ITEMS	91.96
	17/09/2026	BUNNINGS	HARDWARE ITEMS	- 3.00
	18/09/2026	INTERCONTINENTAL PERTH	WALGA CONVENTION	3,529.80
	23/09/2026	BODDINGTON SERVICE STATION	FUEL 1HTX248	99.50
	23/09/2026	BODDINGTON SERVICE STATION	FUEL BT011	90.74
	24/09/2026	INTERCONTINENTAL PERTH	WALGA CONVENTION	40.25
		CARA RYAN		
	31/08/2026	WA NEWSPAPER	DIGITAL SUBSCRIPTION FEE	32.00
	31/08/2026	OFFICE WORKS	COMPUTER EQUIPMENT	1,553.90
	31/08/2026	BODDINGTON POST OFFICE	BULK MAIL OUT	1,133.44
	03/09/2026	STRATCO	MATERIALS FOR THE PLAZA PROJECT	12,050.02
	24/09/2026	CHARGE HUB	EV CHARGING - BT034	2.50
	28/09/2026	WA NEWSPAPER	DIGITAL SUBSCRIPTION FEE	32.00
		JULIE BURTON		
	01/09/2026	FACEBOOK	ADVERTISING	83.35
	02/09/2026	CANVA	SUBSCRIPTION FEE	164.99
	03/09/2026	MAILCHIMP	NEWSLETTER SOFTWARE	63.26
	14/09/2026	ILLUSTRATOR	ADOBE LICENSE	35.99
	15/09/2026	INDESIGN	ADOBE LICENSE	35.99
	15/09/2026	FACEBOOK	ADVERTISING	174.00
	16/09/2026	OPENAI.COM	CHATGPT SUBSCRIPTION FEE	105.54
	17/09/2026	REMARKABLE	SUBSCRIPTION FEE	9.98
	18/09/2026	FACEBOOK	ADVERTISING	74.06
	25/09/2026	FACEBOOK	ADVERTISING	171.57
	25/09/2026	FACEBOOK	ADVERTISING	2.43
	28/09/2026	RINGCENTRAL.COM.AU	TELEPHONE SERVICE - MEDICAL CENTRE	330.00
	29/09/2026	NAB CARD FEE	FEE	45.00
	29/09/2026	NAB INTERNATIONAL TRANSACT FEES	FEE	33.11
		PAYROLL PAYMENTS		
		NAB	NET PAYROLL F/N ENDING 11/10/2026	104,890.27
		NAB	NET PAYROLL F/N ENDING 25/10/2026	106,246.74
TOTAL MUNI				1,322,899.12
TOTAL TRUST & MUNI				**1,322,899.12**

9.3.2 Financial Report

File Reference:	3.0056
Applicant:	Nil
Previous Item:	Nil
Author:	Executive Manager Corporate Services
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.3.2A Monthly Financial Report 31 October 2026

Summary

The Monthly Financial Report for the period ending 31 October 2026 is presented for Council's consideration.

Background

In accordance with the Local Government Act 1995, a statement of financial activity must be presented at an Ordinary Meeting of Council. This is required to be presented within two months, after the end of the month, to which the statement relates.

The statement of financial activity is to report on the revenue and expenditure as set out in the annual budget for the month, including explanations of any variances. Regulation 34, from the Local Government (Financial Management) Regulations 1996 sets out the detail that is required to be included in the reports.

Comment

The attached monthly financial statements and supporting information have been compiled to meet compliance with the Local Government Act 1995 and associated Regulations.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.2	Responsibly manage the Shire's finances, human resources and assets

Legislative Implications

Local Government Act 1995
Section 6.4 Specifies that a local government is to prepare such other financial reports as are prescribed.

Local Government (Financial Management) Regulations 1996
Regulation 34 states:

(1) A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d) for that month in the following detail:
    (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
    (b) budget estimates to the end of month to which the statement relates;

(c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
(d) material variances between the comparable amounts referred to in paragraphs (b) and (c);
(e) the net current assets at the end of the month to which the statement relates.

Sub regulations 2, 3, 4, 5, and 6 prescribe further details of information to be included in the monthly statement of financial activity.

Policy Implications

Nil

Financial Implications

As disclosed in the financial statements.

Economic Implications

Nil

Social Implications

Nil

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Failure to monitor the Shire's ongoing financial performance would increase the risk of a negative impact on the Shire's financial position. As the monthly report is a legislative requirement, non-compliance may result in a qualified audit.
Risk Rating (prior to treatment or control)	Minor
Principal Risk Theme	Reputational / Compliance
Risk Action Plan (controls or treatment proposed)	Nil

Officer Recommendation

That Council receive the financial statements as presented, for the period ending 31 October 2026.

Shire of BODDINGTON

Monthly Financial Report

For the Period Ended 31 October 2026

Monthly Financial Report
(containing the Statement of Financial Activity)
For the Period Ended 31 October 2026

Local Government Act 1995
Local Government (Financial Management) Regulations 1996

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Shire of BODDINGTON

Statement of Financial Activity
For the Period Ended 31 October 2026

	Note	Adopted Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance $ (c)-(b)	Variance % (c)-(b)/(b)	
Operating Activities		$	$	$	$	%	
Revenue from operating activities							
General rates		7,738,459	7,735,791	7,754,881	19,090	0%	
Grants, subsidies and contributions	11	654,348	377,957	403,359	25,402	7%	
Fees and charges		1,611,099	734,078	729,720	(4,358)	(1%)	
Interest revenue		353,068	122,188	137,598	15,410	13%	
Other revenue		159,272	15,718	54,493	38,775	247%	▲
Profit on asset disposals	8	192,000	56,000	91,689	35,689	64%	▲
		10,708,246	9,041,732	9,171,740	130,008		
Expenditure from Operating activities							
Employee costs		(4,235,703)	(1,453,517)	(1,563,499)	(109,982)	(8%)	
Materials and contracts		(3,306,311)	(1,015,844)	(952,718)	63,126	6%	
Utility Charges		(415,150)	(138,384)	(132,496)	5,888	4%	
Depreciation		(2,667,300)	(889,104)	0	889,104	100%	▲
Finance Costs		(27,504)	(5,329)	(6,272)	(943)	(18%)	
Insurance		(228,084)	(228,084)	(225,886)	2,198	1%	
Other expenditure		(120,813)	(41,560)	(23,700)	17,860	43%	
Loss on asset disposals	8	(62,500)	0	0	0	0%	
		(11,063,365)	(3,771,822)	(2,904,571)	867,251		
Non cash amounts excluded from operating activities	2(c)	2,537,800	833,104	(91,689)	(924,793)	(111%)	▼
Amount attributable to operating activities		**2,182,681**	**6,103,014**	**6,175,480**	72,466		
Investing Activities							
Inflows from investing activities							
Proceeds - capital grants, subsidies & contributions	11	4,171,392	253,936	271,824	17,888	7%	
Proceeds - disposal of assets		264,000	85,000	91,689	6,689	8%	
		4,435,392	338,936	363,513	24,577		
Outflows from investing activities							
Payments - property, plant and equipment	7	(3,625,709)	(663,200)	(139,414)	523,786	79%	▲
Payments - construction of infrastructure	7	(6,157,245)	(908,496)	(905,197)	3,299	0%	
		(9,782,954)	(1,571,696)	(1,044,612)	527,084		
Amount attributable to investing activities		**(5,347,562)**	**(1,232,760)**	**(681,099)**	551,661		
Financing Activities							
Inflows from financing activities							
Proceeds from new borrowings	10	500,000	0	0	0	0%	
Transfer from reserves	5	695,245	0	0	0	0%	
		1,195,245	0	0	0		
Outflows from financing activities							
Repayment of borrowings	10	(219,851)	(37,380)	(37,380)	0	0%	
Payments for principal portion of lease liabilities		0	(2,000)	(4,257)	(2,257)	(113%)	
Transfer to reserves	5	(468,639)	(38,000)	(37,916)	84	0%	
		(688,490)	(77,380)	(79,553)	(2,173)		
Amount attributable to financing activities		**506,755**	**(77,380)**	**(79,553)**	(2,173)		
Movement in Surplus or Deficit							
Surplus or deficit at the start of the financial year	2(a)	2,658,126	2,658,126	2,659,531	1,405	0%	
Amount attributable to operating activities		2,182,681	6,103,014	6,175,480	72,466	1%	
Amount attributable to investing activities		(5,347,562)	(1,232,760)	(681,099)	551,661	(45%)	
Amount attributable to financing activities		506,755	(77,380)	(79,553)	(2,173)	3%	
Surplus or deficit after imposition of general rates		**0**	**7,451,000**	**8,074,359**	623,359		

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 3 for an explanation of the reasons for the variance.

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

Shire of BODDINGTON

Statement of Financial Position
For the Period Ended 31 October 2026

	Note	Actual 30/06/2026	Actual as at 31/10/2026
		$	$
Current Assets			
Cash and cash equivalents	4	9,041,618	13,359,796
Trade and other receivables	6	530,187	1,351,849
Inventories		16,098	16,098
Other assets		548,327	548,327
Total Current Assets		10,136,230	15,276,070
Non-Current Assets			
Trade and other receivables		19,092	19,092
Other financial assets		77,589	77,589
Property, plant and equipment		40,634,895	40,751,176
Infrastructure		71,108,260	72,036,592
Right-of-use- assets		127,312	127,312
Total Non-Current Assets		111,839,836	112,884,449
Total Assets		**121,976,066**	**128,160,519**
Current Liabilities			
Trade and other payables	9	1,765,136	633,038
Other liabilities	11	2,810,777	3,629,971
Lease Liabilities		25,845	21,588
Borrowings	10	219,851	182,471
Employee related provisions		336,582	336,582
Total Current Liabilities		5,158,191	4,803,650
Non-Current Liabilities			
Lease Liabilities		100,563	100,563
Borrowings	10	702,271	702,271
Employee related provisions		57,512	57,512
Total Non-Current Liabilities		860,346	860,346
Total Liabilities		**6,018,537**	**5,663,996**
Net Assets		**115,957,529**	**122,496,523**
Equity			
Retained surplus		43,951,699	50,452,777
Reserve accounts		2,564,204	2,602,120
Revaluation surplus		69,441,626	69,441,626
Total Equity		**115,957,529**	**122,496,523**

This statement is to be read in conjunction with the accompanying notes

Statement of Financial Position
For the Period Ended 31 October 2026

1 Basis of Preparation and Material Accounting Policies

Basis of Preparation

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

***Local Government Act 1995* requirements**
Section 6.4(2) of the Local Government Act 1995 read with the *Local Government (Financial Management) Regulations 1996,* prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

Preparation Timing and Review
Date prepared: All known transactions up to 10 November 2026

The Local Government Reporting Entity
All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

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

Material accounting policies
Material accounting policies utilised in the preparation of these statements are as described within the 2025-26 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:
- Fair value measurement of assets carried at reportable value including:
  - Property, plant and equipment
  - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Assets held for sale
- Investment property
- Estimated useful life of intangible assets
- Measurement of employee benefits
- Measurement of provisions
- Estimation uncertainties and judgements made in relation to lease accounting

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

2 Net Current Assets Information

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

	Note	Adopted Budget Opening 1/07/2026	Actual as at 30/06/2026	Actual as at 31/10/2026
Current Assets		$	$	$
Cash and cash equivalents	4	9,041,618	9,041,618	13,359,796
Trade and other receivables	6	598,882	530,187	1,351,849
Inventories		16,098	16,098	16,098
Other assets		548,327	548,327	548,327
		10,204,925	10,136,230	15,276,070
Less: Current liabilities				
Trade and other payables	9	(1,836,448)	(1,765,136)	(633,038)
Borrowings	10	(219,851)	(219,851)	(182,471)
Capital grant/contribution liability	11	(2,810,777)	(2,810,777)	(3,629,971)
Lease Liabilities		0	(25,845)	(21,588)
Employee related provisions		(336,582)	(336,582)	(336,582)
		(5,203,658)	(5,158,191)	(4,803,650)
Net current assets		5,001,267	4,978,039	10,472,420
Less: Total adjustments to net current assets	2(b)	(2,344,353)	(2,318,508)	(2,398,061)
Closing funding surplus / (deficit)		**2,656,914**	**2,659,531**	**8,074,359**

(b) Current assets and liabilities excluded from budgeted deficiency

Adjustments to net current assets				
Less: Reserve accounts	5	(2,564,204)	(2,564,204)	(2,602,120)
Add: Current liabilities not expected to be cleared at the end of the year				
- Current portion of borrowings	10	219,851	219,851	182,471
- Current portion of lease liabilities		0	25,845	21,588
- Current portion of employee benefit provisions held in reserve		0	0	0
		(2,344,353)	(2,318,508)	(2,398,061)

(c) Non-cash amounts excluded from operating activities

		Adopted Budget Estimates 30/06/2026	YTD Budget Estimates 31/10/2026	Actual as at 31/10/2026
Adjustments to operating activities				
Less : Profit on asset disposals	8	(192,000)	(56,000)	(91,689)
Add : Loss on asset disposals	8	62,500	0	0
Add: Depreciation		2,667,300	889,104	0
Non-cash movements in non-current assets and liabilities:				
- Pensioner deferred rates		0	0	0
- Employee provisions		0	0	0
		2,537,800	833,104	(91,689)

Current and Non-Current Classification

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

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

3 Explanation of Material Variances

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.
The material variance adopted by Council for the 2026-2027 year is $20,000 or 10% whichever is the greater.

Description	Variance $	Variance %	Explanation of Variances
Revenue from operating activities			
Rates	19,090	0%	
Grants, subsidies and contributions	25,402	7%	
Fees and charges	(4,358)	(1%)	
Interest earnings	15,410	13%	
Other revenue	38,775	247%	▲ Permanent - Insurance Reimbursement - Parental Leave Reimbursement
Profit on asset disposals	35,689	64%	▲ Timing - Sale proceeds recognised; asset disposal pending to determine profit against book value.
Expenditure from operating activities			
Employee costs	(109,982)	(8%)	
Materials and contracts	63,126	6%	▲ Timing - across various programs
Utility Charges	5,888	4%	
Depreciation	889,104	100%	▲ Timing – depreciation will be processed upon finalisation of year-end audit
Finance Costs	(943)	(18%)	
Insurance	2,198	1%	
Other expenditure	17,860	43%	
Loss on asset disposals	0	0%	
Non-cash amounts excluded from operating activities	(924,793)	(111%)	▼ Timing – depreciation will be processed upon finalisation of year-end audit
Inflows from investing activities			
Proceeds - capital grants, subsidies & contributions	17,888	7%	
Proceeds - disposal of assets	6,689	8%	
Outflows from investing activities			
Payments - property, plant and equipment	523,786	79%	▲ Timing - Delay in delivery of cabins
Payments - construction of infrastructure	3,299	0%	
Inflows from financing activities			
Proceeds from new borrowings	0	0%	
Transfer from reserves	0	0%	
Outflows from financing activities			
Repayment of borrowings	0	0%	
Transfer to reserves	84	0%	
Surplus or deficit at the start of the financial year	1,405	0%	

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

4 Cash and Cash Equivalents

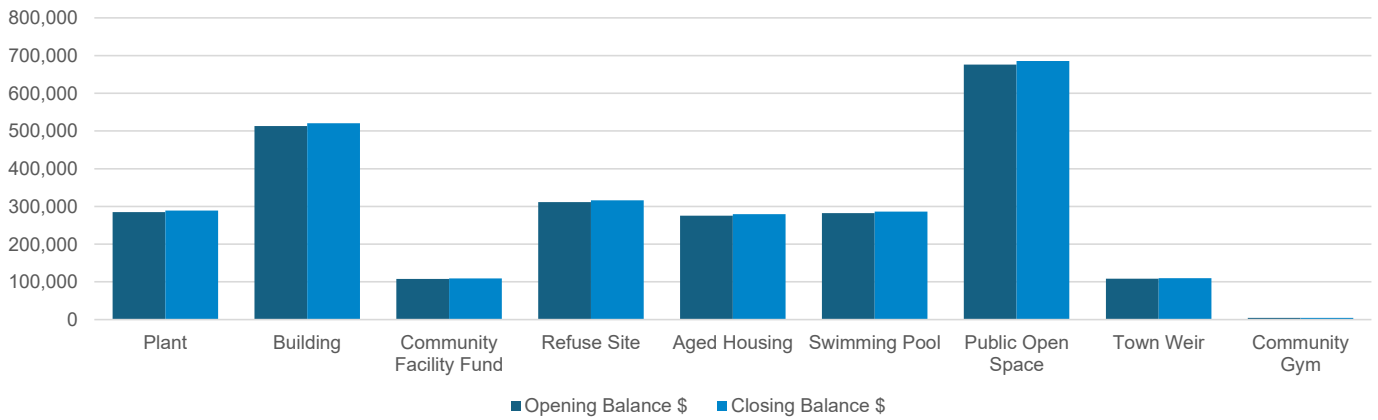
Description	Unrestricted	Reserve Accounts	Total	Trust	Institution	Interest Rate	Maturity Date
	$	$	$	$			
Cash on Hand							
Petty Cash & Floats	400	0	400				
Cash at Bank							
Municipal Funds	1,772,837	0	1,772,837		NAB		At Call
Reserve Funds	0	734	734		NAB		At Call
Overnight Cash Deposits							
Municipal Funds	8,984,440	0	8,984,440		WATC*	4.55%	Overnight
Reserve Funds	0	2,601,385	2,601,385		WATC*	4.55%	Overnight
Total	10,757,677	2,602,119	13,359,796	0			

Key Information

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

5 Reserve Accounts

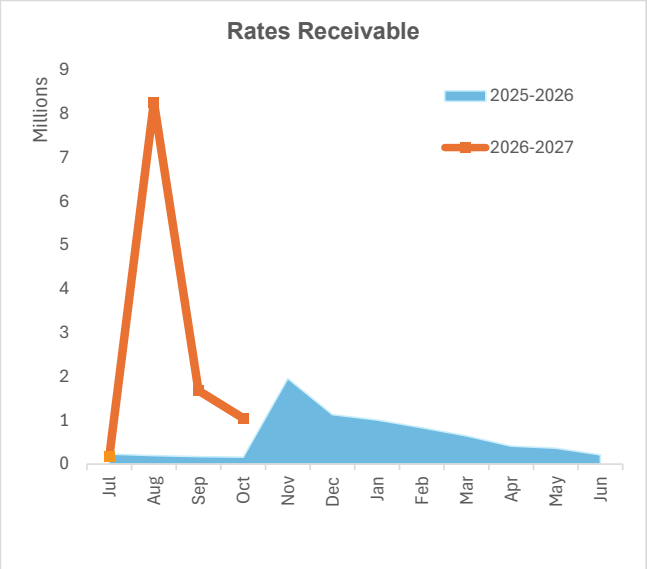
	Budget				Actual			
Reserve name	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance
	$	$	$	$	$	$	$	$
Plant	285,094	19,291	(55,245)	249,140	285,094	4,216	0	289,310
Building	513,075	162,098	(82,390)	592,783	513,075	7,587	0	520,662
Community Facility Fund	107,633	4,305	0	111,938	107,633	1,591	0	109,224
Refuse Site	311,564	128,463	(45,000)	395,027	311,564	4,607	0	316,171
Aged Housing	275,812	11,032	(50,000)	236,844	275,812	4,078	0	279,890
Swimming Pool	282,133	11,285	(100,000)	193,418	282,133	4,172	0	286,305
Public Open Space	675,954	27,038	(362,610)	340,382	675,954	9,995	0	685,949
Town Weir	108,343	4,334	0	112,677	108,343	1,602	0	109,945
Community Gym	4,596	5,793	0	10,389	4,596	68	0	4,664
Financial Resilience	0	95,000	0	95,000	0	0	0	0
	2,564,204	**468,639**	**(695,245)**	**2,337,598**	**2,564,204**	**37,916**	**0**	**2,602,120**



Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

6 Receivables

Rates receivable	30-Jun-26	31-Oct-26
	$	$
Opening arrears previous year	300,227	277,364
Annual Rates	6,539,477	7,754,129
Kerbside Collections	297,673	353,566
Emergency Services Levy	117,012	137,069
Total Levied this year	6,954,162	8,244,763
Less - collections to date	(6,977,025)	(7,469,921)
Net Rates collectable	**277,364**	**1,052,206**
% Collected	96.2%	87.7%



Receivables - general	Credit	Current	30 days	60 days	90 + days	Total
	$	$	$	$	$	$
Receivables - general	(5,992)	185,970	1,522	799	1,109	183,410
Percentage		*101.4%*	*0.8%*	*0.4%*	*0.6%*	
Balance per trial balance						
Trade receivables						183,410
GST receivables						77,223
Allowance for credit losses of trade receivables						(2,507)
Receivables for employee related provisions						41,517
Total receivables general outstanding						**299,643**

Amounts shown above include GST (where applicable)

Key Information

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

7 Capital Acquisitions

Capital Acquisitions	Adopted Budget	YTD Budget	YTD Actual	YTD Variance
	$	$	$	$
Furniture and Equipment	129,118	32,400	33,740	(1,340)
Plant and Equipment	1,258,588	60,800	58,858	(1,340)
Land and Buildings	2,238,003	570,000	46,817	523,183
Road Infrastructure	1,621,569	84,500	83,450	1,050
Drainage, Culvert & Bridges	184,009	6,000	6,200	(200)
Footpath	2,605,955	73,000	72,097	903
Other Infrastructure	1,745,712	744,996	743,450	1,546
Total Capital Acquisitions	**9,782,954**	**1,571,696**	**1,044,612**	**523,803**
Capital Acquisitions Funded By:				
	$	$	$	$
Capital grants and contributions	4,171,392	253,936	271,824	(17,888)
Proceeds from Asset disposals	264,000	85,000	91,689	(6,689)
Reserve accounts				
Plant	55,245	0	0	0
Refuse Site	45,000	0	0	0
Aged Housing	50,000	0	0	0
Swimming Pool	100,000	0	0	0
Public Open Space	362,610	0	0	0
Contribution - operations	4,652,317	1,232,760	681,099	548,379
Capital Funding Total	**9,782,954**	**1,571,696**	**1,044,612**	**523,803**

Key Information

Initial recognition

An item of property, plant and equipment or infrastructure that qualifies for recognition as an asset is measured at its cost.

Upon initial recognition, cost is determined as the amount paid (or other consideration given) to acquire the assets, plus costs incidental to the acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition.

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Local Government (Financial Management) Regulation 17A(5).* These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Individual assets that are land, buildings and infrastructure acquired between scheduled revaluation dates of the asset class in accordance with the City's revaluation policy, are recognised at cost and disclosed as being at reportable value.

Measurement after recognition

Plant and equipment including furniture and equipment and right-of-use assets (other than vested improvements) are measured using the cost model as required under *Local Government (Financial Management) Regulation 17A(2).* Assets held under the cost model are carried at cost less accumulated depreciation and any impairment losses being their reportable value.

Reportable Value

In accordance with *Local Government (Financial Management) Regulation 17A(2),* the carrying amount of non-financial assets that are land and buildings classified as property, plant and equipment, investment properties, infrastructure or vested improvements that the local government controls.

Reportable value is for the purpose of *Local Government (Financial Management) Regulation 17A(4)* is the fair value of the asset at its last valuation date minus (to the extent applicable) the accumulated depreciation and any accumulated impairment losses in respect of the non-financial asset subsequent to its last valuation date.

