Minutes of Council Meeting

held on

Tuesday 12 December 2023, 5.30PM

in the Council Chamber, 83 Mandurah Terrace Mandurah

CONFIRMED

PRESENT:

MAYOR	R WILLIAMS	
COUNCILLOR	B POND	COASTAL WARD
COUNCILLOR	J SMITH	COASTAL WARD
COUNCILLOR	J CUMBERWORTH	COASTAL WARD
COUNCILLOR	A KEARNS	EAST WARD
COUNCILLOR	D WILKINS	EAST WARD
COUNCILLOR	S WRIGHT	EAST WARD
COUNCILLOR	C KNIGHT [Deputy Mayor]	NORTH WARD
COUNCILLOR	P JACKSON	NORTH WARD
COUNCILLOR	A ZILANI	NORTH WARD
COUNCILLOR	D SCHUMACHER	TOWN WARD
COUNCILLOR	P ROGERS	TOWN WARD
COUNCILLOR	R BURNS	TOWN WARD

MS	C MIHOVILOVICH	CHIEF EXECUTIVE OFFICER
MS	T HARTLAND	A/DIRECTOR PLACE AND COMMUNITY
MR	J CAMPBELL-SLOAN	DIRECTOR STRATEGY AND ECONOMIC DEVELOPMENT
MR	M HALL	DIRECTOR BUILT AND NATURAL ENVIRONMENT
MS	J WEBER	A/EXECUTIVE MANAGER GOVERNANCE SERVICES
MRS	A DENBOER	MINUTE OFFICER

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

The Mayor declared the meeting open at 5.34pm.

2. ACKNOWLEDGEMENT OF COUNTRY

Mayor Williams acknowledged that the meeting was being held on the traditional land of the Bindjareb people, and paid his respect to their Elders past and present.

3. APOLOGIES

Nil.

4. DISCLAIMER

The Mayor advised that the purpose of this Council Meeting is to discuss and, where possible, make resolutions about items appearing on the agenda. Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a Member or Officer, or on the content of any discussion occurring, during the course of the meeting. Persons should be aware that the provisions of the *Local Government Act 1995* (Section 5.25(e)) and the *City of Mandurah Standing Orders 2016* (Section 13.1(1)) establish procedures for revocation or rescission of a Council decision. No person should rely on the decisions made by Council until formal advice of the Council decision is received by that person.

The City of Mandurah expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by a Member or Officer, or the content of any discussion occurring, during the course of the Council meeting.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

Nil.

6. PUBLIC QUESTION TIME

Nil.

7. PUBLIC STATEMENT TIME

Nil.

8. LEAVE OF ABSENCE REQUESTS

G.1/12/23 LEAVE OF ABSENCE: COUNCILLOR A ZILANI – 31 DECEMBER 2023 TO 15 JANUARY 2024 (INCLUSIVE)

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MOTION
Moved: Councillor D Wilkins
Seconded: Councillor R Burns

That leave of absence be granted to Councillor A Zilani from 31 December 2023 to 15 January 2024 (inclusive).

CARRIED: 13/0

FOR: Cr D Wilkins, Cr R Burns, Cr D Schumacher, Cr A Zilani, Cr B Pond, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr C Knight, Cr S Wright, Cr A Kearns, Cr P Rogers
AGAINST: Nil

9. PETITIONS

Nil.

10. PRESENTATIONS

Nil.

G.2/12/23 CHANGE OF AGENDA ORDER

MOTION
Moved: Councillor C Knight
Seconded: Councillor D Wilkins

That Council consider Item 13 Announcements by the Presiding Member as the next item.

CARRIED: 13/0

FOR: Cr C Knight, Cr D Wilkins, Cr R Burns, Cr D Schumacher, Cr A Zilani, Cr B Pond, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr S Wright, Cr A Kearns, Cr P Rogers
AGAINST: Nil

13. ANNOUNCEMENTS BY THE PRESIDING MEMBER

At the invitation of the Mayor, Councillors updated the meeting on the following recent activities:

13.1 Councillor A Kearns, Unveiling of the Red Bench at Christ's Church Mandurah

13.2 Mayor R Williams, Hilton's 100th Birthday at the Mandurah Aquatic Recreation Centre

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13.3 Councillor C Knight, Christmas Pageant

13.4 Councillor S Wright, Mandurah Murray Christmas Charity Bike Ride Event (32nd Year)

13.5 Councillor D Schumacher, Carols by the Beach (Elevation Church)

13.6 Mayor R Williams, Local Legend, Barb Thoms

13.7 Mayor R Williams, 2023 wrap up

G.3/12/23 CLOSE DOORS

MOTION
Moved: Councillor A Zilani
Seconded: Councillor B Pond

That the meeting proceeds with closed doors to allow for confidential deputation as it relates to Report 7 Consideration of an Objection to a Section 14.5 Notice under the Local Government Property and Public Places Local Law 2016 Confidential Attachments.