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

7 Capital Acquisitions Detailed

Level of completion indicators
0%
20%
40%
60%
80%
100%
Over 100%

Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Asset Description	Adopted Budget	YTD Budget	YTD Actual	Variance Under/(Over)
IT Equipment	47,500	16,000	16,346	(346)
Racks for Brigade (Grant Dependent)	15,000	15,000	16,024	(1,024)
Internet upgrade for Cabins	15,000	0	0	0
Library Desk Upgrade	32,618	1,400	1,370	30
Metro Road Counters	13,000	0	0	0
Racking - Infrastructure Storage Shed	6,000	0	0	0
Total Furniture & Equipment	**129,118**	**32,400**	**33,740**	**(1,340)**
Ford Ranger Supercab	45,000	0	0	0
Doctors Vehicle	53,000	0	0	0
Cat Roller	150,000	0	0	0
Trailer + dolly	100,000	0	0	0
CESM Vehicle	100,000	0	0	0
Ranger Ute	55,000	0	0	0
Single Cab Light Vehicle	32,000	0	0	0
4WD Ute (BT105)	42,500	0	0	0
Roller - vibrating drum	80,000	0	0	0
Roller - 2.5T Twin Drum Roller	50,000	0	0	0
500kg Plate Compactor	15,000	0	0	0
Includes Trailer	30,000	0	0	0
New Cameras	53,188	24,000	23,134	866
Portable Toilets	10,000	0	0	0
Self bunded bulk fuel tank	49,500	0	0	0
Standpipe Marradong (Newmarket Rd)	30,000	30,000	28,956	1,044
Aqualift	6,800	6,800	6,767	33
Boddington Town Light Tanker Single Cab	336,600	0	0	0
Total Plant & Equipment	**1,258,588**	**60,800**	**58,858**	**1,942**
Building Asset Renewal Program	224,821	20,000	21,838	(1,838)
Caravan Park - Cabins	713,182	550,000	24,979	525,021
Solar Panels	20,000	0	0	0
Housing Strategy	1,100,000	0	0	0
Old School + Town Hall - Revitalisation Projects	170,000	0	0	0
Old School Art Gallery Kitchen Upgrades	10,000	0	0	0
Total Land & Buildings	**2,238,003**	**570,000**	**46,817**	**523,183**
RTR - Days Rd	36,254	0	0	0
RTR South Crossman Road	204,200	2,500	2,400	100
RRG - Crossman Road	341,200	0	0	0
RRG - Lower Hotham Road	198,000	0	0	0
RRG - Harvey Quindanning Road	615,000	0	0	0
Newmarket Rd - Gravel Resheeting	123,915	82,000	81,050	950
RTR - Darkan Road	103,000	0	0	0
Total Roads	**1,621,569**	**84,500**	**83,450**	**1,050**

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

7 Capital Acquisitions Detailed (Continued)

Asset Description	Adopted Budget	YTD Budget	YTD Actual	Variance Under/(Over)
Forrest Street Drainage Improvements	45,509	0	0	0
Williams Street River Crossing	35,000	0	0	0
RTR - South Crossman Road Culverts	28,500	6,000	6,200	(200)
Hotham Avenue - Drainage	75,000	0	0	0
Total Drainage, Culverts & Bridges	**184,009**	**6,000**	**6,200**	**(200)**
Footpath Renewal Program	65,000	28,000	27,370	630
Mountain Bike Trails	1,050,756	45,000	44,728	272
Rail Trail	690,199	0	0	0
Bannister Rd - Footpath	800,000	0	0	0
Total Footpaths	**2,605,955**	**73,000**	**72,097**	**903**
History of Boddington (Main Street)	150,000	0	0	0
Yarning Circle Project	55,056	0	0	0
Newmont Dump Truck	44,519	25,000	25,287	(287)
Swimming Pool Filtration	53,000	0	0	0
Swimming Pool Upgrades	171,076	0	0	0
Koolangka Park - Shade Sail	7,809	0	0	0
Roller Display	5,000	0	0	0
Central Park	262,507	310,000	311,622	(1,622)
32 Bannister Road	560,764	395,000	392,206	2,794
Wayfinding - Main Attractions & Parking	50,000	0	0	0
Seating & Lighting	15,000	7,500	7,495	6
Infrastructure Renewal	49,696	0	0	0
Bowling Club - Stairs	20,000	0	0	0
Caravan Park - Pathway Lighting	10,000	7,000	6,259	741
Caravan Park - Irrigation	10,289	0	0	0
Caravan Park - Stage 2 Electrical	100,000	0	0	0
BBQ Hotham Park	8,000	500	582	(82)
Arts Council Carpark	100,000	0	0	0
Arts Council Solar Lighting	12,000	0	0	0
Pathway Tennis Courts	35,000	0	0	0
Marradong Fire Shed	20,000	0	0	0
Old Road Board	6,000	0	0	0
Total Other Infrastructure	**1,745,712**	**744,996**	**743,450**	**1,550**

8 Capital Disposals

Asset description	Budget Net Book Value	Budget Proceeds	Budget Profit / (Loss)	YTD Actual Net Book Value	YTD Actual Proceeds	YTD Actual Profit / (Loss)
Landcruiser Fire Tender	60,000	0	(60,000)	0	0	0
Bulldozer	19,000	65,000	46,000	0	62,242	62,242
Roller	13,000	65,000	52,000	0	0	0
Isuzu Tipper	10,000	20,000	10,000	0	29,447	29,447
Utility	0	23,000	23,000	0	0	0
Utility	0	18,000	18,000	0	0	0
Utility	0	18,000	18,000	0	0	0
Utility	0	25,000	25,000	0	0	0
DR Vehicle	30,000	30,000	0	0	0	0
Foreshore BBQ	2,500	0	(2,500)	0	0	0
	134,500	**264,000**	**129,500**	**0**	**91,689**	**91,689**

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

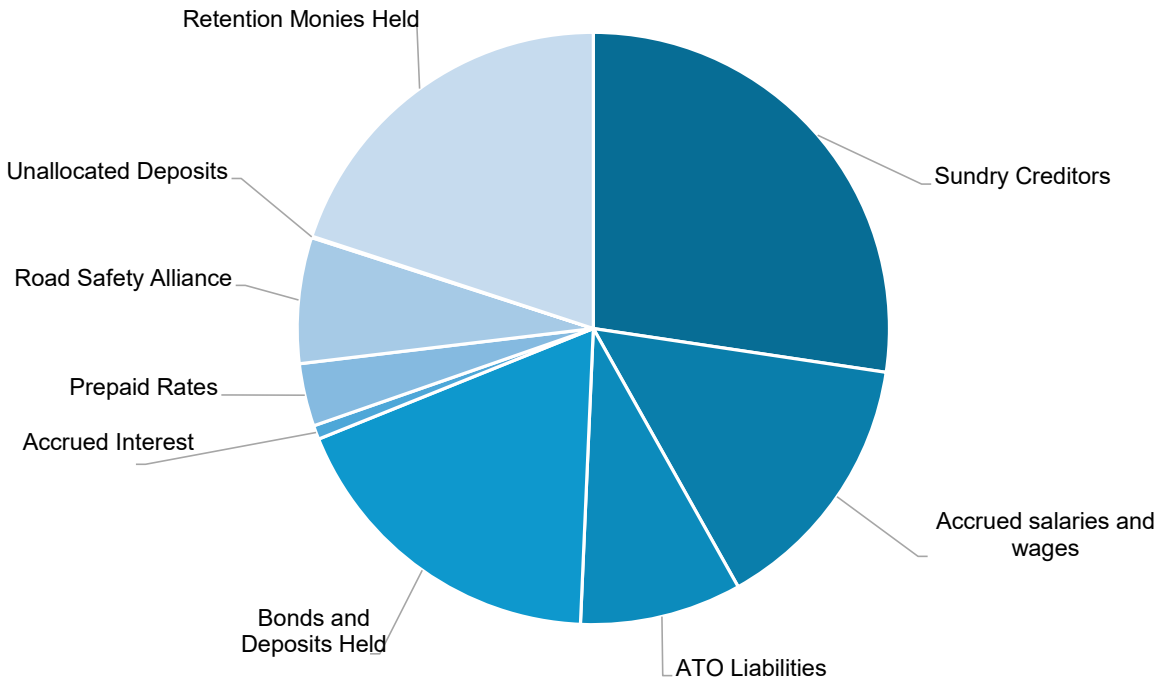
9 Payables

Payables - general	Credit	Current	30 days	60 days	90 + days	Total
	$	$	$	$	$	$
Payables - general	0	166,094	6,584	172	389	173,238
Percentage		*95.9%*	*3.8%*	*0.1%*	*0.2%*	
Balance per trial balance						
Sundry Creditors						173,238
Accrued salaries and wages						91,777
ATO Liabilities						55,896
Bonds and Deposits Held						115,314
Accrued Interest						4,813
Prepaid Rates						21,708
Road Safety Alliance						43,483
Unallocated Deposits						490
Retention Monies Held						126,319
Total payable general outstanding						**633,038**

Amounts shown above include GST (where applicable)

Key Information

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.
The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

10 Borrowings

Repayments - borrowings

Purpose	Loan No.	1 July 2026	New Loans		Principal Repayments		Principal Outstanding	
			Actual	Budget	Actual	Budget	Actual	Budget
		$	$	$	$	$	$	$
3 Pecan Place	94	92,428	0	0	0	(20,955)	92,428	71,473
34 Hill Street	97	93,734	0	0	0	(21,252)	93,734	72,482
New Housing	108	0	0	500,000	0	0	0	500,000
Recreation Centre	106	317,227	0	0	(37,380)	(75,388)	279,847	241,839
Recreation Centre	107	418,734	0	0	0	(102,256)	418,734	316,478
Total		**922,123**	**0**	**500,000**	**(37,380)**	**(219,851)**	**884,743**	**1,202,271**
Current Borrowings		219,851					182,471	
Non-Current Borrowings		702,272					702,272	
		922,123					**884,743**	

Borrowing finance cost payments

Purpose	Loan No.	Interest	Date final payment is due	Actual	Budget
		%		$	$
3 Pecan Place	94	6.45%	28/05/2030	0	5,629
34 Hill Street	97	6.45%	28/05/2030	0	5,709
New Housing	108	4.50%	-	0	0
Recreation Centre	106	3.36%	13/03/2030	5,329	10,031
Recreation Centre	107	1.56%	3/06/2030	0	6,135
Total				**5,329**	**27,504**

Key Information

All debenture repayments were financed by general purpose revenue.

The Shire has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature.

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

11 Grants, Subsidies and Contributions

Operating grants, subsidies and contributions

	Contract Liabilities				Revenue		
Details	Liability 01-Jul-26	Increase Liability	Decrease Liability	Liability 31-Oct-26	Adopted Budget	YTD Budget	YTD Actual
	$	$	$	$	$	$	$
Federal Grant - General Purpose	0	0	0	0	10,149	2,537	2,437
Federal Grant - Local Roads	0	0	0	0	72,666	18,167	11,921
DFES - Fire Brigade Operating Grant	0	0	0	0	122,409	57,500	57,500
Mitigation Activity Grant	0	0	0	0	91,874	67,953	67,953
DFES - SES Operating Grant	0	0	0	0	31,270	15,635	15,209
Abandoned Vehicles Contribution	0	0	0	0	500	168	0
South 32 - Community Health Grant	0	0	0	0	100,000	100,000	100,000
Youth Centre Contributions	0	0	0	0	100	32	0
Strength for Life Contributions	0	0	0	0	1,750	1,084	3,000
Seniors Week Grant	0	0	0	0	1,500	0	0
Welfare Grant Programs	0	0	0	0	3,500	18,624	2,000
Level-up Youth Program	52,373	0	0	52,373	52,373	0	0
Thank a Volunteer Grants	0	0	0	0	2,000	668	0
South 32 - Summer by River	0	0	0	0	25,000	0	40,000
Lotterywest - Summer by River	0	0	0	0	10,000	0	0
Lotterywest - Christmas	0	0	0	0	10,000	10,000	0
South 32 - Cultural Activities	1,397,624	0	0	1,397,624	0	0	0
South 32 - Native Tree Program	0	0	0	0	10,000	3,332	10,000
Main Roads WA - Direct Grant	0	0	0	0	91,257	91,257	91,257
Dept. of Transport - Local Bicycle Plan	10,000	0	0	10,000	15,000	0	0
Tourism Contributions	0	0	0	0	1,000	332	0
HWEDA - Contributions	0	0	0	0	2,000	668	2,083
Total	**1,459,997**	**0**	**0**	**1,459,997**	**654,348**	**387,957**	**403,359**

Capital grants, subsidies and contributions

	Capital Grant/Contributions Liabilities				Revenue		
Details	Liability 01-Jul-26	Increase Liability	Decrease Liability	Liability 31-Oct-26	Adopted Budget	YTD Budget	YTD Actual
	$	$	$	$	$	$	$
DFES - Capital Grant	0	0	0	0	351,600	0	16,024
CCTV Grant	0	10,394	0	10,394	10,394	3,464	0
Lotterywest - Park Improvements	200,000	0	0	200,000	200,000	150,000	0
Growing Regions - Park Improvements	45,416	0	0	45,416	195,416	100,472	100,000
South 32 - Yarning Circle	45,056	0	0	45,056	55,056	0	0
Mountain Bike Trails Funding	111,407	0	0	111,407	876,407	0	155,800
Peel Devt. Commission - Rail Trail	13,414	0	0	13,414	0	0	0
Roads to Recovery Funding	0	0	0	0	340,687	0	0
Regional Road Group Funding	0	308,800	0	308,800	769,467	0	0
South 32 - Town Centre Footpath	0	0	0	0	750,000	0	0
South 32 - Caravan Park	872,365	500,000	0	1,372,365	622,365	0	0
Total	**1,287,658**	**819,194**	**0**	**2,106,852**	**4,171,392**	**253,936**	**271,824**

Shire of BODDINGTON

Notes to the Statement of Financial Activity
For the Period Ended 31 October 2026

12 Budget Amendments

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

Description	GL Account	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			$	$	$	$	$
Budget adoption			Closing Surplus				0
Caravan Park Electrical Upgrade	9224	112/26	Capital expenses			82,390	(82,390)
Building Reserve	8011478	112/26	Capital revenue		82,390		0
Newmarket Rd - Gravel Sheeting	CS006	117/26	Capital expenses			40,000	(40,000)
Darkan Rd - Reseal	CR010	117/26	Capital expenses		40,000		0
Total					**122,390**	**122,390**	**0**

9.3.3 Council Policy – Responsible Use of Artificial Intelligence

File Reference: 2.00234
Applicant: Nil
Previous Item: Nil
Author: Governance Coordinator
Disclosure of Interest: Nil
Voting Requirements: Simple Majority
Attachments: 9.3.3A Council Policy – Responsible Use of Artificial Intelligence

Summary

This item seeks Council's adoption of the proposed Responsible Use of Artificial Intelligence (AI) Council Policy, which establishes principles for the safe, ethical and responsible use of AI by Council Members, committee members, employees and contractors acting on behalf of the Shire.

Background

Artificial Intelligence (AI) technologies are increasingly being used across a range of industries to support research, analysis, content development and decision-support activities.

In recognition of the opportunities and risks associated with AI, the Shire has undertaken a review of its governance arrangements, including the development of a Responsible Use of Artificial Intelligence Operational Practice and an Artificial Intelligence Framework Register.

The review identified the benefit of establishing a Council Policy to provide overarching governance principles for the ethical, transparent and accountable use of AI across the organisation.

The proposed Responsible Use of Artificial Intelligence (AI) Council Policy has therefore been developed to complement the supporting Operational Practice and broader governance framework.

Comment

The proposed policy establishes Council's expectations regarding the responsible use of AI by Council Members, Committee Members, employees, contractors and volunteers acting on behalf of the Shire.

The policy adopts a principles-based approach and promotes:

- Accountability and human oversight
- Transparency and verification of AI-generated outputs
- Privacy, confidentiality and information security
- Legislative compliance and appropriate recordkeeping
- Ethical and responsible use of AI technologies

The policy does not prescribe specific software or technologies. Rather, it establishes governance principles that will remain relevant as AI technologies continue to evolve.

The policy is supported by the Responsible Use of Artificial Intelligence Operational Practice, which provides detailed guidance for operational implementation and management.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.1	Maintain a high standard of leadership, corporate governance, and customer service.

Legislative Implications

Local Government Act 1995, section 2.7
State Records Act 2000, section 19

Policy Implications

Nil

Financial Implications

Nil

Economic Implications

Nil

Social Implications

Appropriate safeguards will support fairness, privacy and public confidence in the Shire's services and decisions.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Inappropriate or uncontrolled use of AI may result in inaccurate or misleading information, unauthorised disclosure of confidential or personal information, cybersecurity exposure, inadequate recordkeeping, biased or insufficiently transparent decision-making, and legal, operational or reputational impacts to the Shire.
Risk Rating (prior to treatment or control)	Major
Principal Risk Theme	Compliance
Risk Action Plan (controls or treatment proposed)	Adoption of the Responsible Use of Artificial Intelligence Council Policy to establish requirements for approved use, human oversight, verification of outputs, privacy and confidentiality, information security, transparency, recordkeeping, training and ongoing review.

Officer Recommendation

That Council adopts Council Policy – Responsible Use of Artificial Intelligence 9.3.3A.

Council Policy
Responsible Use of Artificial Intelligence

1. Purpose

To support the responsible use of Artificial Intelligence (AI) within the Shire of Boddington (Shire), while protecting personal and confidential information, maintaining public trust and ensuring appropriate human oversight and accountability.

2. Scope

This Policy applies to Council Members, employees, contractors, consultants, volunteers and other authorised users of Shire information, systems or technology when undertaking Shire business or Council duties.

This Policy applies regardless of whether AI is accessed through Shire-provided or personal accounts, devices or services, including AI features embedded in other software.

3. Definitions

Term	Definition
Policy	The Shire of Boddington policy titled “Responsible Use of Artificial Intelligence".
Artificial Intelligence (AI)	Computer-based systems capable of performing tasks that typically require human intelligence, including analysing information, identifying patterns, generating content or supporting decision-making.
Generative Artificial Intelligence (Generative AI)	A type of AI that generates new content, including text, images, audio, code or summaries, in response to prompts or other inputs.
Personal Information	Information or an opinion about an identified individual or an individual who is reasonably identifiable.
Confidential Information	Information that is not publicly available and requires protection due to its nature, sensitivity or legal obligations.

4. Policy Statement

The Shire recognises that AI can assist with information gathering, document review, meeting preparation, transcription, summarisation and administrative tasks.

AI may be used to support Council and administrative functions where its use complies with this Policy and applicable legislative requirements. Employees are also to comply with the Shire’s Generative Artificial Intelligence Operational Practice, including requirements for approved AI tools.

AI use is to comply with the Shire’s Privacy Council Policy and Responsible Information Sharing Council Policy. Personal and confidential information are not to be entered into or otherwise made available to AI tools. Before submitting material for review, summarisation or analysis, users are to check the content and attachments and remove any personal or confidential information.

AI-generated information is to be reviewed for accuracy, completeness, bias and appropriateness before being relied upon or incorporated into official work. Users remain accountable for their work, decisions and actions. AI is not to replace professional judgement, statutory responsibilities,

supervision or authorised decision-making, or be used to circumvent established procedures, delegations or approval requirements.

AI recording or transcription is to occur only where authorised under applicable legislation and Shire meeting and recording requirements.

Records of material AI use, including relevant inputs, outputs and verification where relied upon for Shire business or decisions, are to be captured in the Shire's approved recordkeeping system in accordance with the Recordkeeping Plan and applicable retention requirements. An AI chat history is not a substitute for an official Shire record.

The Chief Executive Officer oversees implementation of this Policy and the establishment of supporting procedures.

Managing Concerns and Misuse

Concerns about inappropriate AI use, information handling or compliance with this Policy are to be reported promptly and managed through the Shire's established governance, information security, privacy, recordkeeping or conduct processes, as applicable.

The response is to reflect the nature and seriousness of the concern and may include guidance, further training, restriction of access, incident management or action under applicable legislation, Codes of Conduct and Shire procedures.

Responsible Officer	Executive Manager Corporate Services	
Delegated Authority	Nil	
Relevant Legislation	*Local Government Act 1995* *Local Government (Administration) Regulations 1996* *Privacy and Responsible Information Sharing Act 2024* *State Records Act 2000* *Freedom of Information Act 1992*	
Related Documentation	Generative Artificial Intelligence : Operational Practice Privacy : Council Policy Responsible Information Sharing : Council Policy Council Meeting Recording : Council Policy Shire of Boddington Privacy Statement Recordkeeping Plan Staff Code of Conduct Code of Conduct for Council Members, Committee Members and Candidates	
Version Control	History	Review Frequency
	Introduced – November 2026 (TBD)	2 years

Document Control Statement – The electronic reference copy of this Policy is maintained by the Governance Team. Any printed copy may not be up to date and you are advised to check the electronic copy at Council Policies » Shire of Boddington to ensure that you have the current version. Alternatively, you may contact the Governance Team.

9.3.4 Adoption of Council Policy – Rates Debt Management

File Reference: 2.00234
Applicant: Nil
Previous Item: Nil
Author: Governance Coordinator
Disclosure of Interest: Nil
Voting Requirements: Simple Majority
Attachments: 9.3.4A Council Policy – Rates Debt Management

Summary

This item seeks Council approval to adopt the new Rates and Debt Management Council Policy, which provides a clear and consistent framework for managing rates and service charge debt, payment arrangements and debt recovery activities.

Background

The Shire manages rates and service charges in accordance with the *Local Government Act 1995* and associated legislation. Effective management of outstanding rates and service charge debt supports the Shire's financial sustainability while ensuring ratepayers are provided with appropriate opportunities to meet their obligations.

The proposed Rates Debt Management Council Policy has been developed to establish a consistent approach to the administration of rates and service charge debt, including statutory instalment options, special payment arrangements, interest, administration fees and debt recovery activities.

The Policy also clarifies the relationship between rates debt management and the Shire's Financial Hardship Council Policy, ensuring that ratepayers experiencing genuine financial hardship are considered under the appropriate framework.

Comment

The proposed Policy establishes a consistent framework for the management and recovery of rates and service charge debt across the Shire.

Provision is made for statutory instalment options adopted through the annual budget process, as well as special payment arrangements where a ratepayer requires an alternative arrangement to meet their obligations.

The Policy outlines the approach to administration fees, interest and debt recovery activities, including the circumstances in which discretion may be exercised having regard to individual circumstances and applicable legislative requirements.

Where a ratepayer is experiencing genuine financial hardship, applications for assistance will be assessed in accordance with the Shire's Financial Hardship Council Policy.

This framework supports a transparent and consistent approach to rates debt management, balancing timely revenue collection with reasonable arrangements that enable ratepayers to meet their obligations.

Consultation

Nil

Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.2	Responsibly manage the Shire's finances, human resources and assets

Legislative Implications

Local Government Act 1995
Local Government (Financial Management) Regulations 1996
Rates and Charges (Rebates and Deferments) Act 1992
State Records Act 2000

Policy Implications

Financial Hardship Policy

Financial Implications

The Policy supports the timely and effective recovery of rates and service charge revenue and provides a structured framework for the administration of payment arrangements, interest and applicable fees.

Payment arrangements may affect the timing of revenue collection; however, the Policy establishes consistent processes for managing outstanding debt and supporting the recovery of amounts owing to the Shire.

Economic Implications

Nil

Social Implications

The Policy supports ratepayers by providing statutory instalment options and, where appropriate, alternative payment arrangements, while maintaining a fair and consistent approach to debt management.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	Inconsistent management of rates and service charge debt may result in reduced revenue collection, inequitable treatment of ratepayers, ineffective debt recovery practices and financial, compliance or reputational impacts to the Shire.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Financial / Compliance / Reputational

Risk Action Plan (controls or treatment proposed)	Adoption of a Council Policy establishing consistent requirements for payment arrangements, administration fees, interest application and debt recovery processes.

Officer Recommendation

That Council adopts the Council Policy – Rates Debt Management, as presented in Attachment 9.3.4A.

Shire of BODDINGTON

Council Policy
Rates Debt Management

1. Purpose

The purpose of this Policy is to establish Council's position on the management of rates and service charge debt, including statutory instalment options, special payment arrangements and associated administration fees and interest.

Financial hardship matters are managed in accordance with the Shire's Financial Hardship Policy.

2. Scope

This Policy applies to all rates and service charges levied by the Shire of Boddington (Shire), including overdue amounts, statutory instalment options, special payment arrangements and debt recovery action.

3. Definitions

Term	Definition
Policy	This Shire of Boddington policy titled "Rates Debt Management."
Rates Debt	Amount due and payable to the Shire for rates and service charges levied by the Shire pursuant to the *Local Government Act 1995* and associated legislation.
Ratepayer	A person or entity liable for rates or service charges levied by the Shire.
Special Payment Arrangement	Special arrangement approved by the Shire for payment of rates and service charges over an agreed period and on agreed terms, including monthly direct debit or another agreed payment frequency.
Financial Hardship	Circumstances where a ratepayer's financial circumstances affect, or are likely to affect, their ability to meet their basic living needs or essential financial commitments while meeting their obligations to the Shire.
Statutory Instalment	A payment option for rates and service charges offered in accordance with applicable legislation and adopted by Council as part of the annual budget.

4. Policy Statement

The Shire manages rates and service charges fairly, consistently and in a timely manner while supporting ratepayers to meet their obligations.

<u>Statutory Instalments</u>

Council adopts statutory instalment options for rates and service charges as part of the annual budget.

Any instalment administration charge and interest applicable to these options is determined by Council in accordance with applicable legislation.

Special Payment Arrangements

Council permits the Shire to establish special payment arrangements for rates and service charges where the arrangement provides a reasonable means for a ratepayer to meet their obligations.

A special payment arrangement may include a monthly direct debit arrangement or another agreed payment frequency and is to be established on terms determined by the Shire having regard to the circumstances of the debt and the ratepayer's capacity to meet the agreed payments.

A one-off administration fee applies when the Shire establishes a special payment arrangement. The amount of the administration fee is determined by Council and specified in the annual Schedule of Fees and Charges.

The administration fee is applied once for the establishment of the special payment arrangement and is not a recurring fee for the duration of the arrangement.

Interest

Where a ratepayer enters into a special payment arrangement, penalty interest is not charged while the arrangement is maintained, unless the arrangement is cancelled within 12 months of its commencement date, in which case penalty interest applies in accordance with applicable legislation. This does not apply to eligible pensioners and seniors, who are dealt with in accordance with applicable legislation.

Where a ratepayer has a significant outstanding debt or is experiencing financial hardship, consideration occurs in accordance with the Shire's Financial Hardship Policy. That Policy provides the mechanism for considering whether penalty interest is suspended or otherwise dealt with where appropriate and permitted by applicable legislation.

Debt Recovery

Ratepayers are expected to meet their rates and service charge obligations by the due date or in accordance with an approved payment arrangement.

Where rates and service charges remain outstanding, recovery action may occur in a manner proportionate to the circumstances of the debt, the likelihood of recovery, the cost of pursuing recovery, applicable legislation, Council's delegations and Shire procedures.

Interest, fees, charges and recovery costs are to be applied, waived or written off only where permitted by legislation, Council policy or an applicable delegation.

The Shire may consider the waiver or reduction of service charges, interest, fees or associated amounts where authorised and considered appropriate, having regard to the circumstances of the debt and the likelihood, proportionality or cost of recovery.

Administration

Operational administration of payment arrangements, reminders, recovery action and related correspondence occurs in accordance with approved Shire procedures. The Policy is applied consistently, with appropriate discretion where individual circumstances, legislative requirements, delegated authority or the proportionality and cost-effectiveness of recovery action justify a different approach.

Responsible Officer	Executive Manager Corporate Services

Delegated Authority	1.1.21 – Defer, Grant Discounts, Waive or Write Off Debts 6.1.5 – Debt Recovery and Prosecutions	
Relevant Legislation	*Local Government Act 1995* *Local Government (Financial Management) Regulations 1996* *Rates and Charges (Rebates and Deferments) Act 1992* *State Records Act 2000*	
Related Documentation	Financial Hardship – Council Policy Financial Hardship Application Form Rates Debt Management Procedures Applicable Fees and Charges	
Version Control	History	Review Frequency
	Introduced – November 2026 (TBD)	2 years

Document Control Statement – The electronic reference copy of this Policy is maintained by the Governance Team. Any printed copy may not be up to date and you are advised to check the electronic copy at Council Policies » Shire of Boddington to ensure that you have the current version. Alternatively, you may contact the Governance Team.

9.4 INFRASTRUCTURE SERVICES

9.4.1 Adoption of Boddington Cycling and Walking Plan

File Reference:	2.091
Applicant:	Nil
Previous Item:	OCM February 2015
Author:	Chief Executive Officer
Disclosure of Interest:	Nil
Voting Requirements:	Simple Majority
Attachments:	9.4.1A Boddington Cycling and Walking Plan, Final Report (September 2026) 9.4.1B Local Bicycle Plan (endorsed 17 February 2015)

Summary

This item seeks Council's endorsement of the Boddington Cycling and Walking Plan (September 2026), to supersede the Local Bicycle Plan endorsed on 17 February 2015. The Plan provides a prioritised framework of six (6) projects over ten (10) years to improve walking and cycling connections across Boddington and Ranford, with the connection to the Williams Reserve Mountain Bike Park identified as the highest priority.

Background

Council endorsed the Local Bicycle Plan on 17 February 2015 to improve cycling safety and convenience within and near the Boddington and Ranford townsites and elsewhere in the Shire. It contained twenty-one (21) numbered path projects and five (5) additional projects, including facilities for cycling on roads to the gold mine, the bauxite mine and Albany Highway, and bicycle racks at facilities managed by the Shire. Delivery was planned over five (5) to fifteen (15) years, subject to the Shire's funding capacity and external funding. A major review was anticipated after approximately ten (10) to fifteen (15) years.

The Shire engaged Tredwell Management Services to review and update the 2015 Plan to reflect current community needs and provide a practical framework for investment in walking and cycling. The review incorporated the recently completed Boddington to Ranford shared path and considered bicycle parking, safe crossings and facilities at the end of trips.

The review found that nine (9) of the twenty-one (21) numbered projects in the 2015 Plan have been completed and one (1) has been partially completed. The remaining projects were reassessed against current conditions, community demand and site constraints. Projects were removed where a connection is already provided, where demand was limited, or where factors such as restricted verge widths, driveways, vegetation, topography or flood risk made delivery impractical. The projects removed include the Hotham River crossing at the existing traffic bridge, the Crossman Road connection in Boddington, Illyarrie Crescent, Prussian Way, the Boddington War Memorial Reserve connection, the Williams Street connection to the gold mine, and the River Road, Crossman Road and subdivision connections in Ranford. The Farmers Avenue connection was revised so that the path terminates at the edge of the industrial area.

The Plan was reviewed against the Department of Transport Planning and Designing for Active Transport in Western Australia document (2024). It includes a classification of the proposed network against the WA Cycling Network Hierarchy and a framework for monitoring, evaluation and activation.

The following table summarises the six (6) projects recommended for delivery over ten (10) years.

No.	Project	Location	Priority	Indicative Cost
1	Bannister-Marradong Road: new off-road pathway to the proposed Williams Reserve Mountain Bike Park	Boddington	High (1 to 3 years)	$100,000 to $250,000
2	Prussian Park: linkage between Bannister-Marradong Road and Hotham Avenue	Boddington	Medium (4 to 6 years)	$50,000 to $100,000
3	Rail Trail: advocacy for a shared use path connection to Tullis Bridge	Boddington	Medium (4 to 6 years)	$100,000 to $250,000
4	Farmers Avenue: 2 metre wide path between Adam Street and Assay Terrace (south side)	Boddington	Low (7 to 10 years)	$50,000 to $100,000
5	Bicycle parking at identified locations, including consideration of e-bike charging racks	Boddington	Low (7 to 10 years)	Less than $50,000
6	Ranford Retreat: potential linkage to the bus stop from the existing path network	Ranford	Low (7 to 10 years)	$50,000 to $100,000

Delivery timeframes are indicative and subject to funding, approvals, land requirements and other implementation considerations. Costs are also indicative and based on the anticipated scale and complexity of the works and are intended as a high-level guide only. Costs should be reviewed and confirmed at the time of project planning and delivery.

Comment

After more than eleven (11) years and delivery of a substantial part of the 2015 Plan's works schedule, a refreshed plan is required to guide investment, respond to current community priorities and Shire growth, and support the development of the Williams Reserve Mountain Bike Park.

The updated Plan reassesses outstanding projects against need, feasibility and site constraints, rather than carrying them all forward. Its six (6) projects provide a more targeted basis for budgeting and grant applications and reduce the risk of unachievable commitments. Several community priorities were not carried forward because of physical, safety or cost constraints identified through the site assessment, with the reasons documented in the Plan.

The connection to the proposed Williams Reserve Mountain Bike Park was identified as the key priority at the stakeholder workshop. A safe off-road connection will enable residents and visitors to travel between the townsite and the trails without relying on the road and help maximise the value of the park investment. The proposed minimum path width is 2.0 metres, with a preferred width of 2.5 metres where achievable, consistent with guidance from the Department of Transport and Major Infrastructure and Austroads.

The Plan identifies potential funding sources, including the WA Bicycle Network Grants Program, the Australian Government Active Transport Fund and Roads to Recovery Program, and partnerships with Newmont Boddington and Worsley Alumina. A current, endorsed plan strengthens the Shire's position when seeking funding. Endorsement does not commit Council to project expenditure; the implementation conditions are set out in the Officer Recommendation.

The Plan also includes a monitoring, evaluation and activation framework, including periodic review of progress, which will assist the Shire to report on delivery and respond to changing community needs and funding opportunities. It is therefore recommended that Council endorse the Boddington Cycling and Walking Plan.

Consultation

The Plan was informed by community and stakeholder engagement undertaken by Tredwell Management Services in June and July 2026. This included an online survey open from 22 June to 19 July 2026, key stakeholder interviews, and a stakeholder workshop held on Thursday 9 July 2026 at the Council Chambers. The engagement was promoted through the Shire's website and news items.

Following community consultation, a final draft plan was developed and underwent further public advertising for a period of two (2) weeks closing on the 23 November 2026. At the time of preparing this report no submissions have been received.

Strategic Implications

Aspiration	Place
Outcome 9	Safe, sustainable and connected transport
Objective 9.1	Provide improved paths and cycle ways to encourage people to walk and cycle around town

Legislative Implications

Local Government Act 1995, Section 5.56
Local Government (Administration) Regulations 1996

Policy Implications

Nil

Financial Implications

Nil for endorsement of the Plan. The indicative costs of the six (6) projects total approximately $350,000 to $850,000 over ten (10) years, and each project will be subject to future budget consideration and external funding.

Economic Implications

The Plan supports tourism and visitor activity by strengthening connections to the Williams Reserve Mountain Bike Park, the Rail Trail and the town centre. Improved links between paths, recreation facilities and local businesses may also support local business activity.

Social Implications

The Plan supports health, wellbeing and social connection by encouraging walking and cycling. The Plan applies path widths and design standards that cater for a range of ages and abilities, including people using mobility devices and prams.

Environmental and Climate Change Implications

Nil

Risk Considerations

Risk Statement and Consequence	That the community interprets endorsement of the Plan as a commitment to deliver all projects within the stated timeframes, when delivery remains subject to funding, approvals and land requirements. The consequence is potential reputational impact if projects are delayed or not delivered.
Risk Rating (prior to treatment or control)	Moderate
Principal Risk Theme	Reputational
Risk Action Plan (controls or treatment proposed)	The Plan clearly states that priorities, timeframes and costs are indicative and subject to funding, approvals and land requirements. Projects will be considered through the annual budget process and the annual review of the Council Plan, and progress will be reported to Council and the community in line with the Plan's monitoring and evaluation framework. In accordance with the Shire's Risk Acceptance Criteria, a Moderate risk is to be managed by an Executive Team Member through specific procedures and subject to semi-annual monitoring.

Officer Recommendation

That Council:

1. **Endorse the Boddington Cycling and Walking Plan (September 2026), as contained in Attachment 9.4.1A, to supersede the Local Bicycle Plan 2015.**
2. **Note that the priorities, timeframes and indicative costs in the Plan are subject to funding, approvals and land requirements, and that each project will be considered through the annual budget process and the annual review of the Council Plan.**
3. **Request the Chief Executive Officer to pursue the external funding opportunities identified in the Plan, including the WA Bicycle Network Grants Program and the Active Transport Fund, to support delivery of the priority projects.**

FINAL REPORT SEPTEMBER 2026

SHIRE OF BODDINGTON CYCLING AND WALKING PLAN



The Shire of Boddington and Tredwell Management acknowledges the Wiilman People of the Noongar Nation as the traditional custodians, and pays respect to Elders past and present, as well as the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

Disclaimer

We make every reasonable effort to ensure the information we source for your report is true, correct and accurate and that we fully and properly represent our findings to you.

We endeavour only to work with reputable and experienced partners to obtain information and prepare our findings. Despite these efforts, the content and information provided by any third party is outside of our control and we do not make any warranty, representation or guarantee that such information is true, correct and free from errors or omissions.

We will take all reasonable steps to verify any information obtained by us from third parties however we are not liable, whether directly or indirectly, for any loss, cost, expense, claim or inconvenience arising as a result of your use of such information.

This report has been developed with the assistance of Artificial Intelligence (AI) tools to support aspects of research, data collation, drafting and content development. All information, analysis, recommendations and conclusions generated or informed by AI have been independently reviewed, verified and validated by the project team. Professional judgement, subject matter expertise, stakeholder input and source data have been applied to confirm the accuracy, relevance and appropriateness of the final content.

For further information:

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00 Executive Summary



Executive Summary

The Shire of Boddington has undertaken an update of its 2015 Local Bicycle Plan to provide a practical and achievable framework for improving walking and cycling opportunities across the Shire. The Plan builds on the existing network and considers current community needs, population and demographic characteristics, key destinations, network connectivity, site conditions and the Shire's capacity for future investment. The recently completed and proposed Boddington–Ranford dual-use path has also been considered as part of the broader walking and cycling network.

The review identified a generally well-established path network within Boddington and Ranford, with a significant number of projects from the 2015 Plan now completed. The remaining projects were reassessed against current conditions, community demand, site constraints and the existing network. Several projects were removed where they were no longer required or were considered impractical due to factors such as limited demand, restricted verge widths, driveways, vegetation, topography, flood risk or existing connections. New opportunities were also identified to respond to current community priorities and strengthen connections to key destinations and recreational facilities.

Community and stakeholder engagement undertaken in July 2026 highlighted strong interest in improving local walking and cycling opportunities. The online survey received 39 responses, with walking the most commonly reported activity and recreational cycling also regularly undertaken. Key priorities identified through consultation included connections to the proposed Williams Reserve mountain bike park, improvements to local path connections, links to schools, recreation facilities and town centre destinations, and additional bicycle parking. The stakeholder workshop similarly identified the connection between Boddington and the proposed mountain bike park as a key priority.

The updated Plan recommends a targeted programme of projects focused on practical, achievable improvements to the local network. Projects have been prioritised over a 10-year implementation period, with indicative costs provided to assist the Shire with future budgeting and investment decisions. The programme provides a realistic framework for progressively improving walking and cycling connectivity, with delivery subject to funding, approvals, land requirements and other implementation considerations.

The proposed bike network has been considered against the WA Cycling Network Hierarchy, with Primary, Secondary, Local, Road Cycling Route and Transport Trail classifications applied where appropriate.

Priorities reflect indicative delivery timeframes over the 10-year Plan period. Costs are high-level estimates based on the anticipated scale and complexity of works. Refer to the Recommended Cycling and Walking Network section for further detail.

Recommended Projects

Project	Location	Priority	Indicative Cost
Connection to proposed Williams Reserve mountain bike park	Boddington	High (1-3 years)	$$$
Prussian Park connection between Bannister-Marradong Road and Hotham Avenue	Boddington	Medium (4-6 years)	$$
Rail Trail connection to Tullis Bridge	Boddington	Medium (4-6 years)	$$$
2 m shared path along Farmers Avenue	Boddington	Low (7-10 years)	$$
Bicycle parking, including consideration of e-bike charging	Boddington	Low (7-10 years)	$
Connection to Ranford Retreat bus stop	Ranford	Low (7-10 years)	$$

01 Introduction



Project Background, Aim and Objectives

Project Background

The Shire of Boddington (Shire) is seeking to replace its existing Cycling and Walking Plan 2015 (Plan) with an updated and practical plan that reflects current community needs, supports improved walking and cycling opportunities and is responsive to the Shire's available resources and future investment capacity.

The project will build on the format and approach of the existing Bicycle Plan, with a focus on reviewing and updating the cycling network within the Boddington townsite. This will include consideration of key destinations and attractors, missing links and potential new connections, as well as supporting infrastructure such as bicycle parking, end-of-trip facilities, grab rails and safe road crossings. Opportunities to improve connections between walking and cycling networks will also be considered where relevant.

The Plan will also incorporate the recently completed and/or proposed dual-use path between Boddington and Ranford, recognising its role in improving walking and cycling connectivity and providing additional opportunities for active transport.

A series of mapping outputs and prioritised recommendations will be developed to support implementation of the Plan and provide clear direction for future investment. Community and stakeholder consultation will also form an important component of the project, ensuring local knowledge, needs and aspirations are considered in the development of the Plan.

Project Aim

To develop a practical and achievable Plan for Boddington that reflects community needs, improves walking and cycling opportunities and provides a realistic framework for future investment and implementation.

Project Objectives

The objectives of the project are to:

- Review and update the existing Local Bicycle Plan (2015).
- Identify priority walking and cycling routes, missing links and key destinations within Boddington.
- Incorporate the Boddington-Ranford dual-use path into the broader walking and cycling network.
- Identify supporting infrastructure requirements, including bicycle parking, crossings, grab rails and end-of-trip facilities.
- Develop clear mapping and prioritised recommendations to guide future implementation.
- Engage with the community and key stakeholders to understand local needs, priorities and aspirations.
- Develop a practical and affordable Plan that aligns with the Shire's strategic priorities and capacity for future investment.

Project Methodology

The Plan has been prepared through a four-stage process:

Stage 1 - Project Start-up and Background Review

Review of the existing Local Bicycle Plan (2015), relevant strategic documents, community and cycling trends, and the existing cycling network and key destinations.

Stage 2 - Site Assessment and Community Engagement

Assessment of existing cycling infrastructure and network conditions, supported by community and stakeholder engagement to identify issues, opportunities and priorities.

Stage 3 - Draft Cycling and Walking Plan

Development of the proposed cycling network, supporting infrastructure, mapping, recommendations and priorities, and preparation of the Draft Plan.

Stage 4 - Final Cycling and Walking Plan

Review of feedback on the Draft Plan, refinement of recommendations and finalisation of the Plan for Council consideration.

02

Study Area and Background Review



Study Area

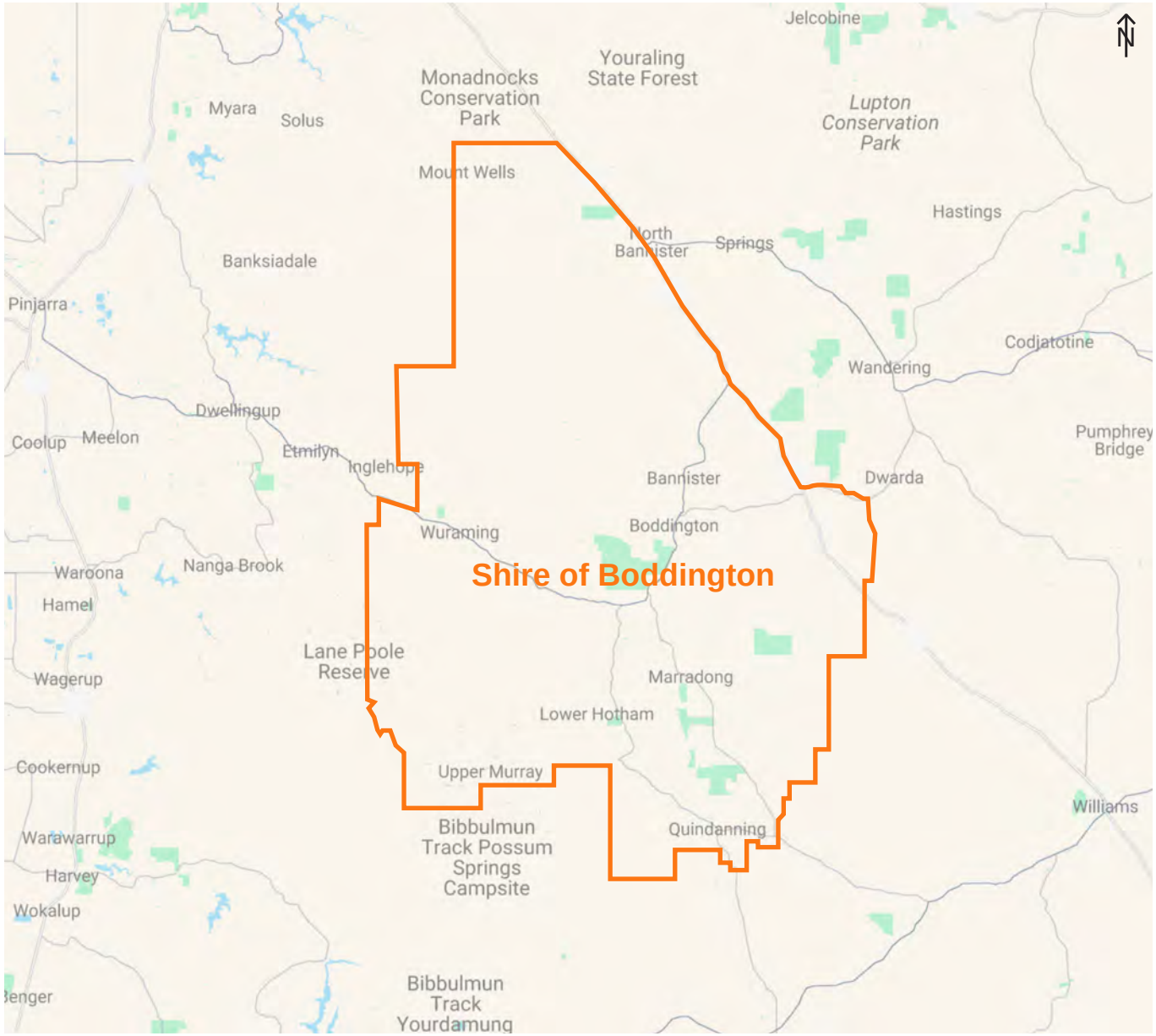
The Shire is located within the Peel region of Western Australia, approximately 123 kilometres southeast of Perth and 92 kilometres southeast of Mandurah. Covering approximately 1,900 square kilometres, the Shire includes the main localities of Boddington, Ranford, Marradong, Crossman and Quindanning. The Shire is accessible via Albany Highway from the north and Pinjarra-Williams Road from the west, and borders the local government areas of Wandering, Williams, Murray, Waroona, Collie and Harvey.[1,2]

The Shire's natural environment and extensive areas of state forest provide opportunities for a range of outdoor recreation activities, including hiking, cycling, canoeing, stand-up paddle boarding, horse riding, birdwatching and wildflower viewing. More than 40 percent of the Shire is state forest, with five main rivers also flowing through the area.[1]

Boddington provides a range of community services and facilities, including a local hospital, medical centre, childcare facility, school, arts centre and various sporting and recreation facilities. Hotham Park is a key recreation destination, incorporating an adventure playground, nature play areas, outdoor gym, half basketball court, skate park, pump track, BBQ facilities and riverside café.[1]

The Shire also hosts a range of events and attractions that draw visitors to the area, including the Boddington Lions Rodeo, Medieval Fayre & Feast and South32 Summer by the River.[1]

[1] Shire of Boddington Council Plan 2026
[2] Shire of Boddington Annual Report 2024-2025



Demographic Analysis

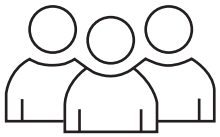
As of June 2023, the estimated population of the Shire of Boddington was 1,786 people, with an estimated additional 2,000 workers commuting into and out of the Shire each week. While future population growth may be influenced by mine closures, the Boddington SuperTown Growth Plan provides a vision for the Shire to grow to approximately 4,500 people by 2051.[1]

Mining is the Shire's primary industry, employing approximately 35% of the local workforce. The Shire is also supported by manufacturing (10%) and agriculture (9%), with agricultural activities including sheep farming, timber harvesting, blue gum and pine plantations and orchards. Viticulture and gourmet food production also contribute to the local economy.[1]

Strategic implications for the Shire include:

- Population growth will increase demand for connected active transport infrastructure.
- The higher proportion of children and older adults highlights the need for safe, accessible routes that cater to a range of ages/abilities.
- The Shire's higher median age and proportion of people requiring assistance with core activities reinforce the importance of accessible and inclusive path infrastructure.
- Rural settlement patterns reinforce the need for practical local connections and links between communities.
- Key destinations and community facilities should be well connected to encourage everyday walking and cycling.

Estimated Resident Population
ABS Estimated Resident Population June 2023



1,786

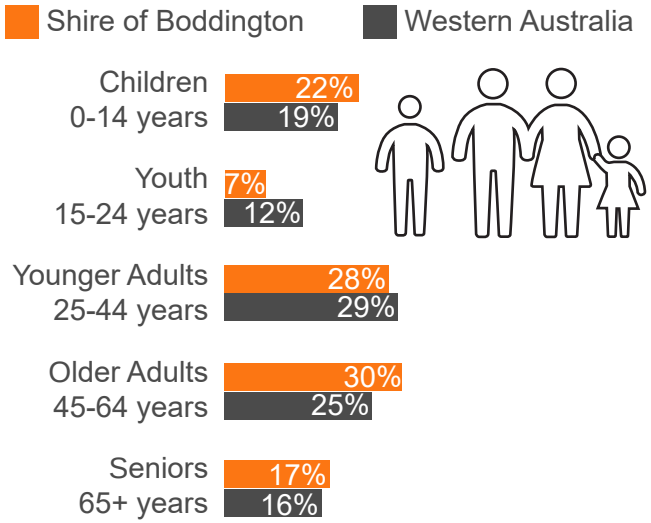
Gender
2021, ABS Census



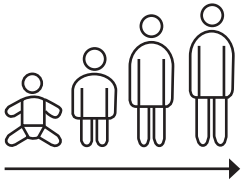
52% Male

48% Female

Age Profile
2021, ABS Census



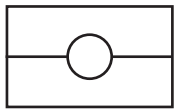
Median Age
2021, ABS Census



42 Years Shire of Boddington

38 Years WA

Aboriginal and/or Torres Strait Islander persons:



3.5% Shire of Boddington

3.3% WA

Needs assistance with core activities
2021, ABS Census



3.9% Shire of Boddington

4.9% WA

Population Growth Vision
Boddington SuperTown Growth Plan



4,500

[1] Shire of Boddington Council Plan 2026

Trends Analysis

The following social and tourism trends have been identified that relate to the planning of cycling and walking infrastructure and facilities. These insights are drawn from professional expertise, sector knowledge, and best practices rather than specific referenced sources.

Trend	Strategic Implications for Cycling, walking and Shared-Use Networks in the Shire of Boddington
Population growth and changing demand	• Plan for a connected cycling and shared-use network that can accommodate future population growth • Prioritise connections between residential areas, the town centre, schools, recreation facilities and key destinations • Consider opportunities to improve connections between existing and future development areas
Increasing participation in individualised activities	• Support flexible, casual and unstructured cycling and walking opportunities • Provide well-connected routes that can be accessed throughout the day • Cater for individual and group participation across a range of abilities
A diverse and increasingly mature population	• Provide accessible, low-impact cycling and walking opportunities for a range of ages and abilities • Incorporate rest areas, wayfinding and clear route information • Consider the role of e-bikes in supporting longer-distance and lower-impact cycling
Children and families as an important user group	• Provide safe, convenient connections between residential areas, schools, parks, recreation facilities and the town centre • Support opportunities for children and families to cycle and walk independently and together • Prioritise safe crossing points and connections where routes intersect roads and key destinations
A transient workforce and visitor population	• Consider the needs of the large weekly worker population and visitors when planning recreational cycling and walking opportunities • Promote the Shire's cycling, walking and shared-use network as part of the Shire's broader recreation and tourism offering • Strengthen connections between paths, the town centre, accommodation, recreation facilities and local businesses where appropriate
Growth in nature-based recreation and tourism	• Leverage the Shire's natural landscapes and existing path network to support cycling and walking experiences • Support longer-distance cycling and walking opportunities where appropriate • Provide appropriate rest areas, wayfinding and supporting infrastructure while protecting environmental values

Trend (cont.)	Strategic Implications for Cycling, walking and Shared-Use Networks in the Shire of Boddington
Environmental pressures and climate change	• Plan and manage cycling, walking and shared-use infrastructure to minimise impacts on biodiversity, waterways and heritage values • Incorporate climate-resilient materials and design approaches • Consider heat, bushfire and extreme weather risks in route planning, maintenance and emergency management
Increasing standards and expectations	• Provide safe, high-quality and well-maintained cycling, walking and shared-use infrastructure • Ensure facilities are designed and managed in accordance with relevant standards and risk management requirements • Prioritise consistent wayfinding, signage and supporting infrastructure across the network
Technology and growth in e-bike use	• Adapt cycling infrastructure and route planning to accommodate increasing e-bike use and emerging forms of e-mobility (i.e. e-scooters, e-skateboards) • Consider route gradients, surface quality and shared-path design to support a wider range of riders and walkers • Support digital wayfinding, mapping and route-planning technologies to improve network awareness and use
Demand for local and authentic experiences	• Strengthen connections between cycling, walking and shared-use routes, Boddington's town centre, attractions, natural areas and local businesses • Develop routes and experiences that showcase the Shire's natural, cultural and community assets • Encourage active travel as a way to explore and experience the Shire
Paths supporting multiple community outcomes	• Recognise cycling, walking and shared-use infrastructure as contributing to health, recreation, tourism, social connection and economic development • Align investment with broader Shire priorities and community outcomes • Prioritise projects that deliver multiple benefits for residents and visitors

Walking and Cycling Participation

Western Australia Cycling Participation[3]

Overall riding participation has trended upwards in 2025, with significantly more riding within the last month (26% from 22% in 2023).

Those in WA who cycled in the past week rode on average 3.0 days. Weekly cycling is most common among children, averaging 41% for ages 5-9 and 31% for ages 10-17. By comparison, participation drops to just 7-15% for most adult age groups and falls further beyond age 79.

The steepest decline occurs between ages 10-17 and 18-24, suggesting a key transition point where cycling habits often fall away.

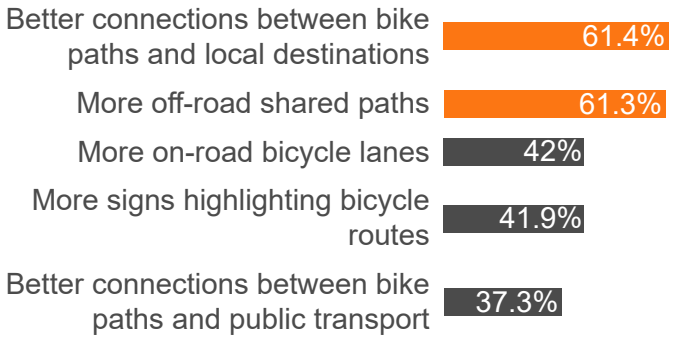
Significantly more males cycle on a weekly basis, but this is fairly equal amongst those living in metro and regional areas.

In 2025, significantly more of those in WA reported cycling for transport (43%) than in any previous wave, while recreational cycling dropped to 74%. This shift may reflect broader economic pressures, such as cost of-living increases, higher petrol prices, and rising public transport fares, prompting people to view cycling as a practical, low-cost alternative for commuting and errands.

The growth in e-bike use and post-2020 infrastructure upgrades (like safer bike lanes and off-road paths) may be enabling more diverse riders to take up cycling for transport. Meanwhile, Some former recreational cyclists may now identify their riding as utility-based, while others are simply cycling less due to time, financial, or lifestyle pressures. Recreation and exercise however is still the biggest reason for cycling despite the shift.

Around two-thirds of cyclists in Western Australia say that better local path connections and more off-road shared paths would motivate them to ride more.

Motivation to ride more
Walking and Cycling Participation Survey, WA, 2025



Western Australia Walking Participation[3]

Over 3 in 4 people between the age of 5 to 79 are active walkers.

The most common reason for walking is for recreation or exercise.

On average, those in WA walk 4.9 days in a week.

Those in WA walk around 5.7 hours a week on average.

Those living in metro WA tend to be more comfortable walking in their local area than their regional counterparts. However, level of comfort is generally high overall, with more than 4 in 5 across WA feeling comfortable.