CARRIED: 13/0

FOR: Cr A Zilani, Cr B Pond, Cr C Knight, Cr D Wilkins, Cr R Burns, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr S Wright, Cr A Kearns, Cr P Rogers

AGAINST: Nil

11. DEPUTATIONS

11.1 APPLICANT: CONSIDERATION OF AN OBJECTION TO A SECTION 14.5 NOTICE UNDER THE LOCAL GOVERNMENT PROPERTY AND PUBLIC PLACES LOCAL LAW 2016

Applicant spoke in opposition to Report 1 Consideration of an Objection to a Section 14.5 Notice under the Local Government Property and Public Places Local Law 2016.

G.4/12/23 OPEN DOORS

MOTION
Moved: Councillor D Wilkins
Seconded: Councillor A Zilani

The meeting proceeds with open doors.

CARRIED: 13/0

CONFIRMED

FOR: Cr D Wilkins, Cr A Zilani, Cr B Pond, Cr C Knight, Cr R Burns, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr S Wright, Cr A Kearns, Cr P Rogers
AGAINST: Nil

12. CONFIRMATION OF MINUTES

G.5/12/23 CONFIRMATION OF COUNCIL MINUTES: TUESDAY 28 NOVEMBER 2023

MOTION
Moved: Councillor C Knight
Seconded: Councillor B Pond

That the Minutes of Council Meeting held on Tuesday 28 November 2023 be confirmed.

CARRIED: 13/0

FOR: Cr C Knight, Cr B Pond, Cr D Wilkins, Cr A Zilani, Cr R Burns, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr S Wright, Cr A Kearns, Cr P Rogers
AGAINST: Nil

14. DECLARATION OF INTERESTS

Nil.

15. QUESTIONS FROM ELECTED MEMBERS

Questions of which due notice has been given

Nil.

Questions of which notice has not been given

Nil.

16. BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil.

17. RECOMMENDATIONS OF COMMITTEES

Nil.

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18. REPORTS

G.6/12/23 CONSIDERATION OF AN OBJECTION TO A SECTION 14.5 NOTICE UNDER THE LOCAL GOVERNMENT PROPERTY AND PUBLIC PLACES LOCAL LAW 2016 (REPORT 1)

Summary

The property owners who have placed infrastructure on the road reserve which adjoins their property did not request permission or consent under the *Local Government Property and Public Places Local Law 2016* (Local Law). An authorised City officer issued a Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* to the property owner. The notice required the removal of private structures that had been constructed on the verge within the road reserve (road verge). The property owners have not complied with the notice and subsequently, lodged an objection through a Form 4 - Objection under Section 9.5 of the *Local Government Act 1995* (the Act).

The City officers provided the opportunity to the property owners to have the objection reviewed by Council. The role of Council with respect to the objection is to either dismiss the objection; vary the decision that was objected to; or revoke the decision objected to in which case, Council may substitute for another decision or refer to a person whose function it is to make such decision. Details that should be considered by Council are provided within the *Confidential Attachments.*

Following consideration of the objection, Council is requested to dismiss the objection and authorise City officers to enforce the removal of the private structures from the road verge. It is recommended that City officers work with the property owner to consider whether any infrastructure can be placed on the road reserve which does not cause a hazard. The property owners would be required to request a permit or consent under the Local Law for any proposal.

It should be noted that should Council dismiss the objection, the State Administrative Tribunal may consider a request by the property owner to appeal Council's decision.

Officer Recommendation

That Council:

1. Dismiss the objection relating to Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* (Notice), on 22 August 2023 (refer to *Confidential Attachment 1.2*)
2. Request that the Director Built and Natural Environment use their best endeavours to engage the property owners to modify the private structures on the road reserve to the extent that the hazard is satisfactorily resolved. Note: The property owners would be required to request a permit or consent under the Local Law for any proposal.