[3] Walking & Cycling Participation Survey, Western Australia, 2025

Participation in Sport and Physical Activities[4]

AusPlay data provides further context on the relative popularity of walking and cycling compared with other physical activities in Western Australia.

Walking (recreational) is the most popular activity among adults, with a participation rate of 51.0%, while cycling ranks sixth at 10.3%,whilst running/ jogging ranks fourth at 17.3%.

For children aged between 0 and 14, running/ jogging ranks ninth (3.6%), walking (recreational) ranks tenth (3.1%), while cycling ranks fifteenth (1.4%). Bush walking ranks twenty-first (1.1%) and mountain biking thirty-first (0.1%).

Overall, walking and cycling are important forms of physical activity in Western Australia, with both featuring among the top 10 activities for adults. The data also highlights the importance of walking and cycling opportunities for children, particularly given the high levels of cycling participation among younger age groups identified in the Western Australia Walking & Cycling Participation Survey and the Ausplay survey.

The following tables present the participation rates for the top physical activities among adults and children in Western Australia.

[4] AusPlay survey results January 2025 - December 2025

WA Participation by Activity - Adults (15+)
AusPlay survey results January 2025 - December 2025

Rank	Activity	Participation rate
1	Walking (Recreational)	51.00%
2	Fitness/Gym	35.80%
3	Bush walking	18.30%
4	Running/jogging	17.30%
5	Swimming	16.30%
6	Cycling	10.30%
7	Pilates	8.10%
8	Football/soccer	5.60%
9	Yoga	5.30%
10	Basketball	5.00%

WA Participation by Activity - Children (0-14)
AusPlay survey results January 2025 - December 2025

Rank	Activity	Participation
1	Swimming	19.20%
2	Football/soccer	13.80%
3	Gymnastics	8.30%
4	Australian football	8.00%
5	Basketball	8.00%
6	Netball	6.70%
7	Dancing (recreational)	5.50%
8	Cricket	4.00%
9	Running/jogging	3.60%
10	Walking (Recreational)	3.10%
15	Cycling	1.40%
21	Bush walking	1.10%
31	Mountain biking	0.10%

Literature Review

A range of strategic and planning documents are relevant to the planning and development of cycling within the Shire. A review of relevant national, state, regional and local-level documents was undertaken to identify key visions, strategies, policies and priorities that may influence the development of the Plan.

The following documents were reviewed as part of the literature review and have informed the development of the Plan, including the identification of key opportunities, priorities and recommendations for improving cycling and walking connections and infrastructure across the Shire.

National Level Documents

- Mountain Biking in Australia: An Economic and Participation Analysis (2021)
- Australian Mountain Bike Trail Guidelines
- AusSport Playwell Australia's Sport Participation Strategy (2023)
- AusCycling Inclusion and Diversity Strategy
- AusCycling United Strategy (2032)
- Austroads Guide to Road Design Part 6A - Paths for Walking and Cycling

State Level Documents

- Western Australia Bicycle Network Plan (2014-2031)
- Western Australia Bicycle Network Plan Progress Report (2023-2024)
- Department of Transport Planning and Designing for Bike Riding in Western Australia

Regional Level Documents

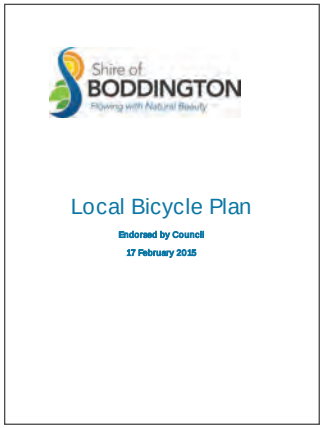
- Peel Regional Trails Strategy (2019)

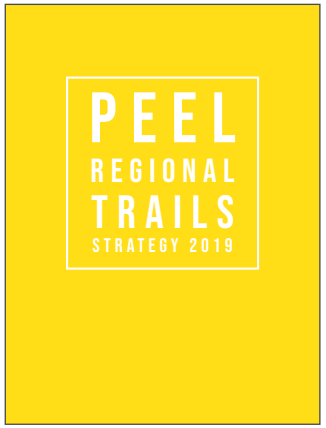
Municipal Level Documents

- Shire of Boddington Local Bicycle Plan (2015)
- Shire of Boddington Council Plan (2026)
- Shire of Boddington Annual Report (2024-2025)
- Shire of Boddington Adopted Budget (2025-2026)
- Shire of Boddington Trails Strategy (2019)

Local Level Documents

- Williams Reserve Trail Network Concept Plan (2023)
- Tullis Rail Trail and Tullis Walk Trail - Trail Audit (2024)







03 Current Situation



Current Cycling and Walking Network Summary

The 2015 Local Bicycle Plan identified a range of proposed cycling and pedestrian improvements across Boddington and Ranford. As part of this review, these projects have been considered against the current network, existing conditions and community priorities to determine which projects have been completed and which remain relevant.

A number of projects identified in the 2015 Plan have now been completed, while others remain outstanding. Remaining projects have been reviewed against current conditions, with appropriate projects carried forward and others removed where they are no longer considered feasible or necessary.

The review has also identified several additional opportunities that were not included in the 2015 Plan. These have been incorporated into the updated project list.

The following table provides the updated project list, including an additional column identifying the current status of each project as of 2026.

Schedule of Works - Local Bicycle Plan (2015) with Current Status

#	Project (2015)	Priority (2015)	Current Status (2026)
1	Hotham Heights (Illyarrie Crescent and Greenstone Way)	High	Not Started
2	Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)	Low	Not Started
3	Pollard Street, Club Drive and Adam Street (south side)	Low	Completed
4	Club Drive, Hakea Road, Pollard Street (east side)	Medium^	Completed
5	Right-of-Way between Johnstone Street and Hakea Road (west side)	High	Completed
6	Prussian Way from Hotham Avenue to cul-de-sac (north side)	Low	Not Started
7	Hotham Avenue between Forrest Street and George Street/Eucalypt Street (north side)	Low	Completed
8	Johnstone Street from Pollard Street to existing path to the east (south side)	Low	Completed
9	Fix connectivity issue in car park area near caravan park	High	Completed
10	Bannister Road from Wuraming Avenue to Information Bay (and beyond once pathway over Bannister Road Bridge has been established)	Medium	Partial
11	Hill Street between Forrest Street and Hotham Avenue (widen to 2 metres)	Medium	Not Started
12	Hotham Ave between Hill Street and Crossman Road (widen to 2 metres)	High	Completed
13	Pedestrian/cycling access across Hotham River at or near existing traffic bridge	Low	Not Started
14	Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road	Medium	Not Started
15	Railway reserve pathway between Bannister Road Bridge and River Road, Ranford (widening to 2 metres to connect to proposed subdivision)	Low	Completed
16	River Road from Hotham River to Ranford Retreat (east side)	Low	Not Started
17	Crossman Road from River Road to end of the Ranford townsite to the west (south side)	Medium	Not Started
18	Christie Street from River Road onwards (north side)	Medium	Completed
19	Ranford Retreat (upgraded as development occurs with developer contributions)	Medium	Not Started
20	Connection from subdivision south of Ranford to existing network (Funded by developer contributions)	Low	Not Started
21	Connection from subdivision east of Ranford to existing network (Funded by developer contributions)	Low	Not Started
	Connection from Boddington town centre to gold mine	Low	Not Started
	On road facility to Bauxite mine	Low	Not Started
	On road facility along Crossman Road to Albany Highway	Low	Not Started
	On road facility along Bannister-Marradong Road to Albany Highway	Low	Not Started
	Bicycle racks and amenities at Shire managed facilities	Medium	Partial

Trip Attractors

The following map identifies key trip attractors and destinations across Boddington and Ranford. The following pages identify the current linkages to these key destinations, providing a basis for considering opportunities to improve connectivity.

- B1 Town centre (cafes/shops/bank/Shire office)
- B2 Boddington District High School
- B3 Recreation grounds
- B4 Hotham Park
- B5 Golf course, community club & bowling green
- B6 Boddington Caravan Park
- B7 Public swimming pool
- B8 Foreshore picnic area & Lions Weir
- B9 Boddington Lions Rodeo Complex
- B10 Medical Centre/community nurse
- B11 Boddington District Hospital
- B12 Boddington Community Hub & Youth Centre
- B13 Boddington Art and Crafts Centre
- B14 Boddington Town Hall
- B15 Boddington Public Library
- B16 Industrial estate
- B17 Boddington Newmont Gold Mine
- B18 Worsley Alumina Bauxite Mine
- B19 Tullis Bridge
- B20 Future Mountain Bike Park
- R1 Ranford Pool



Boddington Current Cycling and Walking Network Map

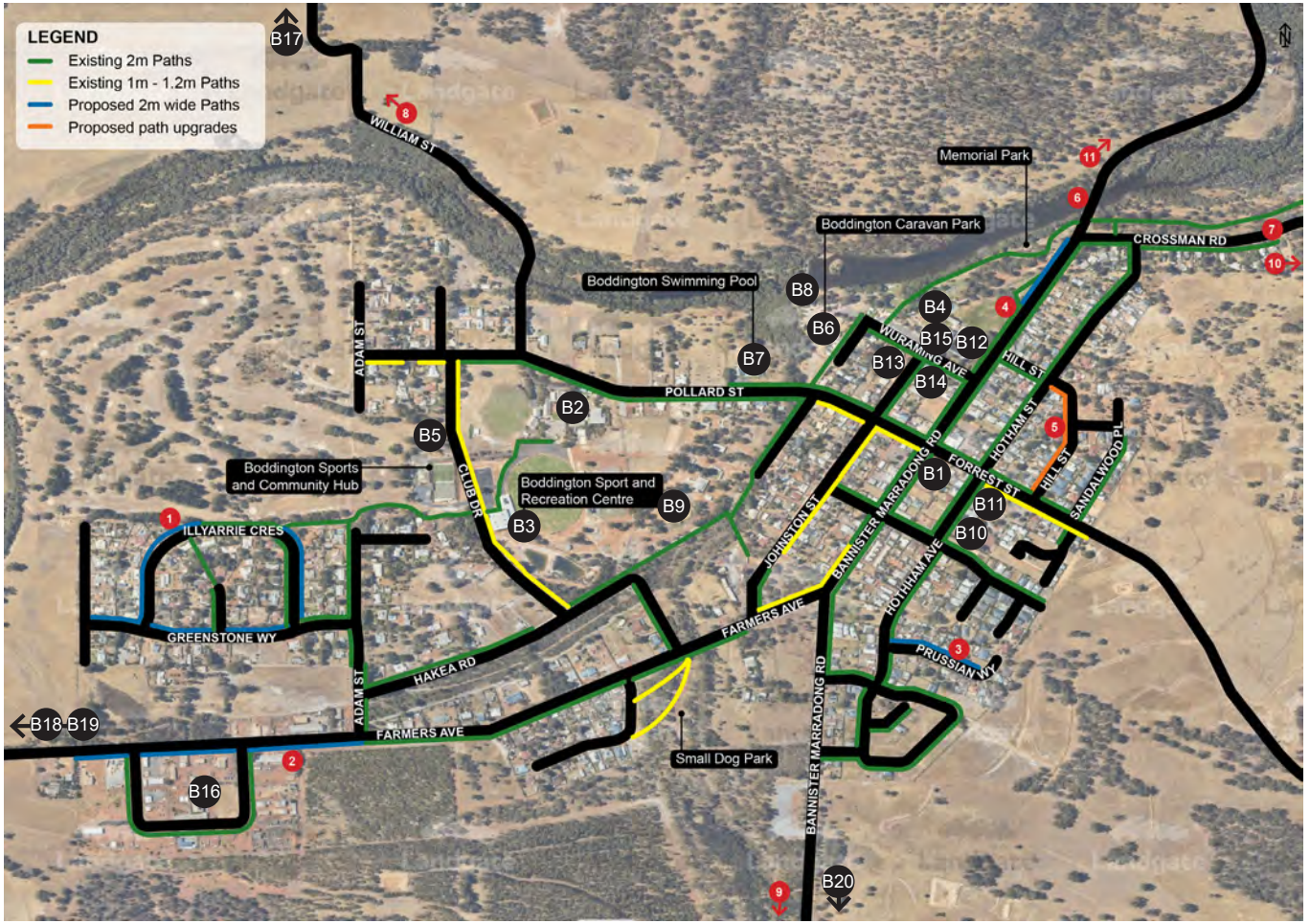
This map illustrates the uncompleted works identified in the 2015 Local Bicycle Plan, as well as connections to key trip attractors.

Not Completed

1. Hotham Heights (Illyarrie Crescent and Greenstone Way)
2. Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)
3. Prussian Way from Hotham Avenue to cul-de-sac (north side)
4. Bannister Road from Wuraming Avenue to Information Bay partial completion as there is an existing section of path from Wuraming Avenue to the Memorial Reserve
5. Hill Street between Forrest Street and Hotham Avenue (existing footpath and plan was to widen to 2m)
6. Pedestrian/cycling access across Hotham River at or near existing traffic bridge
7. Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road
8. Connection from Boddington town centre to gold mine camp
9. On road facility to Bauxite mine
10. On road facility along Crossman Road to Albany Highway
11. On road facility along Bannister-Marradong Road to Albany Highway

Trip Attractor Location

- Trip attractor (see Trip Attractors, page 18)



Ranford Current Cycling and Walking Network Map

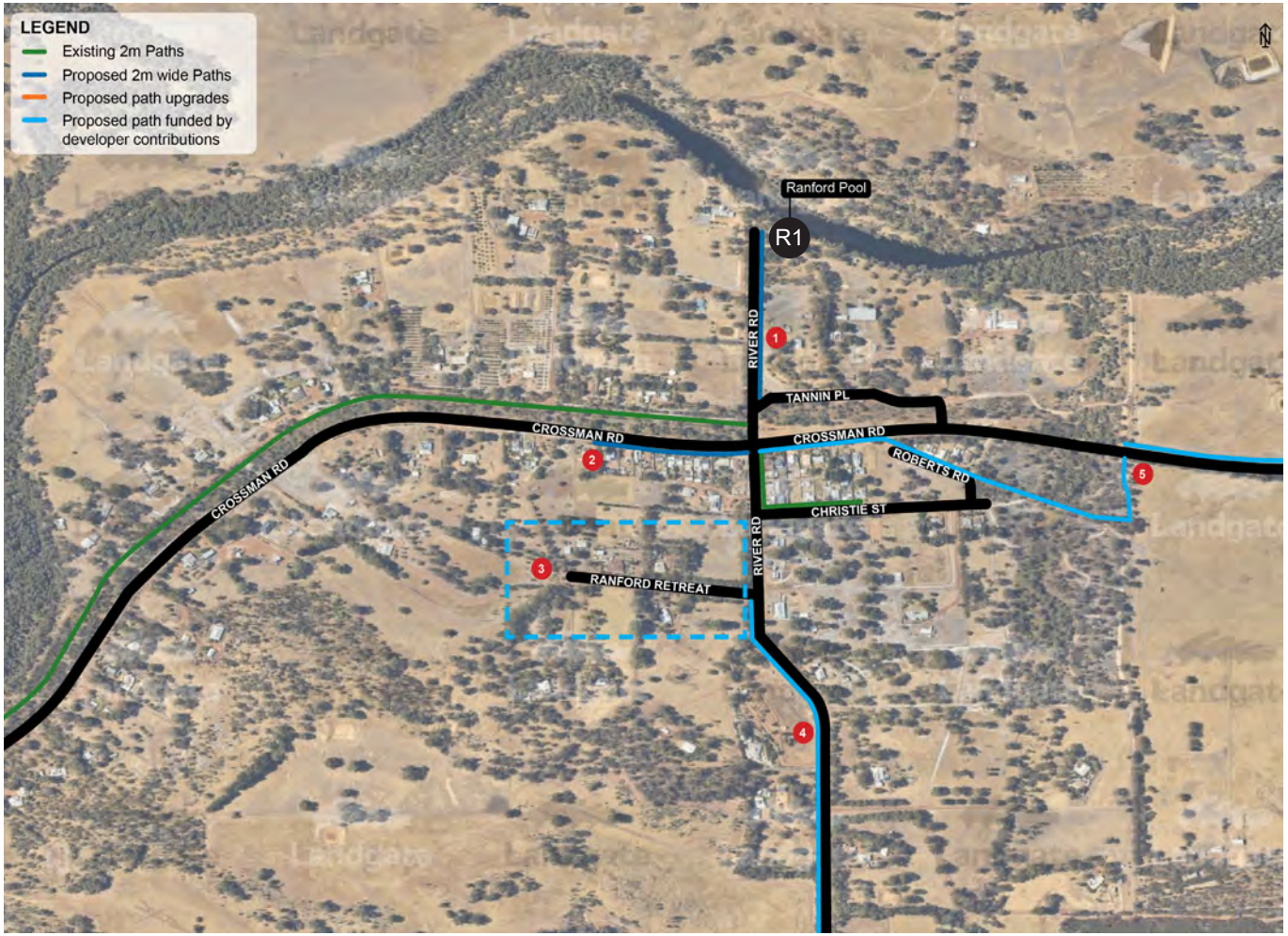
This map illustrates the uncompleted works identified in the 2015 Local Bicycle Plan, as well as connections to key trip attractors.

Not Completed

1. River Road from Hotham River to Ranford Retreat (east side)
2. Crossman Road from River Road to end of the Ranford townsite to the west (south side)
3. Ranford Retreat
4. Connection from subdivision south of Ranford to existing network
5. Connection from subdivision east of Ranford to existing network

Trip Attractor Location

Trip attractor (see Trip Attractors, page 18)



Site Appraisal

A site appraisal was undertaken of the existing cycling network and facilities to ground-truth the current network, assess feasibility and identify opportunities for improvement. Below are some images of the existing cycling and walking path network and key attractors.



Bannister-Marradong Road looking south just past Bosse Way



Bannister-Marradong Road heading towards proposed Williams Reserve Mountain Bike Park



Hotham River Bridge



Newly constructed Boddington to Ranford shared-use path



Newly constructed Boddington to Ranford shared-use path accessible connection



Shared-use path alongside the golf course



Hotham Park



Bauxite Mine



Shared-use path near the sport and rec precinct

04 Infrastructure Requirements



Types of Path

Types of Path

Definitions for different types of path that can legally accommodate bike riding in WA.

Term	Definition (Additional information)
Bicycle path	A path set aside for the exclusive use of bicycle riders. (Sometimes referred to as a bicycle-only path).
Path	Any route intended for use by pedestrians or bicycle riders or both which is not part of a road and which may or may not be adjacent to a road. (Sometimes referred to as a footpath. Since April 2016, all bike riders irrespective of age are permitted to ride on footpaths in WA, unless signposted otherwise. This change has been significant in terms of expanding the path network available to bike riders. However, footpaths are narrower and typically support low speed, low volume bicycle riding and, although legal to ride on, they are a less preferred alternative to well-designed bicycle, shared or separated paths).
Separated path	A path signed for separated use on which bicycle riders and pedestrians are required to use separate designated areas. (Separated paths typically consist of two parallel paths, one exclusively for people riding and the other for people walking. The two paths are often constructed as a single pavement separated by a continuous white line. However, separation can also be achieved by landscaping, planters, cobblestones or through the use of contrasting surface treatments).
Shared path	An area that is open to the public that is designated for use by both bicycle riders and pedestrians. (As mentioned above, all bike riders are legally permitted to ride on paths and no compulsory signs or pavement markings are required to formally designate a shared path. Shared paths are specifically designed to accommodate the safe and efficient movement of pedestrians and bike riders concurrently).

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

Path Users

Cycling path users

There are various reasons and types of bicycle riding. The various types of bike riders that utilise paths have been outlined below.

Trip Type	Description of trips
Commute	Travelling to/from work, school or university.
Delivery trips	Travelling to/from a defined destination.
Recreation	Low intensity exercise. Cycling for enjoyment.
Training	High intensity exercise. Cycling for the sole purpose of cycling.
Touring	Undertaking long distance, multi-day trips normally between towns or cities. May be combination of sealed roads/paths and unsealed trails.
Utility	Travelling to/from shops, cafes, pubs, sports training or visiting friends and family.

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

In addition to the table, the Western Australian Government states that people riding legal eBikes are generally subject to the same rules as bicycle riders (with the exception that you must be at least 16 years old to ride an eBike). The rules are provided here: https://www.wa.gov.au/organisation/road-safety-commission/bicycle-riders

Considering all path users

Shared and separated paths cater for a diverse range of users, and planning for these users is important to creating a safe, accessible and connected network. The following table outlines key requirements for non-cycling path users.

Other user groups	Key considerations
Pedestrians	→ People walk for transport and recreation. People walking for transport (i.e. to work school, the shops, etc.) tend to prefer routes which are direct. People walking for recreation tend to prefer routes which take in pleasant scenery including coastal and river foreshores, wetlands and bushland. → The average speed for pedestrians on shared paths is normally between 3 and 5 km/h. → Where there are high volumes of pedestrians and bike riders, it is best practice to provide separation (refer to Section 2.5 for guidance surrounding threshold volumes). → Separated paths should also be considered for locations that are popular with dog-walkers or families (including parents pushing prams). → Provision of shade, rest areas and wayfinding provide additional amenity for this user group. → Adequate lighting is very important, particularly in areas with poor passive surveillance.
Runners	→ Runners are typically capable of speeds between 7 and 14 km/h. → Often used at dawn and dusk, these users prefer paths that have good lighting or are clearly visible from adjacent roads. → Provision of shade, rest areas, drinking fountains and outdoor fitness equipment provide additional amenity for this user group.
People with disability	→ People with disability, including those with mobility, sensory or cognitive impairments, must be considered when designing shared and separated paths. → It is a legislative requirement that shared and separated paths are designed in accordance with *AS1428 Design for Access and Mobility*. For information regarding compliance with the *Disability Discrimination Act 1992* (DDA), refer to Section 3.7 to Section 3.11 of this guideline. → The placement of street furniture, signage, power/light poles, cable stays, bollards and holding rails can negatively impact the movement of people with disability.
Wheeled recreational devices	→ Wheeled recreational devices refer to in-line skates, roller-skates, skateboards, scooters and unicycles. → This group is classified within the pedestrian user group in accordance with the RTC, and therefore must comply with pedestrian laws. However, wheeled recreational device users are also permitted to use bicycle paths. → Small pavement defects within the path network can have serious consequences for this user group.
Other users	→ From time-to-time, maintenance and emergency services vehicles will require access to shared and separated paths. For this reason, it is important that shared and separated paths provide regular access points from the surrounding road network. → For more guidance on preventing unauthorised vehicle access to shared and separated paths, refer to Section 10.11.

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

Geometric Design

The following provides geometric design guidance for shared and separated paths, to ensure adequate space and visibility is provided to all users.

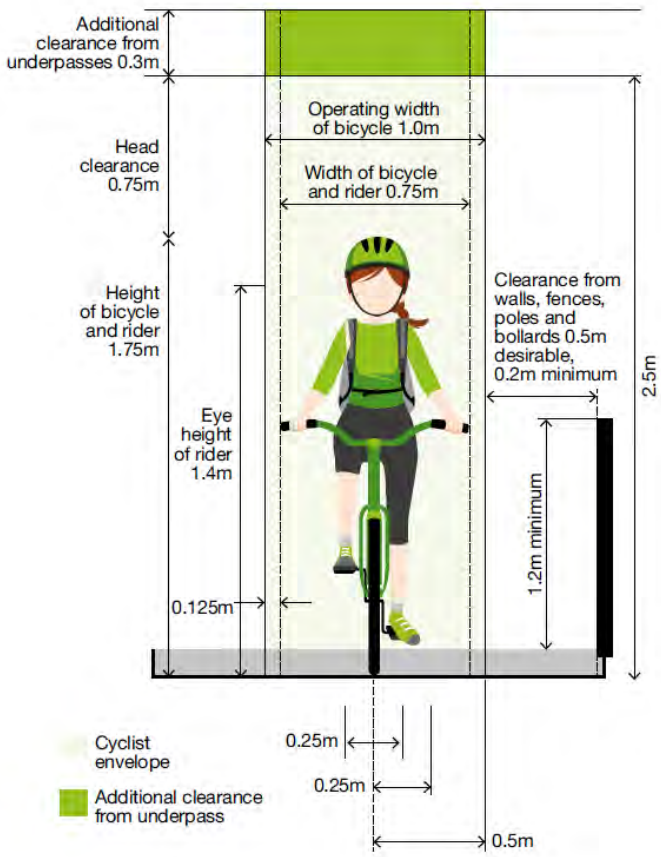
It is important to refer to *Department of Transports Planning and Designing for Bike Riding in Western Australia* and the *Austroads Guide to Road Design: Part 6A and AS1428* when planning for and developing new paths.

These documents provide additional information including:

- General guidance
- Geometric design (additional details)
- Intersection design
- Pavement design
- Drainage
- Lighting
- Signs and pavement markings
- Managing conflict and transition zones
- Path amenity and maintenance

Minimum operating envelope for bike riders

A typical bike rider requires 1.0m x 2.5m operating envelope.



Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

Path widths

The width of a path should correspond with its desired function, reflected by the route's classification in accordance with the *Western Australian Cycling Network Hierarchy*, as well as the expected number of people riding and walking on the path. Other factors to consider include the types of users and trip types, and catering for current needs and future growth.

For new shared and separated paths, the Western Australian guidance provides the primary basis for determining path widths within the Shire. The following table outlines the minimum and desirable widths for different path types. The widths stated refer to the usable path width, i.e. the area of the path that is free from obstructions.

WA shared and separated path widths

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

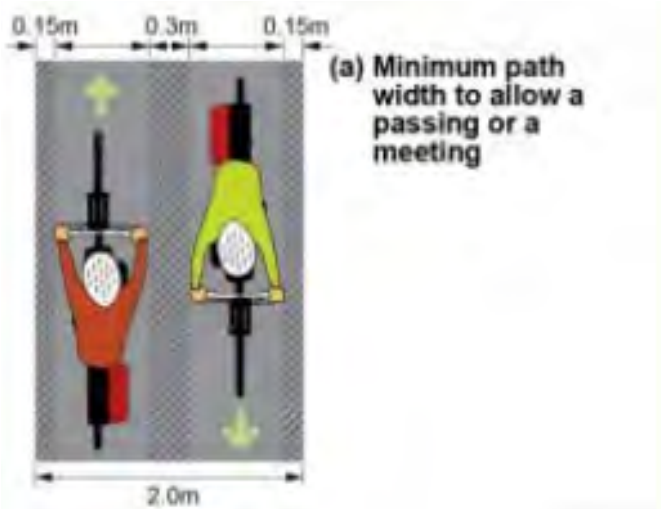
Austroads guidance provides additional context for determining appropriate path widths based on the function and expected use of a path. For local access paths, Austroads identifies a 2.5m desirable minimum width, with a typical acceptable range of 2.0-3.0 m. A width of 2.0m may therefore be appropriate in lower-volume local environments where cyclist volumes and operating speeds are expected to remain low, while wider paths should be considered where higher volumes or greater potential for conflict between users are anticipated. A minimum width of 2.0m is generally proposed within this Plan, with a preferred width of 2.5m to be provided where achievable and appropriate to the site context, to improve accessibility and comfort for the full range of path users.

Austroads suggested shared path widths

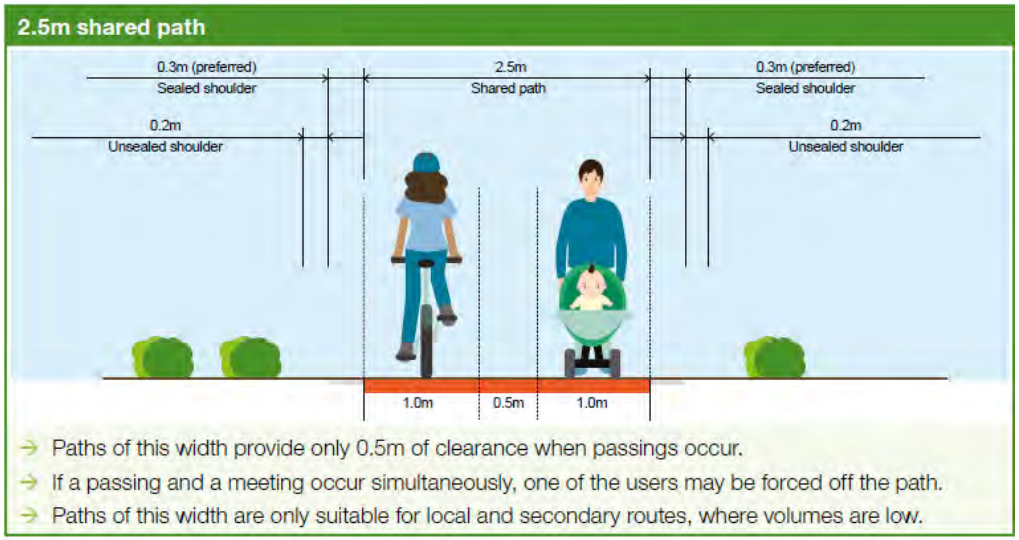
Path type	Desirable minimum width	Typical minimum range
Local access path	2.5m	2.0-3.0m
Regional path	3.0m	2.5-4.0m
Recreational path	3.5m	3.0-4.0m

Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, Table 5.3.

2.0m Shared path

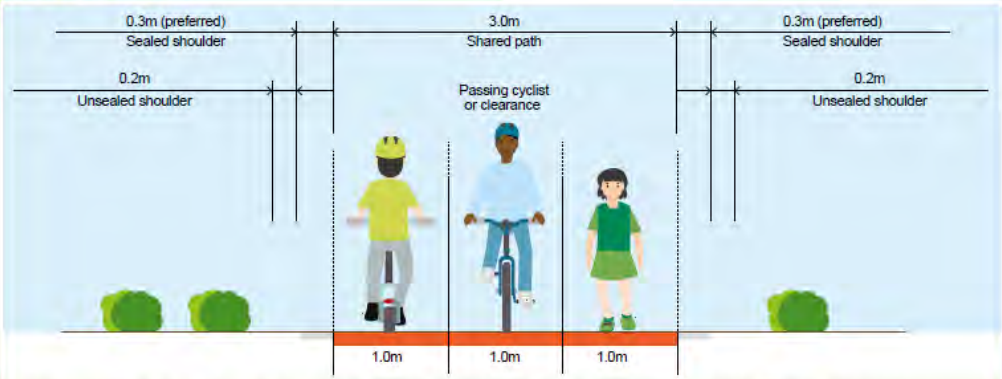


Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, Table 5.3.



Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

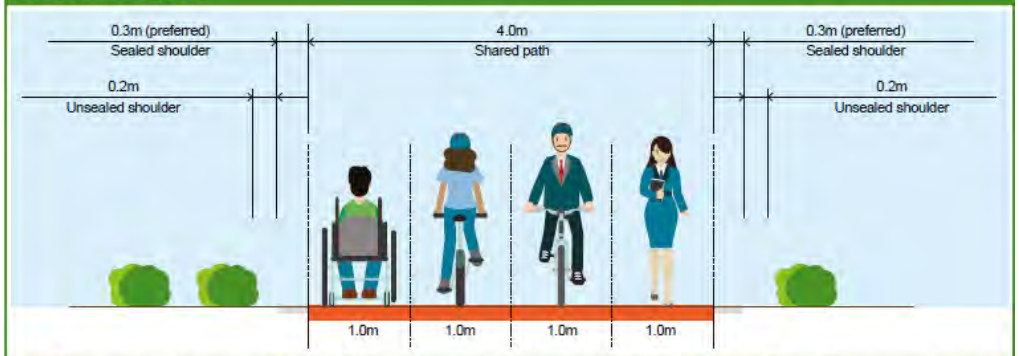
3.0m shared path



- Providing 1.0m of clearance, paths of this width allow both passings and meetings to occur simultaneously.
- This width is recommended for new local government shared paths (suitable for some primary and most secondary cycling routes), particularly those with a recreational function.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

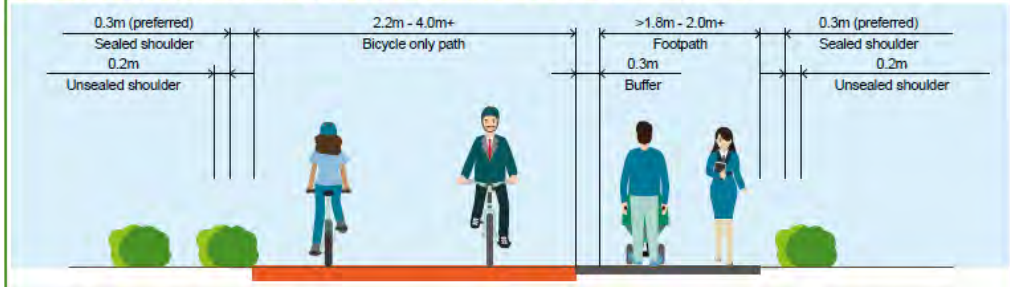
4.0m shared path



- Standard minimum width for all new principal shared paths (PSPs) built by State Government and preferred for other shared paths along primary routes.
- Allows for passing to occur in both directions.
- Creates a comfortable riding environment, making it attractive for people who wish to ride with family and friends.
- Note that in some situations, a separated path may be a more suitable use of available space.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

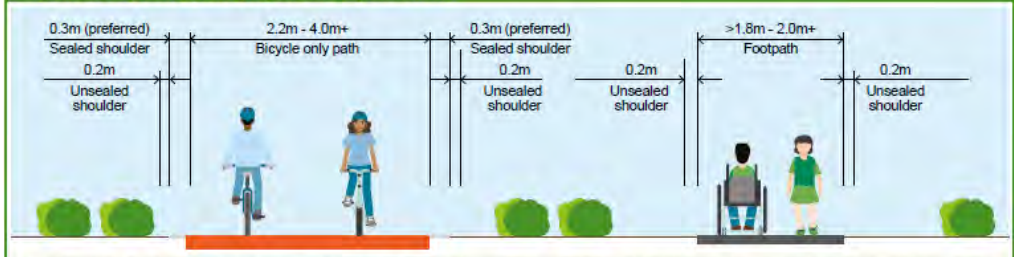
Separated path with carriageways partitioned by 0.3m painted buffer



- This type of path is warranted where there are very high volumes of people riding and walking such as busy inner-city commuter routes or popular waterfront locations.
- Requires consideration of how best to separate bike riders and pedestrians (refer to Section 2.6).

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

Separated path with physical separation



- Similar to above, this type of path is typically used in areas with high volumes of people riding and walking such as popular waterfront locations.
- Adequate space is required and separation allows for flexibility in the design approach.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

05 Consultation



Engagement Approach

Engagement for this project included a combination of community and stakeholder activities undertaken in July 2026:

- Online survey (residents and user groups)
- Key stakeholder interviews
- Councillor and staff workshop

Community online survey

The survey was open from 22 June to 19 July 2026, capturing both quantitative and qualitative insights on community preferences, usage, and priorities.

Key stakeholder workshop

An in-person workshop was undertaken to capture strategic input, local priorities, linkages and key considerations for the study from stakeholders. The workshop was held on Thursday, 9 July 2026, 4.30pm - 5.30pm at Council Chambers, 39 Bannister Road Boddington. The information gathered from this workshop informed the Issues and Opportunities map presented at the end of this section.

The priority project identified in the workshop was a path/trail linking the Boddington township with the Williams Reserve Mountain Bike park which is currently being developed.



Workshop Presentation

Online Survey Summary

The online survey received 39 responses, with respondents predominantly female (65%) and most aged between 35 and 50 years (54%). Most respondents lived in Boddington (60%), followed by Ranford (20%) and Crossman (16%). Walking was the most common activity, with 91% of respondents walking at least weekly. Recreational cycling was also regularly undertaken, with 28% participating at least weekly.

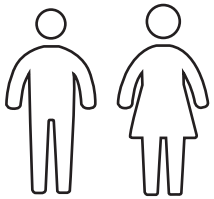
In Boddington, the highest priorities were improving connections across Crossman Road, providing a shared path along Farmers Avenue, improving access through Hotham Heights and providing a pedestrian and cycling crossing of the Hotham River. Other priorities included connections along Bannister Road, Prussian Way and Hill Street, as well as links between the town centre, mine camps and wider recreational opportunities.

The online survey also identified additional opportunities to improve connections to schools, recreation facilities, parks, shopping and other key destinations in Boddington and Ranford. There was also interest in connections to the future mountain bike park, Crossman and longer-distance trails. In Ranford, the highest priorities were connections along River Road and Crossman Road, as well as links from newer residential subdivisions to the existing path network.

Bicycle parking was most strongly supported around the Boddington main street and retail areas, followed by parks and playgrounds, recreation facilities and the Town Hall.

39 Responses

Gender

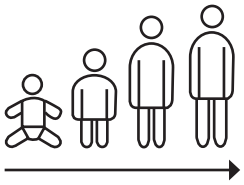


65% Female

31% Male

4% Non-binary/Gender-diverse

Age



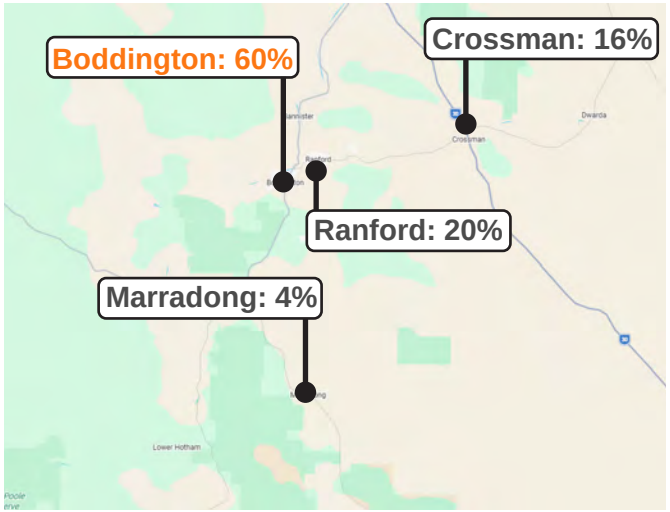
8% 25-34 years

54% 35-50 years

19% 51-64 years

19% 65-79 years

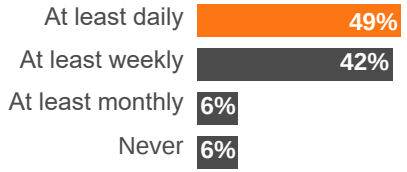
Usual place of residence



Type of activities taken part in and how often

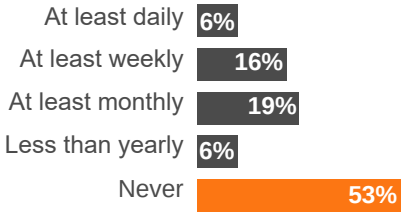
Walking





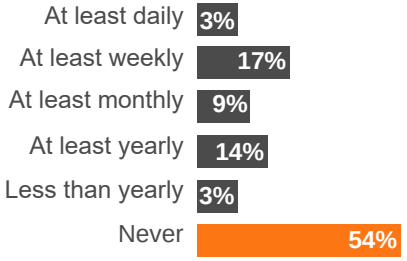
Running and jogging



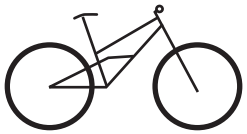


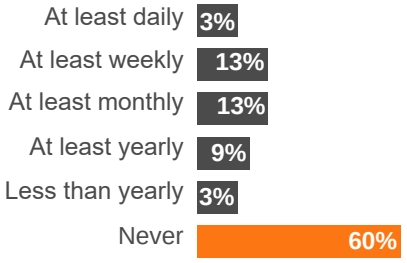
Road cycling





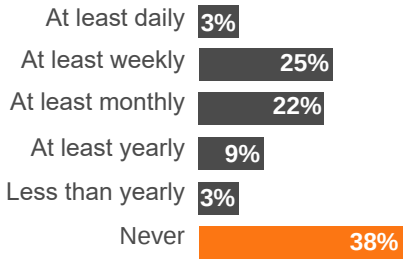
Mountain bike riding





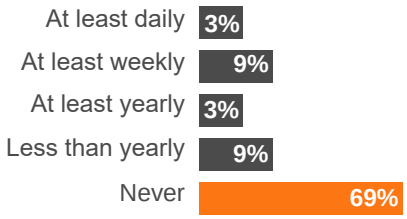
Recreational cycling





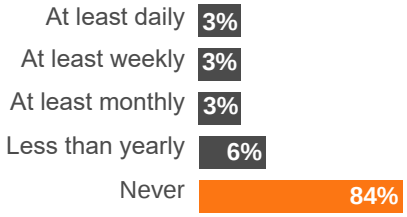
E-bikes





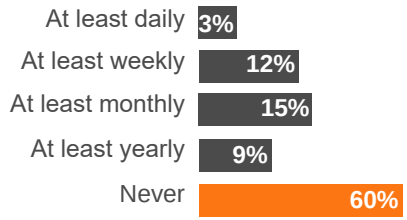
Commuter cycling



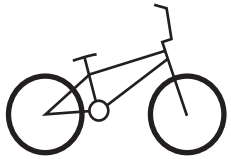


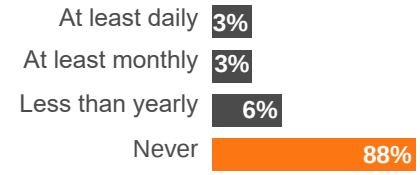
Gravel riding





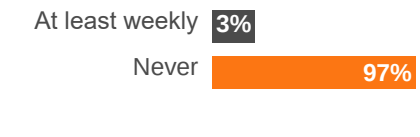
BMX riding





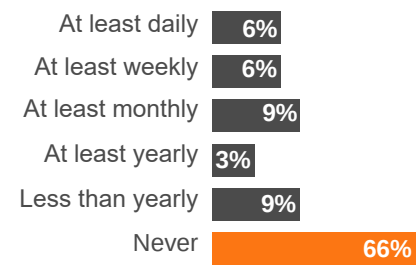
Use of Wheelchair / mobility device/gopher





Use of a pram or pusher





Usage of a path and/or road for cycling and/or walking in the Boddington Shire in the past 12 months



91% Yes

9% No

Priority of proposed paths and linkages in Boddington

1. Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road
2. Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)
3. Hotham Heights (Illyarrie Crescent and Greenstone Way)
4. Pedestrian/cycling access across Hotham River at or near existing traffic bridge
5. Bannister Road from Wuraming Avenue to Information Bay
6. Prussian Way from Hotham Avenue to cul-de-sac (north side)
7. On road facility along Crossman Road to Albany Highway
8. Hill Street between Forrest Street and Hotham Avenue
9. Connection from Boddington town centre to gold mine camp
10. On road facility to Bauxite mine
11. On road facility along Bannister-Marradong Road to Albany Highway

Additional paths and linkages to schools, healthcare, shopping and sporting facilities to be created in the Boddington Township*

- Walking path from the Recreation Centre behind the Rodeo Grounds.
- Bannister Marradong Road from the end of town to Newmarket Road, providing a connection to the future mountain bike park (x3 mentions).
- Quindanning town centre trail or road shoulder, as it is currently quite narrow with no shoulder, loose tarmac and frequent high-speed passes on double white lines.
- Walking path from the school, daycare and playgroup to the Library.
- Fix the footpath on Hotham Avenue near
- Prussian to make it a flat, usable path, rather than a sideways-angled path that you can't push a pram on.
- Fix and improve paths at the front of the school.
- Improve the main street bricks.
- Rail Trail (or any trail) from Boddington to Dwellingup to connect to the Munda Biddi Trail.
- Rail corridor out to Tullis Bridge.
- The new path out to Ranford is fantastic, and it would be great if it could tie in with other parks, such as the Railway Water Reserve and Crossman Reserve, as well as out to Crossman for the bus stop.
- Crossman Road for a running path.

Additional paths and linkages to schools, healthcare, shopping and sporting facilities to be created in the Ranford Township*

- A path the length of River Road, from the river to Mitchell Crescent. The road isn't wide enough and the edges aren't smooth, making it dangerous when two cars are travelling in opposite directions.
- Walking path to Ranford Pool.
- Forrest Street, up and over the hill to River Road, Mitchell Crescent, etc., providing space to safely ride and walk.
- Bike path along Forrest Road linking to the Crossman Road loop. Lots of people already use this as a running loop.

Priority of proposed paths and linkages in Ranford*

1. River Road from Hotham River to Ranford Retreat (east side)
2. Crossman Road from River Road to end of the Ranford townsite to the west (south side)
3. Connection from subdivision south of Ranford to existing network
4. Connection from subdivision east of Ranford to existing network
5. Ranford Retreat

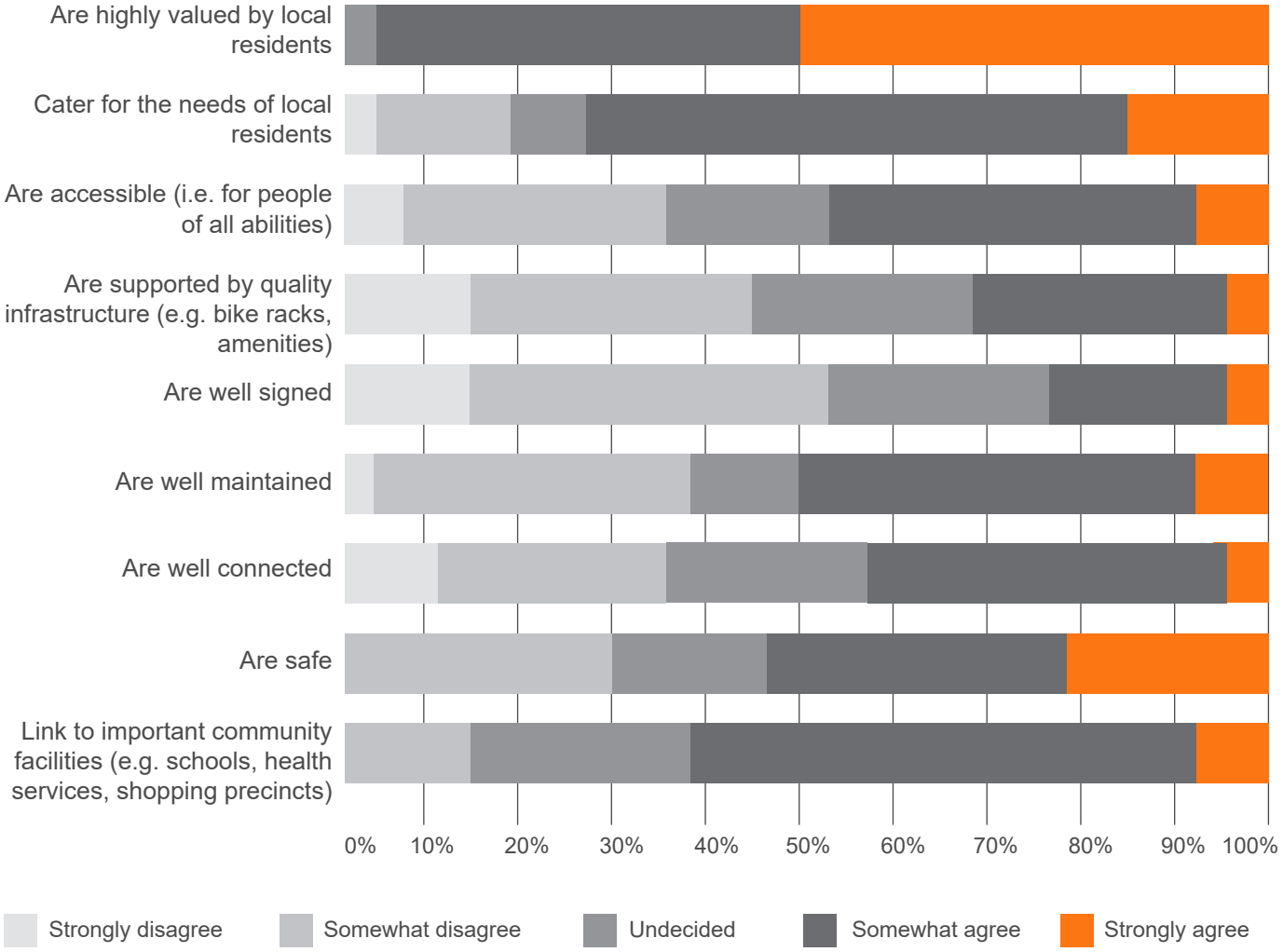
Most beneficial locations for new bicycle racks within the Shire of Boddington?*



Location	Votes
Retail / main street: bakery/hairdresser shops, main street, around town, shops, IGA/bakery	5
Parks/playgrounds: parks & playgrounds, parks, Hotham Park, general parks	4
Recreation: Ranford Pool, Rec Centre/gym, parks/recreation facilities	3
Town Hall: Town Hall, Town Hall for Narrogin High School bus student	2
No specific location	1
Existing provision considered sufficient	1

* The comments and feedback presented in this section reflect views expressed by community members during the consultation process. They do not necessarily represent the views of the Shire of Boddington or the project team.

Level of agreement with the following statements. Walking and cycling paths and linkages and associated infrastructure located within the Boddington Shire....



Other comments in relation to walking and cycling within the Boddington Shire.

- **Footpath condition and maintenance:** Improve uneven, poorly aligned and substandard footpaths, including the zig-zag path to Crossman Road, Hotham Avenue and other locations.
- **Footpath connectivity:** Improve the continuity of the pedestrian network, including connections along Hotham Avenue, Prussian Way, River Road and other areas where footpaths are currently missing.
- **Walking and cycling connections:** Provide safer, dedicated walking and cycling connections between Boddington and surrounding areas, including Crossman, Ranford and Albany Highway, to reduce reliance on roads with high-speed traffic and heavy vehicles.
- **Road crossing safety:** Improve pedestrian and cyclist safety at road crossings, including clearer crossings and better alignment between kerb ramps.
- **Pathway design and wayfinding:** Consider improved pathway markings, including edge and centre-line markings, to better distinguish pedestrian and cycling movements and improve visibility.

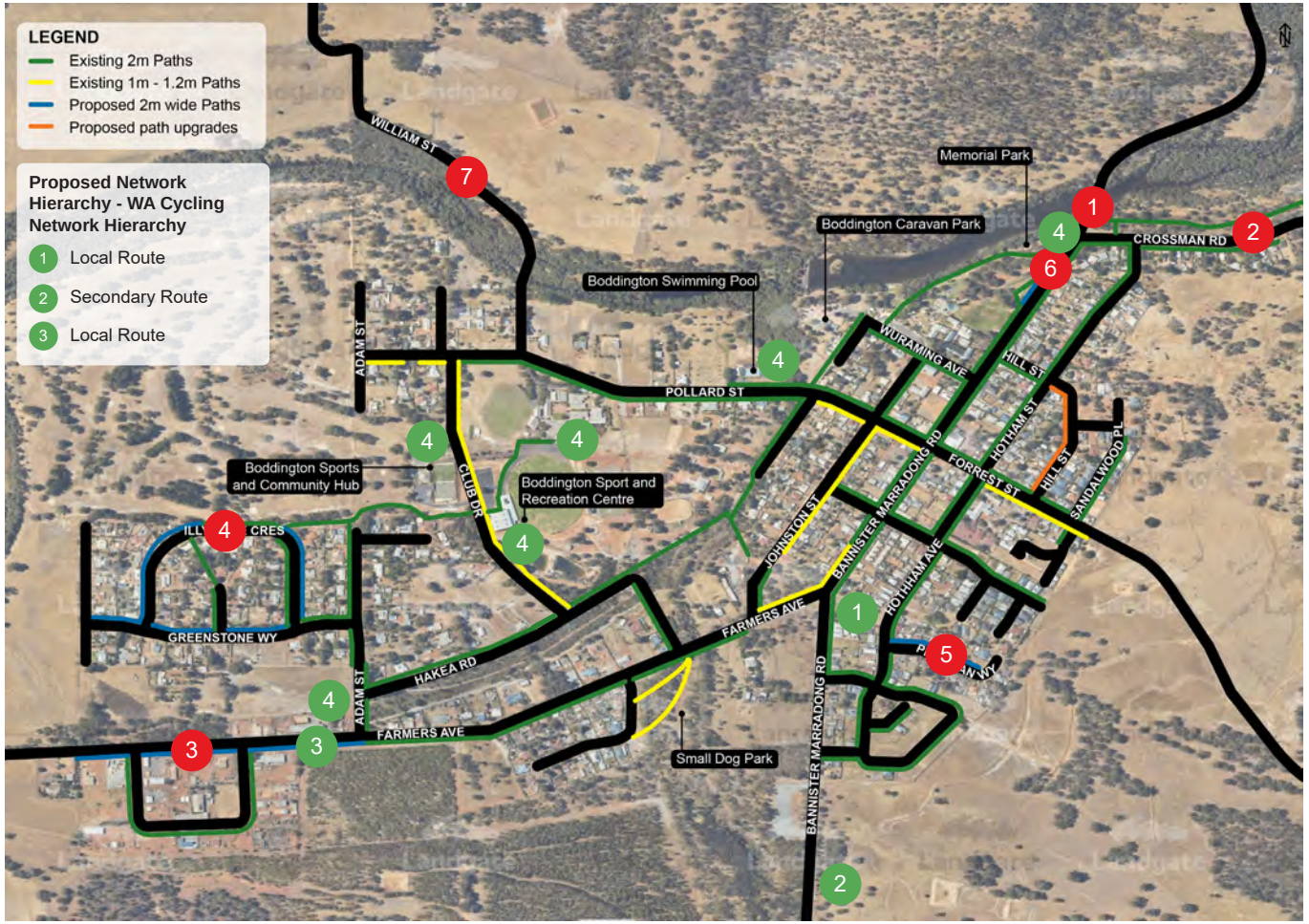
Issues and Opportunities Maps

Boddington Issues and Opportunities

An Issues and Opportunities map was developed based on information gathered through the key stakeholder workshop, online survey and site appraisal.

Issues

1. **Pedestrian/cycling access across Hotham River at or near existing traffic bridge:** Cycling and pedestrian crossing not feasible due to restricted space
2. **Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road:** Accessible connection already exists just west of the proposed location and proposed location is located on a sweeping bend with restricted views
3. **Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side):** Proposed 2m wide path required to terminate after Assay Terrace due to high and heavy vehicle activity within the industrial premises
4. **Illyara Crescent:** Adjoining landowners have well established and embellished verges
5. **Prussian Way:** Multiple driveways and a cul-de-sac restrict the opportunity for a connection
6. **Boddington War Memorial Reserve:** Connection not required along the road due to existing path within the reserve
7. **Williams Street / gold mine connection:** Proposed connection removed due to safety and access constraints, including the presence of large mining vehicles, insufficient verge width and poor visibility in sections. Feedback also indicated that access to the mine should be via Bannister-Marradong Road rather than Williams Street.



Opportunities

1. **Prussian Park:** Formalise the linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue
2. **Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park
3. **Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side):** Provide a proposed 2m wide path
4. **Proposed Bike Racks:** Develop new bike racks at identified locations to cater for community need

Ranford Issues and Opportunities

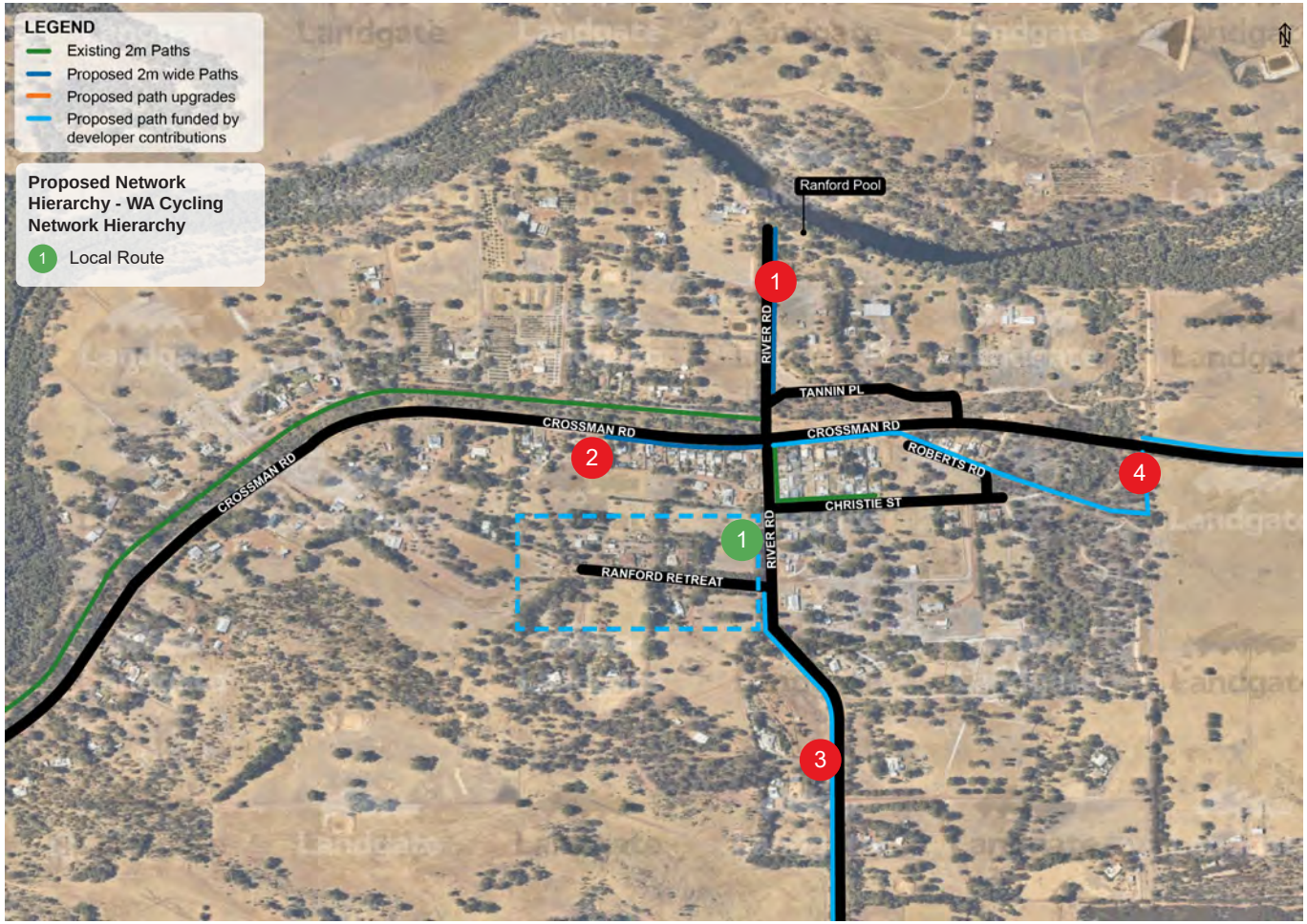
An Issues and Opportunities map was developed based on information gathered through the key stakeholder workshop, online survey and site appraisal.

Issues

1. **River Road (Hotham River to Ranford Retreat, east side):** No identified demand for a connection. Wide verges with low traffic volumes.
2. **Crossman Road (River Road to western extent of Ranford townsite, south side):** Connection not required due to limited verge width, existing mature trees and restrictions from existing driveways.
3. **Subdivision south of Ranford:** Connection to the existing network not feasible due to alignment constraints, limited verge width and extensive existing vegetation, undulating and sloping terrain.
4. **Subdivision east of Ranford:** No identified demand for a connection, limited residences, low lying and flood prone

Opportunities

1. **Ranford Retreat:** Potential linkage to the bus stop from the existing path network.



06 Recommendations and Strategies



Recommended Cycling and Walking Network

The recommended cycling network has been developed from the 2015 Local Bicycle Plan network and updated to reflect current conditions, community priorities and opportunities identified through this review. The uncompleted works identified in the 2015 Plan were assessed against current community demand, the existing path network, road conditions and layout, population and demographic characteristics, key destinations, site constraints, and findings from community engagement and site appraisal.

As part of this assessment, a number of previously identified projects were removed where they were no longer considered necessary or feasible. This included projects where connections were already provided, there was limited community demand, physical constraints prevented a practical connection, or existing site conditions such as limited verge width, driveways, vegetation, topography or flood risk presented significant constraints.

In Boddington, the Hotham River crossing at the existing traffic bridge was removed due to restricted space and high cost to construct a separate river crossing, while the proposed Crossman Road connection was no longer required as an accessible connection has since been provided nearby. Connections at Illyara Crescent, Prussian Way and Boddington War Memorial Reserve were also removed due to existing verge treatments, access constraints and existing path provision. The Farmers Avenue connection was revised to reflect the need for the path to terminate at the edge of the industrial area.

In Ranford, the proposed River Road and Crossman Road connections were removed following consideration of demand, road conditions, verge width, existing vegetation and driveway constraints. Connections from the southern and eastern subdivisions were also removed due to limited demand and physical constraints, including vegetation, sloping terrain and flood-prone land.

The review also identified opportunities to strengthen the network and respond to current community priorities, including both new and previously identified connections. These include a connection through Prussian Park between Bannister-Marradong Road and Hotham Avenue, an off-road connection along Bannister-Marradong Road to the proposed Williams Reserve mountain bike park, and a 2m wide path along Farmers Avenue to the edge of the industrial area. Additional bicycle parking and a potential connection to the bus stop at Ranford Retreat have also been identified.

Path widths identified for proposed projects are indicative and generally based on a 2.0 m minimum width. A preferred width of 2.5 m should be sought where achievable and appropriate to the site context, having regard to site constraints and the expected use of each path.

The recommended cycling network has also been considered against the WA Cycling Network Hierarchy, which classifies routes according to their function and role within the broader cycling network.[5] The hierarchy comprises Primary Routes, Secondary Routes, Local Routes, Road Cycling Routes and Transport Trails. These classifications have been applied to the proposed network where appropriate, having regard to the function of each route, key destinations, network connections and the broader role of the route within Boddington and Ranford.

The recommended cycling network is shown in the Action Plan on the previous page, with the associated projects, locations, priorities and indicative costs provided in the following table.

[5] Department of Transport, Planning and Designing for Active Transport in Western Australia - Local Bike Planning Guidance, September 2024

Action Plan

#	Project	Location	Priority	Cost
1	**Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park	Boddington	High	$$$
2	**Prussian Park:** Create a linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue	Boddington	Medium	$$
3	**Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side):** Provide a proposed 2m wide path	Boddington	Low	$$
4	**Proposed Bike Racks:** Develop new bike racks at identified locations to cater to community need. Consider e-bike charging racks in prominent locations e.g Hotham Park	Boddington	Low	$
5	**Rail Trail:** Advocate for the development of a rail trail shared-use path connection to Tullis Bridge in line with Audit, Concept Plan and Feasibility Study reports	Boddington	Medium	$$$
6	**Ranford Retreat:** Potential linkage to the bus stop from the existing path network.	Ranford	Low	$$

Indicative Cost:

$ - Less than $50,000
$$ - $50,000–$100,000
$$$ - $100,000–$250,000
$$$$ - More than $250,000

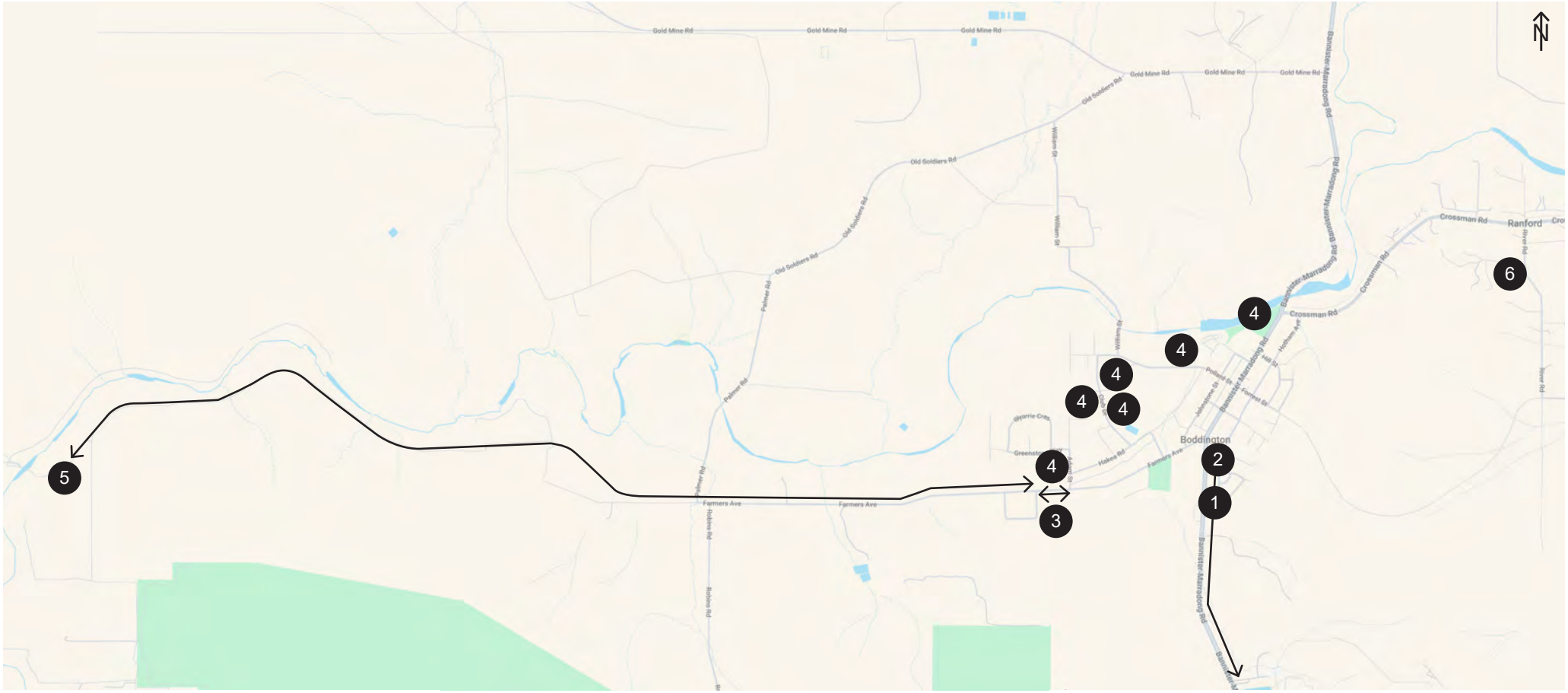
Indicative costs are based on the anticipated scale and complexity of the works and are intended as a high-level guide only. Costs should be reviewed and confirmed at the time of project planning and delivery.

Priority / Indicative Delivery Timeframe:

High: 1-3 years
Medium: 4-6 years
Low: 7-10 years

Delivery timeframes are indicative and should be reviewed by the Shire as part of future planning, budgeting and funding processes. Project delivery will be subject to available funding, approvals, land requirements and other implementation considerations.

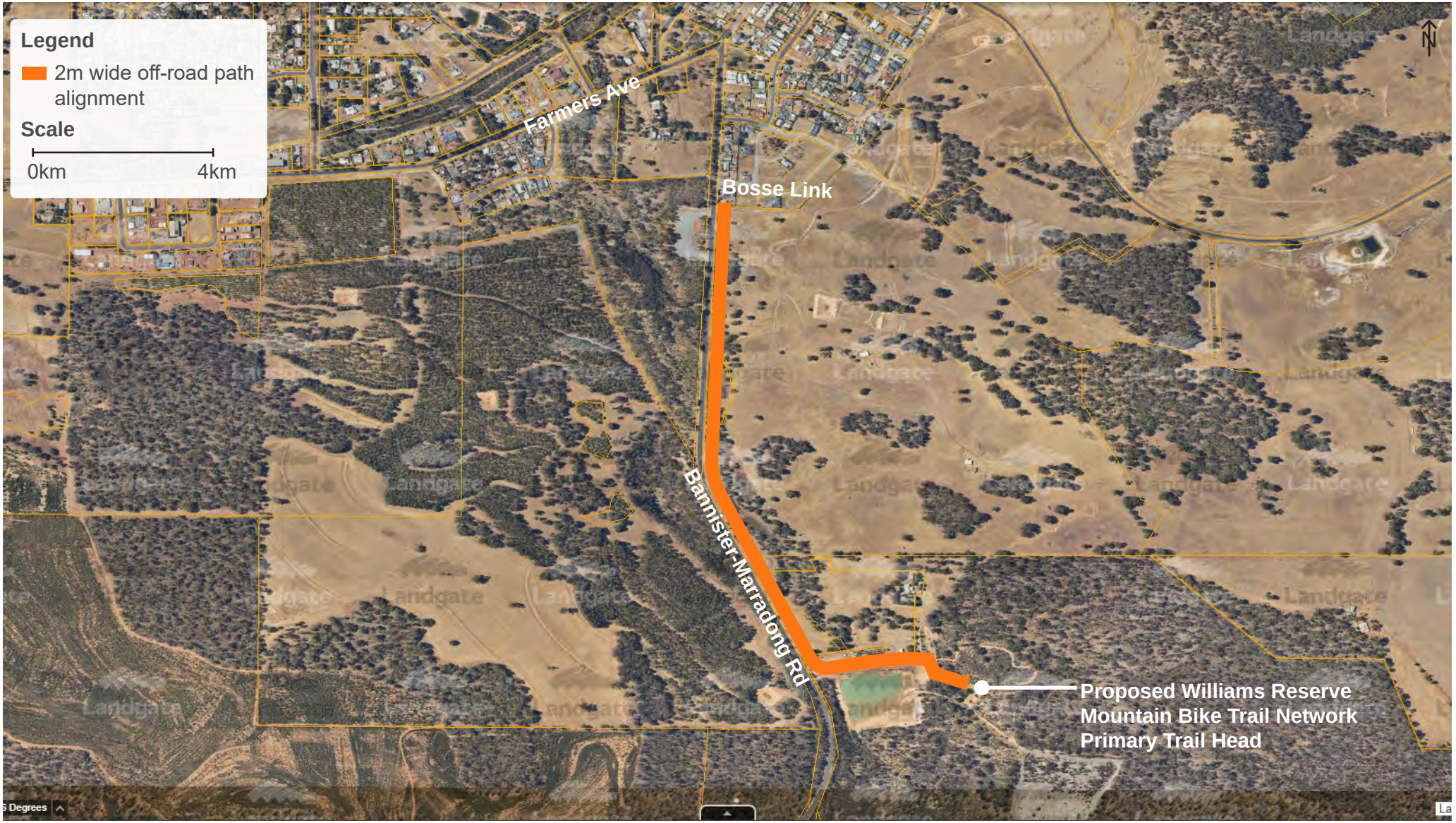
Action Plan Overview Map



1. **Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park
2. **Prussian Park:** Create a linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue
3. **Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side):** Provide a proposed 2m wide path
4. **Proposed Bike Racks:** Develop new bike racks at identified locations to cater to community need. Consider e-bike charging racks in prominent locations e.g Hotham Park
5. **Rail Trail:** Advocate for the development of a rail trail shared-use path connection to Tullis Bridge in line with Audit, Concept Plan and Feasibility Study reports
6. **Ranford Retreat:** Potential linkage to the bus stop from the existing path network.

Action Plan Project Maps

1 Bannister-Marradong Road: Develop a new off-road pathway to the proposed Williams Reserve mountain bike park



2 **Prussian Park:** Create a linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue



3 Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side): Provide a proposed 2m wide path



4 **Proposed Bike Racks:** Develop new bike racks at identified locations to cater to community need. Consider e-bike charging racks in prominent locations e.g Hotham Park



5 **Rail Trail:** Advocate for the development of a rail trail shared-use path connection to Tullis Bridge in line with Audit, Concept Plan and Feasibility Study reports



MAP 1 - Trail alignment overview

Map source: Tullis Rail Trail and Tullis Walk Trail - Trail Audit (2024)

Case Study: Brisbane Valley Rail Trail - see Appendix A for an example of the cycling tourism and broader community outcomes associated with rail trail development.

6 Ranford Retreat: Potential linkage to the bus stop from the existing path network



07

Funding Opportunities



Funding Opportunities

An ongoing commitment of funds and resources will be required to achieve the objectives of the Boddington Cycling and Walking Plan. A range of funding options will need to be considered, together with the sourcing of potential grants through various programs.

Potential external funding sources are available through federal and state government programs which could support the development of trail projects. In addition to government funding programs, private and commercial sector opportunities may also be available. Government funding programs continually change so it is recommended that the relevant websites are frequently reviewed.

Australian Government Funding

Active Transport Fund

The Active Transport Fund (ATF) is part of the Australian Government's commitment, under the National Road Safety Strategy 2021-30, to improve road safety outcomes, including for vulnerable road users such as cyclists and pedestrians. The program also supports the Australian Government's commitment to reducing transport emissions and supporting active and liveable communities.

The ATF is an ongoing, application-based, merit-assessed, funding program, open to all state and territory governments and Local Government Authorities. The program provides funding for the upgrade of existing, and construction of new, bicycle and walking pathways across Australia.

In the 2026–27 Budget, the Australian Government committed ongoing funding of $50 million per year for the ATF.

Refer: www.investment.infrastructure.gov.au/about/local-initiatives/active-transport-fund

Roads to Recovery

The Australian Government's Roads to Recovery Program provides every local government with an ongoing allocation for local road infrastructure.

Importantly for this Plan, eligible road infrastructure can include paths for pedestrians and people riding bicycles, including paths within road reserves. Paths outside road reserves can also potentially qualify where they provide an appropriate alternative route between points on a road, although confirmation from the program is required.

This makes Roads to Recovery particularly relevant where walking and cycling improvements can be integrated into planned road reconstruction, intersection, drainage or streetscape projects, rather than delivered as stand-alone recreational paths.

Refer: https://investment.infrastructure.gov.au/about/local-initiatives/roads-recovery-program

WA Government Funding

WA Bicycle Network Grants Program

The Western Australian Bicycle Network (WABN) Grants Program supports the design and construction of active transport infrastructure and planning initiatives.

Funding is administered by the Department of Transport and Major Infrastructure and matches local government expenditure dollar-for-dollar, for up to 50 per cent of the total project cost.

The program aims to ensure walking and riding infrastructure is safe, accessible, connected and continuous across local government boundaries.

The WABN Grants Program is structured to fund:

- infrastructure projects (design and/or construction of paths and amenity)
- local bike plans (this plan).

Refer: www.transport.wa.gov.au/active-transport/grants-funding/wa-bicycle-network-grants-program

Regional Economic Development Grants

The WA Government's Regional Economic Development (RED) Grants could be considered selectively for projects with a demonstrable economic development, visitor economy or tourism outcomes.

RED Grants provide up to $250,000 for individual projects and are aimed at initiatives that support jobs, industry diversification, productivity, investment and regional economic development.

It would therefore be less suitable for a standard suburban footpath, but potentially relevant to a project such as a strategic cycling/tourism connection linking the town centre with major attractions, trails, accommodation or visitor destinations such as the Williams Reserve Mountain Bike Park. The most recent round is currently closed, so this should be treated as a future/opportunistic funding source rather than committed funding.

Refer: https://www.dpird.wa.gov.au/businesses/grants-and-support/regional-economic-development-grants/

Local Government

There are opportunities through the Shire's annual capital works program to secure funding for the further planning, design and construction of cycling and walking infrastructure and facilities. The Shire has previously invested significantly in such infrastructure and facilities when implementing the previous Bicycle Plan.

Commercial and Private Sector Funding

Commercial and private sector funding is often used by organisations to assist with trail and pathway developments, signage, support facilities and ongoing operations. Opportunities such as facility naming rights and in-kind donations of labour and materials are a potential resource for new trail developments and upgrades.

The Shire should continue to explore partnerships with major local mining operations, including Newmont Boddington and Worsley Alumina, to assist with implementation of priority walking and cycling projects. Both mining operations have established histories of supporting community infrastructure, health and wellbeing, recreation and community development initiatives within Boddington.

Opportunities may include direct financial contributions, community grants, sponsorship, partnership funding and in-kind assistance towards shared-use paths, strategic connections, bicycle parking, end-of-trip facilities and supporting infrastructure such as shade, seating, landscaping and drinking fountains.

Other Funding Opportunities

Foundation for Rural and Regional Renewal

Provides grant funding for charitable purposes that benefits the residents of Australia's rural, regional or remote communities.

Refer https://frrr.org.au/

Trusts and Foundations

There are numerous trusts and foundations established in Australia and a number provide funding for trail projects. Often they are established by large corporations.

Refer www.philanthropy.org.au

Rail Trails Australia

Rail Trails Australia is a predominantly volunteer-run not-for-profit organisation which works for the development and promotion of a rail trail network Australia-wide.

Their vision is for Australia's disused rail corridors to be preserved for their heritage and natural values and enjoyed by the community and visitors, including for active recreation, such as walking, cycling and horse riding.

Community organisations are critical to the establishment and success of many of Australia's rail trails and undertake an enormous amount of work. RTA's grants program supports community organisations to undertake activities which are aligned with RTA's strategic plan.

- Small grants up to $2000
  Projects or activities may be fully or partly funded by RTA.
- Large grants up to $10,000
  Large projects will be part-funded by RTA. To be eligible, the organisation must contribute significant funds. Contributions may be from multiple community organisations working together.

The project or activities must achieve one or more of the following:

- Increase appreciation and understanding of the rail trail, its history and/or surroundings (e.g. artwork, interpretative signage, information – digital and/or print)
- Establish mechanisms to measure and report on rail trail usage (e.g. user counters)
- Improve accessibility for all people
- Engage new users, local or otherwise (e.g. special event)
- Improve maintenance that facilitates use (e.g. equipment)
- Improve the environment on a rail trail (e.g. revegetation, habitat improvement)
- Promote the rail trail or potential rail trail

Refer: https://www.railtrails.org.au/rail-trail-community-grants-2026-information-pack/

08 Monitoring, Evaluation and Activation



Monitoring, Evaluation and Activation

Implementation of the Bike Plan should be monitored over time to assess progress towards the Plan's objectives and identify opportunities to refine priorities in response to changing community needs, funding opportunities and network development.[5]

Monitoring can consider both the delivery of actions and broader outcomes associated with bike riding. Measures may include delivery of priority infrastructure, improvements to network connectivity, participation in cycling programs and activities, bicycle count data where available, availability and use of bike parking and end-of-trip facilities, and community perceptions of safety and comfort.[5]

The Plan recognises the six 'E's of bike planning - Education, Encouragement, Evaluation and Planning, Environment, Enabling Policies and Equity - as complementary considerations in supporting bike riding. While the delivery of safe and connected infrastructure is a key focus of the Plan, complementary measures such as cycling education, community engagement and activation of completed infrastructure can help introduce people to new facilities and encourage ongoing use.[5]

Council can consider opportunities to promote and activate completed infrastructure through community events, local cycling initiatives, schools and other community organisations. Programs such as Your Move may also provide opportunities to support cycling education and participation, where appropriate.[5]

The Bike Plan should be reviewed periodically to assess progress, celebrate successes and identify emerging priorities. Regular communication with relevant stakeholders can support ongoing implementation and accountability, while Council should consider opportunities to maintain internal capacity through relevant training, collaboration and engagement with external specialists where appropriate.[5]

[5] Department of Transport, Planning and Designing for Active Transport in Western Australia - Local Bike Planning Guidance, September 2024

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Appendix A
Case Study: Brisbane Valley Rail Trail



Brisbane Valley Rail Trail

Bike tourism case study

The Brisbane Valley Rail Trail (BVRT) is Australia's longest rail trail. Completed in 2018, it uses the disused rail corridor between Wulkuraka, near Ipswich, and Yarraman, west of Kilcoy.

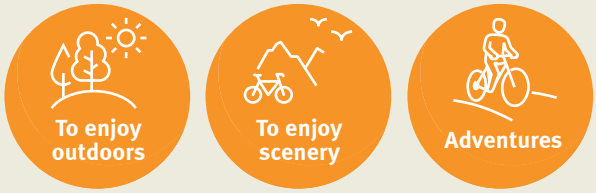
Walkers, bike riders and horse riders can experience the diverse rural landscape of the Brisbane Valley while passing through some of Queensland's most unique country towns, and heritage listed and historic sites.



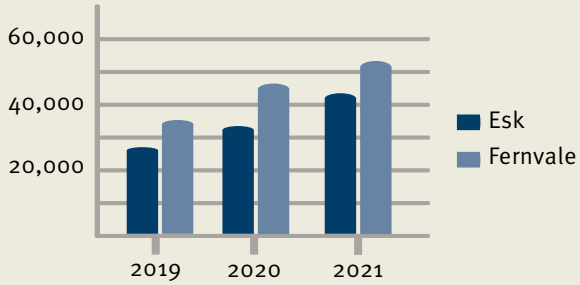
BVRT user activity[2]



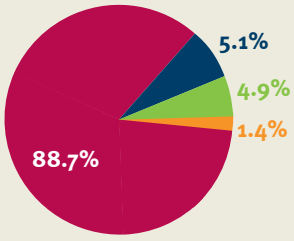
Top reasons tourists visit the BVRT[2]



Growth in users despite COVID-19[1]



Return intentions[2]



- Within next 12 months
- Will return but not sure when
- Within next 5 years
- Not sure

How visitors rate their experience[2]

4.5 (Tripadvisor)

4.8 (Google)

out of 5 stars



94.5%

of tourists to BVRT in 2020 were from Queensland[2]

Benefits to local communities

Increased employment opportunities

Somerset region unemployment rate

down **2%**

in 12 months following completion of BVRT and attributed to increased BVRT patronage[3]

Accommodation providers

11x increase in private accommodation offerings along trail in 12 months[2]

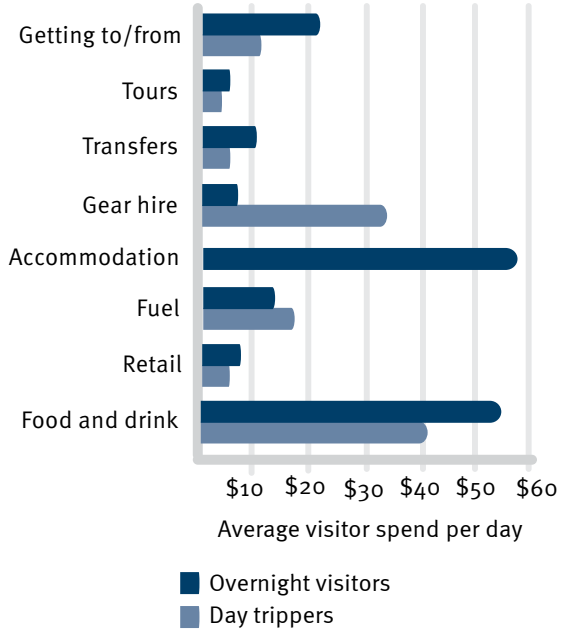
4 properties in 2020 » **45** properties in 2021

Tour providers

5 new local tour operators on trail in 12 months, delivering new intrastate and interstate tourists[2]

1 operator in 2020 » **6** operators in 2021

Economic benefits[2]



Overnight visitor spend per day **$179.81**

Day tripper spend per day **$118.88**

Bike tourism boosts business[4]

Local businesses in the region are thriving thanks to the BVRT.

The owners of a historic country hotel offering accommodation, restaurant and bar in Linville opposite the trail, saw the BVRT's economic potential and purchased the hotel in 2019.

After $250,000 in renovations, the hotel is now generating significant returns for both its operators and the local community, including:

- **500+** meals sold every week using local produce
- **Plus** food trucks brought in to manage demand

New staff employed:

- **5** full-time
- **3** part-time.

Proportion of accommodation bookings from tourists visiting specifically to use BVRT:

- **70%** in cooler months
- **15%** in warmer months.

What visitors want[2]

- Riding multiple trail sections using shuttle
- Good food and coffee at local cafes
- Good access to towns to explore along the way
- Riding in shade
- Access to water
- Safe vehicle parking
- Trip planning and navigation information
- Affordable and refined accommodation options



Keen to know more?

Visit tmr.qld.gov.au/BVRT

Sources

1 Trail counters close to the town centre in Esk and Fernvale
2 Brisbane Valley Rail Trail Visitor Research Report, The University of Queensland Service Innovation Alliance, 22 July 2021
3 Somerset Regional Council Economic Development and Tourism Committee, February 2020
4 Rail Trails Australia

Note: Where percentages do not add up to 100%, it is due to rounding.

Shire of BODDINGTON
Flowing with Natural Beauty

Local Bicycle Plan

Endorsed by Council

17 February 2015

EXECUTIVE SUMMARY

This Local Bicycle Plan has been prepared with the overall aim of making cycling safer and more convenient within and near the Boddington and Ranford townsites and in other parts of the Shire of Boddington (District). It identifies barriers to cycling and proposes a number of measures by which these can be eliminated. It is anticipated that, when implemented, the upgraded cycling network will result in an increase in the number of local trips by bicycle.

The objectives of this Local Bicycle Plan are to:

- make cycling safer within the District;
- increase the number of cycling trips made by local residents;
- make cycling more convenient for residents and visitors;
- increase community awareness of the needs of cyclists;
- encourage cycling for health, fitness and recreation; and
- encourage cycle tourism in the District.

The needs of existing and potential cyclists can be accomplished by:

- enhancing and upgrading, where necessary, the existing bicycle facility network;
- establishing new paths and on-road facilities where appropriate;
- providing links to existing paths;
- removing barriers, obstacles and deterrents to cycling;
- providing end-of-trip facilities; and
- establishing recreational cycling opportunities.

This Local Bicycle Plan mainly focusses on "off-road" (i.e. path) improvements. In particular, it focuses on routes where the majority of cycling currently occurs, where it is expected to occur or where there is the greatest likelihood of cyclists/motorist interaction. The recommended improvements focus on connecting dual use paths, trip attractors and enhancing safety. While noting the above, the Local Bicycle Plan also seeks progressive improvements to on-road cycling.

The main recommendations of this Local Bicycle Plan are:

1. Improvements and additions to the existing path network primarily through the installation of missing links, progressively widening paths and addressing general maintenance issues. Priority works are outlined in Appendix 1 and 2 which are broadly costed. Priority works will be spread over a 5 – 15 year timeframe dependent on the capacity of the Council to dedicate funds to the works program and securing extra funding.
2. Removal of barriers and hazards to cycling and walking by fixing dangerous situations and other minor ('spot') improvements.
3. Provision of bike parking rails at destinations to encourage more people to use a bicycle for local trips.
4. Improvements to some roads by the creation of bike lanes or sealed shoulders where major new works are being undertaken.
5. Promoting cycle tourism in the District.
6. Encouragement and education strategies to complement the expanded cycling network.

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1. INTRODUCTION

1.1 OVERVIEW

Cycling plays an important role within the Shire of Boddington. Increasing the proportion of people who cycle on a regular basis as a means of transport or recreation has the potential to have significant economic, environmental and social benefits (see Figure 1). First and foremost of these are the positive effects to people's health and wellbeing. To encourage more residents, visitors and tourists to cycle in the District, especially within and near the townsites of Boddington and Ranford, there is a need to provide an appropriate and safe bike network (including a shared path network).



Figure 1: Benefits of cycling - sourced from http://www.bikevalet.com.au/

The Bikewest Shared Path Guidelines define a shared path as:

> "... a facility that provides access for a variety of users, including people who cycle, pedestrians, people with wheelchairs or gophers and various other forms of recreational transport."

A shared path (formerly termed dual use path) is an area of pavement open to the public that can be used by people on bicycles and pedestrians.

Planning for cyclists attempts to provide for their safe and convenient movement. A major aim of this Local Bicycle Plan is to increase the level of bicycle use by making key destinations more accessible and bicycle travel safer. This can be achieved in a number of ways including the removal of barriers and hazards, the provision of new or improved facilities and by providing suitable end-of-trip facilities such as bicycle parking.
Regardless of a cyclist's age, skill or experience, there are some requirements that are needed for both the on and off road environment. These include adequate space to ride,

a quality riding surface, ability to ride at a consistent speed, connectivity of cycle routes and adequate information.
The Local Bicycle Plan is a planning tool which will be used by the Shire to help strengthen and develop a bicycle network, seek to fulfil the expectations and requirements of residents, visitors and tourists.

1.2 OBJECTIVES

The objectives of this Local Bicycle Plan are to:

- make cycling safer within the District;
- increase the number of cycling trips made by local residents;
- make cycling more convenient for residents and visitors;
- increase community awareness of the needs of cyclists;
- encourage cycling for health, fitness and recreation; and
- encourage cycle tourism in the District.

The intent of this Plan is to provide strategic directions to the Shire to allow it to provide facilities and conditions which enhance the cycling environment. Implementation of the Local Bicycle Plan should increase the numbers of residents and visitors riding (with greater safety) for recreation, fitness, tourism and other journeys.

2. POLICY CONTEXT

This Plan has been developed in accordance with of the Department of Planning's document *Guidelines for Preparing Bicycle Plans* in keeping with the *Austroads Guide to Traffic Engineering Practice Parts 14 (Bicycles)*, the Australian Standards relating to bicycles AS1742.9: and AS 2890.3 and the Western Australian Planning Commission's *Liveable Neighbourhoods*. The following summarises the key policy context.

2.1 LOCAL CONTEXT

- *Local Planning Scheme No.2 and draft Local Planning Scheme No.3*
- *Boddington-Ranford Townsite Strategy*
- *Shire of Boddington Local Planning Strategy*
- *Boddington SuperTown Growth Plan*

2.2 STATE CONTEXT

- *State Planning Strategy – classified Boddington as a 'sub-regional centre'*
- *Liveable Neighbourhoods*
- *Regional Centres Development Plan (SuperTowns)*
- *Western Australian Bicycle Network Plan*

3. STUDY AREA

3.1 KEY FEATURES

The study area of this plan is the Shire of Boddington (District), with a particular focus on the Boddington and Ranford townsites, given most of the population is contained or planned within these areas. The District is characterised by undulating topography and a wide range of gradients. The District contains an interesting mix of river systems, farm land, mining operations and bushland. The Hotham River provides an attractive place to cycle along. Other popular tourist attractions include the gold mine, bauxite mine, the Tullis Bridge locality and wineries. Most roads within the District are controlled and maintained by the Shire. There are also State roads managed by Main Roads Western Australia. Most roads in rural areas are unsealed (gravel roads) that are often the only access route to farms and dwellings.

3.2 DEMOGRAPHICS

Boddington has a unique demographic and this plays a role when planning for bicycle users and the infrastructure required by the community. Boddington has a higher percentage of males than females and there is a high proportion of middle aged residents (between 35-55 years of age) and of school aged children (5-14). Correspondingly, there is a lower percentage of young adults that are 15-25 years of age. These factors impact on the types of paths that need to be constructed and what the residents will be using these paths for. These demographics also indicate what types of education and training are the most appropriate and effective. Statistics from the 2011 Census produced by the Australian Bureau of Statistics (ABS) shows that only 4 out of 1,148 people ride to work on a regular basis.

Cycling has increased in popularity in the District in recent years and this includes a growing Triathlon Club that promotes cycling for all ages and abilities.

There has been a significant increase in the District's population in recent years due to the reopening of the gold mine and people seeking a 'tree change' lifestyle. Population scenarios set out in the endorsed *Boddington SuperTown Growth Plan* predict that population will continue to increase. The 'business as usual' scenario would see the Boddington townsite increase to 2000 by the year 2031; however SuperTown initiatives could see the population be around 3,500 by 2031.

Newmont Boddington Gold advise that the gold mine will have an expected mine life to the year 2033. This combined with extensive bauxite resources, an attractive setting, proximity to Perth and Mandurah, and an increasingly diversified local economy, indicate that the District's population is expected to grow in the coming decades.

The groups that are given particular focus in this Local Bicycle Plan are school aged children, recreational riders and visitors/tourists. This is reinforced by cycle to school programs being run at the local school and through Cycle Week activities (including a structured leisurely ride day funded by the Shire). These efforts are being made to increase the amount of people who are using bicycles on a regular basis and to increase the safety and convenience of those who ride.

4. CURRENT SITUATION

4.1 NETWORK

The path network within the District continues to develop. There is the longer term intent of connecting all residential properties within the Boddington and Ranford townsites. Within the Boddington townsite the path network currently reaches approximately 80% of residential properties with most properties which are not connected being located on cul-de-sac roads. A 1.2m wide path connects the two townsites, but an upgrade will be needed to widen this path to 2.0m in the future with the proposed expansion of Ranford and nearby rural residential areas. There are no paths within the Ranford townsite. There are also no paths in the surrounding and nearby rural residential estates.

All of the constructed concrete/bitumen paths within the District are dual use paths that are shared by people walking and cycling along with other forms of transport such as scooters and rollerblades. Given some paths are only 1.2m wide, this has the potential to cause altercations and accidents.

Due to current low volumes of users for various paths (relative to the Perth Metropolitan Region) there have been no cycling accidents reported to the Shire in recent years.

At this stage, there are no on-road cycle lanes present within the District.

Shared paths within the District are generally built from concrete as it is the best material for the location, climate and availability of contractors. Other materials that can be used include paving and asphalt but these have higher maintenance costs and take longer to install.

Various bushland areas within the District contain informal off road bicycle tracks which are complemented by tracks such as with the former railway reserve and near Ranford Pool. Efforts to improve and formalise these tracks by adding infrastructure and amenities may be possible in the future subject to securing funding. Similar tracks can also be found adjacent to the current path joining the townsites of Boddington and Ranford that are also frequented by horse riders.

Some of the barriers to cycling in the District include missing sections of paths, large/oversize trucks on some roads, no on-road cycle lanes and a need to change the behaviour of some motorists.

There are however various opportunities for increasing the number of trips undertaking by bike. This includes increasing the numbers of visitors and tourists undertaking cycling activities in the District including mountain biking and triathlons.

4.2 TRIP ATTRACTORS

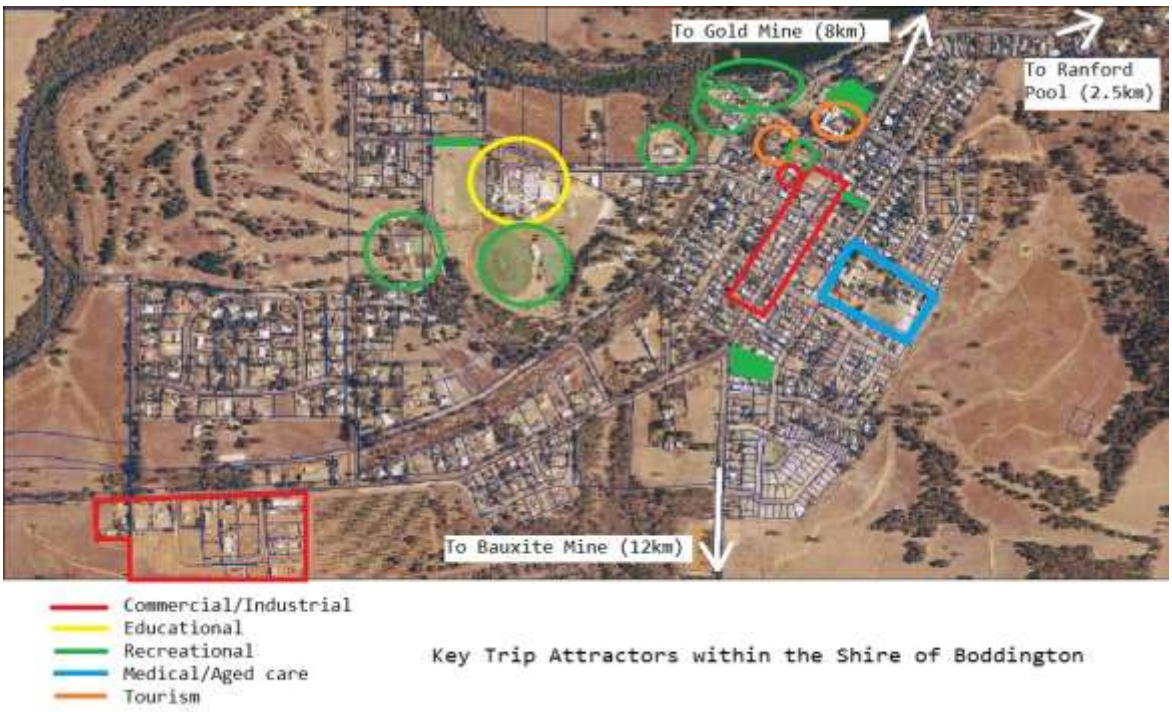
There are various key trip attractors within the District. The following are the key trip attractors (see Figure 2) that are feasibly reachable now or in the future by shared paths or off road riding trails:

- Town centre (cafes/shops/bank/Shire office)
- Boddington District High School/public library

- Recreation grounds – including football, tennis, cricket, netball, basketball, soccer, hockey, skateboard ramp
- Golf course, community club & bowling greens (same site)
- Boddington Caravan Park
- Public swimming pool
- Foreshore picnic area & Lions Weir
- Playground area (five in total) & fitness track
- Medical Centre/community nurse
- Boddington District Hospital
- Boddington Old School Community Hub
- Youth centre
- Arts & crafts centre
- Ranford Pool
- Tullis Bridge
- Boddington town hall
- Community Newspaper headquarters
- Industrial estate
- Boddington Newmont Gold Mine
- Worsley Alumina Bauxite Mine

Significant effort has been put in to connecting many of these trip attractors to enable residents and visitors to access local landmarks and businesses easily without the use of a private vehicle.

Figure 2: *Key Trip Attractors within the Shire of Boddington*



The Shire also recognises that future residential and rural residential subdivisions generally east of Ranford and south-east of Boddington will generate demand for safe and convenient cycle paths and facilities.

4.3 TOWN CENTRE

Wide, dual-use paths dominate the town centre, particularly the main street (Bannister Road). A large percentage of cyclists who use paths within the town centre are primary school children. Cycling along these paths can be done safely by cyclists that travel at low speeds. Cyclists generally use the roads for faster cycling. This is considered safe for experienced cyclists because the speed limit on the roads is low (50km/h) and traffic volumes are also relatively low.
Bannister Road and various other roads are not appropriate for inexperienced cyclists and primary school children given large and oversize trucks also use many of the same routes as cyclists. Care needs to be given in this situation to avoid accidents.

Other roads adjoining the town centre, such as Johnstone Street, do have truck traffic. For these streets, the traffic volumes are generally low. Additionally, most streets adjoining the town centre are wider than normal allowing both motorists and cyclists to use the road. Consideration may need to be given to creating cycle lanes in the future if traffic volumes increase.

4.4 CONNECTING EAST AND WEST

Residents have expressed that there is an issue with connectivity between the east and west sides of the town. Travelling through Boddington from Ranford out to the Tullis Bridge area is a popular trail for walkers, cyclists and horse riders but there are connectivity issues through the Boddington townsite. Issues include paths that do not connect, having to cross roads to stay on the formal path and having to cross through car parking areas.

A particular area for improvement is near the caravan park on the Hotham River foreshore. This area is expected to be subject to various changes and enhancements in





the coming years. Improving the connectivity in these areas will allow users to ride unimpeded between Ranford and Tullis Bridge through the Boddington townsite.
There are opportunities to enhance cycling between the swimming pool and Shepherd's Turn (Hotham Heights). While there is generally a foreshore reserve, in many cases it

contains native riparian vegetation with high environmental significance. Progressively securing a widened foreshore that contains cleared land, through the subdivision process, could take many years to secure. There may be opportunities to secure a footpath in the interim through gaining landowner agreement which may need to be supported by an easement. There may be also a need to address public liability for any community access on freehold land along with ensuring there is appropriate fencing.

5. INFRASTRUCTURE REQUIREMENTS

5.1 BICYCLE USERS CATEGORIES

There are eight main categories of bicycle users identified by Austroads. These are outlined in the table below.

Category	Rider characteristics	Riding environment
Non-cyclists and potential cyclists	Do not currently ride; have potential to with effective encouragement.	Generally would begin with off-road paths, footpaths (where permitted) or very low volume residential streets.
Primary school children	Cognitive skills not developed, little knowledge of road rules, require supervision.	Similar to that of non/potential cyclists.
Secondary school children	Skill varies, developing confidence.	Generally use on-road facilities or off-road paths where available.
Recreational	Experience, age and skill vary greatly.	Desire off-road paths and quiet local streets, avoid heavily trafficked routes, more experienced will prefer to use road system for long journeys.
Commuter	Vary in age, skill and fitness, some highly skilled and able to handle a variety of traffic conditions.	Some prefer paths or low stress roads, willing to take longer to get to destination, others want quick trip regardless of traffic conditions, primarily require space to ride and smooth riding surface, speed maintenance.
Utility	Ride for specific purposes (e.g. shopping), short length trips, and routes unpredictable.	Not on highly trafficked roads, needs include comprehensive, low stress routes, appropriate end of trip facilities.
Touring	Long distance journeys, may be heavily equipped, some travelling in groups.	Often route is similar to that of other tourists using vehicles.
Sporting	Often in groups, two abreast occupying left lane, similar needs to commuters.	Travel long distances in training on arterials, may include challenging terrain in outer urban or rural areas, generally do not use off-road because seek high speeds and it can conflict with other users.

Each of these groups presents unique challenges with each group having different requirements and expectations of the cycling network. As a result the bicycle network needs to contain multiple path types and facilities to accommodate the range of possible bicycle users to create a safe environment for cyclists to use.

5.2 ON ROAD FACILITIES

Many trips that are made by bicycle within the District, especially those that are of significant distance, are made on the road. It would be desirable that most roads within the District have on road facilities (such as cycling lanes or wider shoulders) to accommodate cyclists in a safe manner. However, due to an extensive road network, a

low population and low percentage of cyclists within the District this outcome is unreasonable.

On road facilities are important to connect major attractions and locations. Currently there is no on-road infrastructure for cyclists but there are wide ranging opportunities to improve cycling routes in and around the Boddington and Ranford townsites and in other parts of the District. Upgrading on road facilities, such as wider road shoulders, may be a more appropriate measure in some instances due to the cost and length of constructing a shared path.

Given the District's attractive setting, there are opportunities for a range of longer distance rides including to Quindanning and Wandering on sealed roads.

5.3 Off road facilities

Given there is a high percentage of school aged children and less experienced riders within the District, developing, upgrading and maintaining off road facilities is a necessity. Off road facilities include a mix of single and shared use paths that connect major attractions generally within the townsites including the school, local sporting clubs and the town centre with residential areas. Upgrades and extensions to this network are necessary to allow and encourage more people to use the network and for it to be safe and convenient for all users. This includes a smooth riding surface, appropriate line markings, signage and suitable crossings.

Appendix 1 and 2 sets out priority works.

5.4 Off road recreational opportunities

Given the District contains considerable State Forest and varied topography; there are opportunities for off-road recreation opportunities that can cater for riders of different abilities. There is scope to develop and market these opportunities in consultation with relevant agencies such the Department of Parks and Wildlife and Tourism WA.

5.5 End of trip facilities

5.5.1 Overview

When cyclists come to the end of their journey or need to stop for a period of time, end of trip facilities can make their stop safer and more convenient. These facilities encourage bicycle users to visit these areas and to increase the amenity of public spaces. The most common end of trip facilities include bicycle parking, showers, lockers and water fountains. Further details are outlined below.

5.5.2 Bicycle parking

Good, secure bicycle parking encourages bicycle use.

Cyclists' needs for bicycle parking range from simply a convenient piece of street furniture, to storage in a bicycle locker that affords weather, theft and vandalism protection, gear storage space, and 24 hour personal access. Where a cyclists' need falls in this range is determined by several factors:

- type of trip being made: whether or not the bicycle will be left unattended all day or just for a few minutes;
- weather conditions: covered bicycle parking is more important during winter; and
- value of the bicycle: the more a cyclist has invested in a bicycle, the more the concern the cyclist will show for theft protection.

Having a place to securely lock up a bicycle at the end of a trip is a key factor in encouraging people to cycle on a regular basis, particularly for older age groups. As there is currently no public transport network serving the Boddington and Ranford townsites, there is not a necessity for large bicycle storage lockers. Lockable bicycle storage facilities are most commonly found at large bus and train stations as bicycles will often be left here for hours at a time, increasing the risk of them being stolen or vandalised.

Bicycle racks or other similar facilities would however be more appropriate in Boddington as most bicycle trips requiring bicycle parking are often short trips with short stopping times.

Currently bicycle racks are located at the Boddington Town Pool, Boddington District High School and in front of the IGA in the town centre.

There are opportunities to upgrade and expand secure bicycle parking within the town centre in appropriate locations. It is also expected that local businesses will progressively provide a place for employees to securely store their bicycle on site.

There are opportunities to create bicycle racks that are not only functional but can also be readily be maintained with designs that are unique and promote public art.

Upgrades are necessary for bicycle racks at the pool due to age and the limited number of stands. Upgrades are also necessary for the town centre in general. Better bicycle racks that are functional and of high quality design will better serve the community.

Other areas within the two townsites should be progressively provided with bicycle racks. These include the hospital, recreation grounds and various public parks, Boddington Town Hall, Boddington Community Club, Boddington Old School Community Centre and the Shire Administration Building. These racks can serve both the public and employees. Council's *Local Planning Policy No. 9 Car Parking and Vehicular Access* in part states the 'Council may where relevant require the provision of areas for...the provision of bicycle racks to promote sustainable transport'.

Specific sites throughout the District will be progressively provided with bicycle parking for visitors and tourists. Key public open space and community facilities will have bicycle parking progressively installed where it is not already currently provided. Parking should be available in key sites where bicycles may be left unattended for extended periods of

time such as the town pool, Boddington District High School, community facilities and the proposed recreation centre.

5.5.3 Showers and lockers

Currently there is no Council policy relating to the provision of showers and lockers for bicycle users in new development. There are no plans to mandatorily require developers in the foreseeable future to provide shower and locker facilities for bicycle users in new developments. While noting this, there is the opportunity to encourage provision for new developments to include the provision of a shower facility. Some public Shire facilities have showers including the Boddington Pool and the Boddington Community Resource Centre.

5.5.4 Water fountains

Fountains are located within the Boddington townsite in various locations. These are not specifically end of trip facilities for cyclist but are rather located in high use public areas for the general public. All water fountains will need to be of a standard that is considered acceptable for drinking by the health authority. Water fountains should also allow users to not only drink from the fountain but to also fill water bottles. This should be incorporated in to the design of the fountains. There is a need to ensure the locations promote appropriate use of the fountains which minimise vandalism. The Shire will monitor the requirement for water fountains within the town centre and in other locations in the District.

6. CONSULTATION

The draft plan was subject to community and stakeholder consultation and comments and has generally incorporated comments where consistent with Council's budgetary environment and available Shire resources.

Consultation on bicycle plans will be expected as bicycle usage increases and Bicycle User Groups are formed. By consulting with these groups along with the Boddington District High School and other stakeholders, future plans will evolve to assist in identifying priority projects, resource allocation and to better guide future development within the District.

7. PROMOTION AND EDUCATION OF CYCLING

Efforts to promote cycling and cycle safety within the District have improved in recent years. Events held by Boddington District High School and by the Shire have been successful at promoting cycling to a wider range of people. The Cycle Instead Bikeweek organised by the Department of Transport and the Cycle Instead group has had good success with over 80 participants attending an event run by the Shire in 2013. Further details are outlined in Section 9.

8. FUNDING OPPORTUNITIES

8.1 OVERVIEW

Several funding opportunities exist that may assist the implementation of the Local Bicycle Plan. Some of these are outlined in this section.

The Shire's budget limits the amount of work that can be done. The Shire's budget is highly supplemented with State and regional grant funding. Therefore the grants that are received largely determine what projects will be completed each year.

8.2 REGIONAL BICYCLE NETWORK LOCAL GOVERNMENT GRANTS PROGRAM

The Department of Transport provides local government the opportunity to apply for State Government funding annually on a matched dollar-for-dollar basis. The priorities for the program differ from year to year but are focused on developing the bicycle network in regional centres and towns. An allocation is provided for each region based upon population.

The Program provides funding assistance to local government and community groups to assist in planning, development and promotion of shared-use pathways and cycling facilities in regional Western Australia. The Program's primary aims are to:

- encourage the integrated planning of shared-use paths and on-road bike lanes;
- develop an integrated network of shared use paths and on road bike lanes;
- provide safe access to schools, sport, recreation and community facilities; and
- improve the safety of cyclists, pedestrians and other path users.

Funding is provided in multiple categories which are outlined below.

Category	Description
Category 1: Network Planning	- Development of local bike plan
Category 2: On Road Infrastructure	- Installation of bicycle lanes - Improvement to traffic calming treatments (e.g. cycle bypasses) - Improvement to intersections for cycling movement
Category 3: Path Infrastructure	- Construction of important shared paths - Separation of bicycle and pedestrian movements on path network
Category 4: Other Infrastructure	- Design and construction of bicycle parking compounds - Installation of associated 'end-of-trip' facilities (e.g. storage lockers) - Generic signage programs for bicycle routes and associated facilities (signage can be directional or regulatory)

As the Local Bicycle Plan has been established for the District, emphasis will be given to implementation (Categories 2, 3 and 4) through upgrades and extensions to path infrastructure, on road infrastructure and other infrastructure.

8.3 Connecting Schools Grant Program

The Connecting School Grant Program is aimed at improving the bicycle network around schools and end of trip facilities within schools. To be eligible for the grant, schools must also engage complementary behaviour change, through the TravelSmart to School program, to facilitate increasing cycling to school.

The types of infrastructure that this grant may be used for is described as flexible. It may include traditional infrastructure, such as shared paths or on road cycle lanes; or less traditional infrastructure such as on–site bicycle parking and other end of trip facilities, way finding, or place making installations.

8.4 Cycle Instead Sponsorship Program

The Cycle Instead sponsorship program provides community-based event organisers with support to effectively plan and implement programs that promote cycling. Event organisers have access to funds to cover running costs, advertising and promotions, merchandise and other expenses. The grants could help facilitate a yearly event to encourage local bicycle use.

8.5 Royalties for Regions

The Royalties for Regions initiative aims to improve economic and community infrastructure and services in regional Western Australia through funding projects that will assist in attracting investment and increasing jobs or help to improve the quality of life in the regions.

Funding is available to assist the development of infrastructure, services and community projects, including the provision of headworks, and to assist in the broad development of the community, including the establishment of services and programs. Funding is intended to support the development of resilient communities and contribute to regional areas being vibrant and interesting places in which to live.

8.6 Road to Recovery Funding Program

The Australian Government's Roads to Recovery Program seeks to assist in addressing the problem that much of the local government road infrastructure in Australia was about to reach the end of its useful life and its replacement was beyond the capacity of the local governments to pay. Eligible works can include footpaths and bicycle paths and lighting and other roadside amenities.

While the Roads to Recovery funding is allocated to the rehabilitation of existing roads by local government, coordination of the roads to recovery works with the Local Bicycle Plan will ensure that proposals that can be incorporated into works.

8.7 Developer and Subdivider Contributions

As new subdivision and developments are undertaken, developers will be required to contribute wholly or partly towards the upgrade, extension or development of the path network. This will ensure that subdivisions and developments are connected to the path network and existing paths are of a suitable quality and design. These contributions will apply to most new subdivision proposals, where there is not an existing path, and for larger development proposals.

8.8 Council funding

Most projects that are planned will have part or full funding coming from money set aside in the Shire of Boddington budget for the year. Large projects will usually be funded by grants and the rest of the contribution will come from the Shire. Smaller projects that are of high importance may be fully funded by the Shire if given Council endorsement. Projects that are considered of higher importance by the Council, determined by safety/liability, economic development opportunities and documents including the Local Bicycle Plan, will be given priority and funding by the Shire.

9. STRATEGIES AND RECOMMENDATIONS

9.1 NETWORK

The bicycle network within the Boddington townsite is well progressed with a need to generally upgrade and widen various paths. There are however some connections missing between major paths and roads. Major missing links are generally those at Hotham Heights and in some subdivisions south of the Boddington town centre.

Other than the path connecting Ranford to Boddington, Ranford does not have other paths.

It is recommended that key missing bicycle links be completed first generally as set out in Appendix 1 - Schedule of Work and Appendix 2 – Current and Planned Works Map. Implementation of the works is expected to be with the assistance of State Government funding (Regional Bicycle Network Local Government Grant).

There are other opportunities for enhancement along with maintenance which include the Hotham River foreshore near the bridge to remove gravel off the path. Priority will be given to addressing safety issues.

There are opportunities to upgrade existing paths when the need for a wider path is more imminent, such as when the asset life is ending. Upgrades to existing paths will be undertaken on an as needed basis as determined by the Council or as determined by the Shire administration.

The path network on the edges of the two townsites will need to expand to connect to new subdivisions/developments that are proposed. These path networks will be wholly or partially funded by developers/subdividers as part of the subdivision conditions.
There are also opportunities for on road facilities. It is expected that by 2025, subject to securing State Government grant funding, that most residential properties within the Boddington and Ranford townsites will be connected to the path network.

With new road sealed construction outside the Boddington/Ranford townsites, consideration will be given to providing wider shoulders to facilitate safer riding.

There are opportunities for enhanced signage and change of pavement colour such as on the entrance to town and to the town centre.

There is also scope to improve and create more off road/mountain tracks within some of the rural and forested sections of the District. Some of these paths would need minimal infrastructure requirement and could provide tourism within the town. Trails would be listed in a brochure or website that shows the route and difficulty. There are opportunities to develop and market these opportunities in consultation with relevant agencies such the Department of Parks and Wildlife and Tourism WA.

9.2 CONNECTIVITY

"A focus of the Local Bicycle Plan is to enhance accessibility through connecting paths to the town centre, key attractors and residential/rural living areas." A key component of this connection is the area adjacent to the caravan park where there is a need for a better

designed and aligned path. Opportunities will be explored as part if expected changes and enhancement to this section of the foreshore.

A circular route around the school, rodeo and proposed recreation centre is an important path for people with prams, those learning to ride (either within a school program or recreationally) and for other users to improve connections and safety. To complete the loop a section along Club Drive needs to be installed. This is expected to be completed in conjunction with the construction of the planned recreation centre or as grant funding is obtained.

Connection between the Boddington town centre and the gold mine camp is required to be progressively improved. To allow bike users to ride between the camp site and the Boddington town centre in a safe manner. Alternatively there is scope to provide a route/path on Williams Street and Old Soldiers Road. This route is the most direct and suitable.

9.3 End of trip facilities

End of trip facilities in Boddington are generally at an adequate level for the population and current bicycle usage. The Shire will continue to monitor the demand for bicycle parking. Water fountains may be more useful as they can be used by pedestrians and tourists on a more consistent basis. Water fountains have been an issue within the town centre due to vandalizing making them unsuitable to drink from. Future water fountains should be designed to be of low risk of vandalism to allow them to be better utilised by the general public.

There will be a need to increase bicycle parking during the plan period. The Boddington District High School, Boddington Town Pool, and other community centres currently have an appropriate level of bicycle parking however there is a need to respond to changing circumstances including increased bicycle usage. If there is a request to increase the bicycle parking in a specific location, then the application will be assessed on its merits. Some facilities, such as the hospital, Boddington Old School Community Centre and town hall should be progressively provided with bike racks.

Bicycle parking in the main street/town centre, if installed, should be of an interesting or whimsical design to make them not only functional but aesthetically pleasing. This may range from being brightly coloured to being designed in different shapes and designs to fit in with the theme of Boddington. This will allow the bicycle parking to have a functional use but also allow it to be enjoyed when not in use to contribute to activating the town centre.

9.4 Maintenance issues

The Shire will seek to:

1. ensure that cyclists using shared pathways (and roads) continue to experience safe and enjoyable conditions;
2. guard against the deterioration of infrastructure, thereby maintaining the investment made in the pathways (and on-road facilities) on behalf of the community;
3. minimise exposure to potential public liability claims arising from incidents; and
4. set in place a management process to cover most foreseeable risks.

Regular inspection of pathways, trails and on-road cycling facilities is required. In particular, close inspection of the pathway surface will determine locations where remedial action is required to eliminate dangerous conditions. Sweeping sand and debris off paths and repairing paths as required, pruning overhanging vegetation, and repairing damage to signage are likely to be among the primary maintenance activities.

The Shire should keep clear records of each activity/inspection.

In general, the optimum maintenance regime is based upon regular inspections, at which time simple maintenance activities should take place. The capacity to respond immediately to random incoming reports of hazards or major infrastructure failures is required.

9.5 Regional and off road paths

Information relating to major paths such as those to Tullis Bridge are available. There are also opportunities to enhance path network maps. This includes brochures indicating where paths start/finish length, difficulty or elevations. Provision of this information to inform residents, visitors and tourists where regional off road tracks are in the District and their difficulty and distance would generate more recreational trips by bicycle.

9.6 Developer and subdivider contributions

Besides developers being responsible for the provision of paths within their subdivision, developers are also required to contribute fully fund to connect their subdivision to the existing bicycle network. All new developments that include new roads will generally be required to include dual use paths in accordance with *Liveable Neighbourhoods,* adjacent and within the development area and to partially or entirely fund the subdivision being connected to the existing path network.

9.7 Education programs

9.7.1 Overview

Engineering improvements are just one of a range of factors which affect the propensity of people to cycle to and within the District. There are a number of other initiatives which have a significant impact on the cycling environment. These initiatives include:

- encouragement factors - such as web pages on cycling, the provision of end of trip facilities, promotional brochures and incentives to cycle;
- education factors - such as ensuring cyclists and non-cyclists are well informed about the extent of the cycling network, the position of end-of-trip facilities through such means as promotional brochures, informing road users of their rights and responsibilities and child/adult bicycle use education (techniques; rules and responsibilities); and
- enforcement factors -such as reinforcing courteous behaviour between all modes of transport within the town.

It is expected that many of the initiatives that could be developed in the encouragement, education and enforcement elements of the Local Bicycle Plan can have just as dramatic effect on bicycle user levels and safety as can the development of a path network or on-road improvements.

9.7.2 Education Strategy

The aim is to promote safe behaviour and use of all bicycle facilities and activities in the District. Education programs inform and educate both cyclists and motorists as to how to safely share the road. Education programs also help to create an environment where motorists and cyclists mutually respect the rights of each other, and ensure that cyclists are aware of their responsibilities.

Education about the benefits of cycling and how to cycle safely within the District is a key component to increase bicycle usage. Some promotion is done currently through Bikeweek event but more effort will progressively be required and be sustained especially with school aged children. This may include cooperation between the Shire and Boddington District High School to have more cycle safety presentations, better facilities to encourage cycling and 'cycle to school day'. Increase in bicycle usage of school aged children should lead to increases in bicycle usage in future generations.

In addition to the education programs, there may be future scope to include designated crosswalks on Pollard Street as well as on Bannister Road to allow both students and the general public to cross the road safely. This may be done in conjunction with a crosswalk attendant to assist during the busy times of morning and afternoon.

Education plays an important role in ensuring that cycling is safe and enjoyable for all users whether it is on or off road. Below are supported focus areas for the education strategy aspect of this Local Bicycle Plan:

- educate and promote to schools (students, teachers and parents) on safe walking/cycling practices and the benefits of walking/cycling to school;
- educate parents on being role models for children with a focus on helmet wearing and safe bicycle practice;
- educate drivers to be aware of pedestrian and cyclist needs and behaviours;
- educate pedestrians and cyclists to be more aware of vehicles and be more 'defensive' in their actions; and
- educate users on safe use of shared bicycle and walking facilities.

There are a number of cycling related brochures and fact sheets published by the Department of Transport that could be promoted in the District.
There is a range of other opportunities to work in partnership such as Police, Main Roads Western Australia and community/sporting groups such as 'A metre matters' initiative and riding skills training.

9.7.3 Encouragement Strategy

The aim is to effectively market, promote and raise awareness of the bicycle facilities and programs available to everyone within the District. Encouragement is essentially the marketing of cycling (and walking). Council should be marketing all of the services it provides to residents and visitors, including cycling and walking facilities. People need to know where facilities are located to be able to use them. Encouragement can also raise awareness about the economic, social, environment and health benefits of walking and cycling. Such programs can encourage additional tourists to the area therefore also contributing to the economy of the District.

Key target groups for marketing and encouragement include school students, elderly residents, general residents of the Shire and visitors to the Shire, including tourists.

The following strategies are supported:

- continued production and distribution of walk and cycle facilities maps to residents and tourists in the Shire;
- continued involvement in Bike Week in the District; and
- working with other groups such as organised talks or workshops such as bicycle maintenance clinics.

The Shire to support and encourage large cycle events in the Shire such as long distance cycle tours or races and triathlon races. There are a number of suitable locations for such events and the Shire should encourage the organisers to hold these events on a regular basis in the Shire.

9.7.4 Enforcement Strategy

The aim is to provide support to the education strategies and actions. Enforcement programs help to ensure that the rules of the road are followed by both cyclists and motorists. Enforcement programs should only be employed following widespread implementation of awareness, encouragement and particularly education programs.

Enforcement should generally only be used in locations where there are significant conflicts and safety concerns.

Enforcement is primarily the responsibility of the WA Police Service. Accordingly, the Shire will continue to retain effective partnerships with the WA Police Service to undertake enforcement programs related to pedestrians and cyclists in the District.

9.8 RECOMMENDATIONS

The main recommendations of this Local Bicycle Plan are:

1. Improvements and additions to the existing path network primarily through the installation of missing links, progressively widening paths and addressing general maintenance issues. Priority works are outlined in Appendix 1 and 2 which are broadly costed. Priority works will be spread over a 5 – 15 year timeframe dependent on the capacity of the Council to dedicate funds to the works program and securing extra funding.
2. Removal of barriers and hazards to cycling and walking by fixing dangerous situations and other minor ('spot') improvements.
3. Provision of bike parking rails at destinations to encourage more people to use a bicycle for local trips.
4. Improvements to some roads by the creation of bike lanes or sealed shoulders where major new works are being undertaken.
5. Promoting cycle tourism in the District.
2. Encouragement and education strategies to complement the expanded cycling network.

10. REVIEW

It is expected that this Local Bicycle Plan will operate for approximately 10 - 15 years before a major review is necessary.

It is also expected that this plan will be reviewed more regularly by the Shire administration to ensure that State Government and other funding is being directed towards appropriate projects. A more comprehensive review of this plan may be necessary if State Government guidelines for local government bicycle plans are altered.

11. CONCLUSIONS

The current path network and infrastructure within the District is been progressively improved. There are however considerable opportunities to increase the number of trips made by bicycle and to improve rider safety and convenience. The Schedule of Works (Appendix 1) and associated Current and Planned Works Map (Appendix 2) set out priorities to complete the path network within the townsites and to improve existing issues with the network. Infrastructure such as end of trip facilities and signage are to be installed as needed. Bicycle parking at local trip attractors is generally adequate but some improvement can be made within the town centre. These improvements should be functional and aesthetically pleasing to improve the area's sense of place and to assist in promoting tourism.

There are also a range of encouragement, education and enforcement factors that can assist people to ride as well as increase safety.

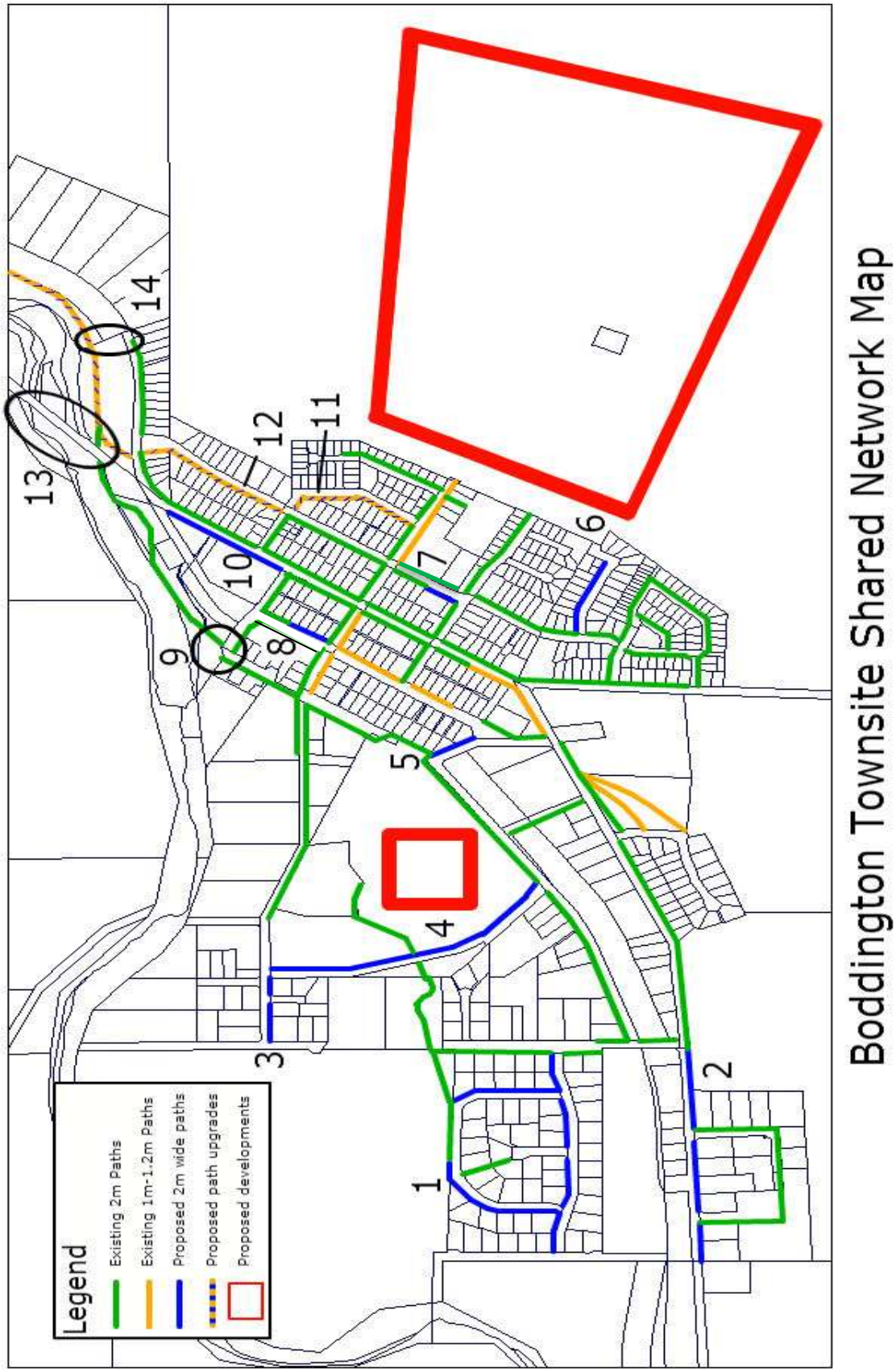
APPENDIX 1- SCHEDULE OF WORKS

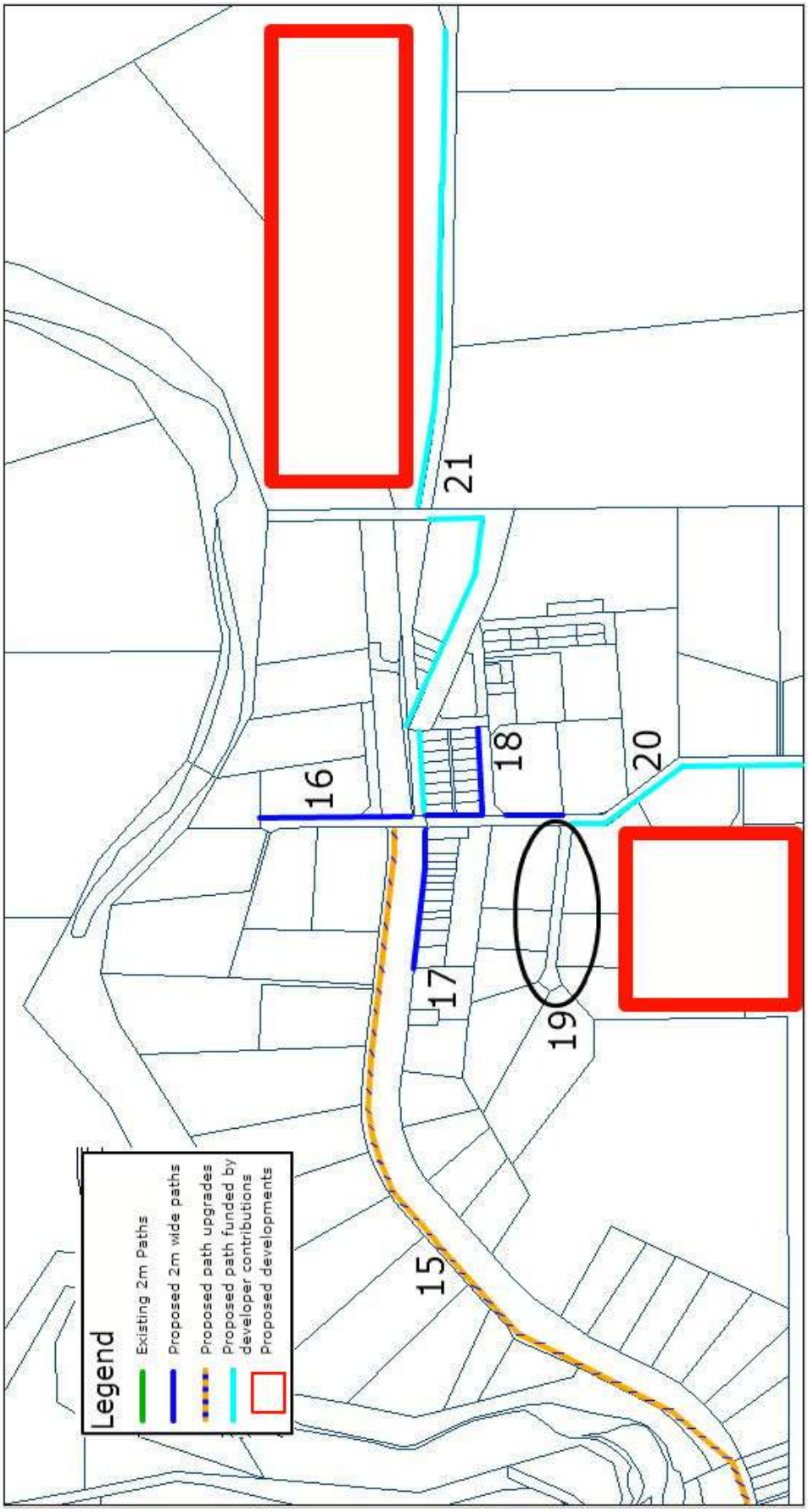
#	Project	Priority	Cost
1	Hotham Heights (Illyarrie Crescent and Greenstone Way)	High	$$$
2	Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)	Low	$
3	Pollard Street, Club Drive and Adam Street (south side)	Low	$
4	Club Drive, Hakea Road, Pollard Street (east side)	Medium^	$$
5	Right-of-Way between Johnstone Street and Hakea Road (west side)	High	$$
6	Prussian Way from Hotham Avenue to cul-de-sac (north side)	Low	$
7	Hotham Avenue between Forrest Street and George Street/Eucalypt Street (north side)	Low	$$
8	Johnstone Street from Pollard Street to existing path to the east (south side)	Low	$
9	Fix connectivity issue in car park area near caravan park	High	$
10	Bannister Road from Wuraming Avenue to Information Bay (and beyond once pathway over Bannister Road Bridge has been established)	Medium	$$
11	Hill Street between Forrest Street and Hotham Avenue (widen to 2 metres)	Medium	$
12	Hotham Ave between Hill Street and Crossman Road (widen to 2 metres)	High	$
13	Pedestrian/cycling access across Hotham River at or near existing traffic bridge	Low	$$$*
14	Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road	Medium	$
15	Railway reserve pathway between Bannister Road Bridge and River Road, Ranford (widening to 2 metres to connect to proposed subdivision)	Low	$$$
16	River Road from Hotham River to Ranford Retreat (east side)	Low	$
17	Crossman Road from River Road to end of the Ranford townsite to the west (south side)	Medium	$$
18	Christie Street from River Road onwards (north side)	Medium	$
19	Ranford Retreat (upgraded as development occurs with developer contributions)	Medium	-
20	Connection from subdivision south of Ranford to existing network (Funded by developer contributions)	Low	-
21	Connection from subdivision east of Ranford to existing network (Funded by developer contributions)	Low	-
	Connection from Boddington town centre to gold mine	Low	$$$
	On road facility to Bauxite mine	Low	$$$
	On road facility along Crossman Road to Albany Highway	Low	$$$
	On road facility along Bannister-Marradong Road to Albany Highway	Low	$$$
	Bicycle racks and amenities at Shire managed facilities	Medium	$

$ - Less than $50,000 (based on 2014/15 dollars)
$$ - $50,000 - $100,000 (based on 2014/15 dollars)
$$$ - More than $100,000 (based on 2014/15 dollars)

^To be completed in conjunction with new recreation centre on Club Drive.
*Subject to change according to final design

APPENDIX 2- CURRENT AND PLANNED WORKS MAPS




Ranford Townsite Shared Network Map
Legend
Existing 2m Paths
Proposed 2m wide paths
Proposed path upgrades
Proposed path funded by developer contributions
Proposed developments
15
16
17
18
19
20
21

10. ELECTED MEMBERS' MOTION OF WHICH PREVIOUS MOTION HAS BEEN GIVEN

11. URGENT BUSINESS WITHOUT NOTICE WITH THE APPROVAL OF THE PRESIDENT OR MEETING

12. CLOSURE OF MEETING