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor C Knight

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That Council:

1. **Dismiss the objection relating to Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* (Notice), on 22 August 2023 (refer to *Confidential Attachment 1.2*)**
2. **Request that the Director Built and Natural Environment use their best endeavours to engage the property owners to modify the private structures on the road reserve to the extent that the hazard is satisfactorily resolved. Note: The property owners would be required to request a permit or consent under the Local Law for any proposal.**

CARRIED: 13/0

FOR: Cr P Rogers, Cr C Knight, Cr B Pond, Cr D Wilkins, Cr A Zilani, Cr R Burns, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Mayor R Williams, Cr S Wright, Cr A Kearns

AGAINST: Nil

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G.7/12/23 ENVIRONMENT STRATEGY 2023-2033 (REPORT 2)

Summary

The City, with the support of the community, has a long history of working to manage and improve Mandurah's natural environment. This includes the development of a number of existing projects, programs and policies aimed at increasing urban canopy, effectively managing the City's bushland reserves and parks, ensuring the protection of coasts and waterways, reducing energy and water consumption, increasing the utilisation of renewable energy, managing climate change associated risks, managing waste appropriately, and educating and engaging the community.

Whilst these programs have been successful in isolation, there is a need for an overarching strategy to guide the direction of the City's environmental portfolio and set the context in which all the efforts of the City to manage environmental matters are clearly identified and understood.

The Environment Strategy 2023-2033 (the Strategy) has been developed to address this need, and provides clear direction and priorities for the City's environmental portfolio for the next ten years. The development of this Strategy also aligns to the Strategic Community Plan 2020-2040, which identifies Environment as one of the City's Key Focus Areas.

The Strategy was developed through an intensive, targeted engagement process with local environmental volunteers and groups, Elected Members and City of Mandurah staff. This process enabled those who were most active in this space to play a significant role in the development of this guiding document. Broadscale community and stakeholder engagement through Mandurah Matters was also conducted in the final stages of strategy development.

The Environment Strategy 2023-2033 is presented to Council for consideration and recommended for adoption.

Officer Recommendation

That Council endorse the City of Mandurah Environment Strategy 2023-2033, and associated Implementation Plan, as detailed in Attachment 2.1.

Amended Officer Recommendation

That Council endorse the City of Mandurah Environment Strategy 2023-2033, and associated Implementation Plan, as detailed in Attachment 2.1 subject to the replacement of page 61 of the December Council agenda with Attachment 2.2 of the City of Mandurah Environment Strategy to correct minor administrative amendments.

Council Resolution

MOTION
Moved: Councillor R Williams
Seconded: Councillor C Knight

That Council endorse the City of Mandurah Environment Strategy 2023-2033, and associated Implementation Plan, as detailed in Attachment 2.1 subject to the replacement of page 61 of the December Council agenda with Attachment 2.2 of the City of Mandurah Environment Strategy to correct minor administrative amendments.

CARRIED: 12/1

FOR: Mayor R Williams, Cr C Knight, Cr P Rogers, Cr B Pond, Cr D Wilkins, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Cr S Wright, Cr A Kearns
AGAINST: Cr R Burns

Comment: Resolution was amended due to an administrative error in the report's attachment.

G.8/12/23 INTEGRATED TRANSPORT STRATEGY (REPORT 3)

Summary

The Integrated Transport Strategy (Strategy) provides the vision and high-level direction for the management and development of the City's transport network for the next 10 to 20 years.

The Strategy has been developed with consideration of the objectives from the Strategic Community Plan and Local Planning Strategy, as well as various other City plans and strategies.

The Strategic Goal of the Strategy is:

> *'to provide for a safe, accessible and connected transport network that enables sustainable travel choices'*.

As a result, the Strategy will be the guiding document for the City's various transport plans and projects.

With the progress of the Local Planning Strategy and many elements of the transport network at a regional level having been completed, the timing is right to readdress a holistic transport strategy. As Mandurah's development progresses from suburban growth to managing and

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renewing existing assets and an infill / redevelopment phase to cater for future residential growth, the need for an integrated approach is required.

The Strategy has been developed through extensive review of state and regional plans and policies, previous community input across a range of strategies and relevant consultant and staff expertise in transport and traffic.

It is recommended that Council endorse the Integrated Transport Strategy for the purposes of undertaking consultation with the wider community and relevant State Government agencies.

Officer Recommendation

That Council endorses the draft Integrated Transport Strategy (as shown in Attachment 3.1) for the purposes of undertaking consultation with the wider community and related State Government agencies for a minimum period of 28 days.

Council Resolution

MOTION
Moved: Councillor J Cumberworth
Seconded: Councillor P Rogers

That Council endorses the draft Integrated Transport Strategy (as shown in Attachment 3.1) for the purposes of undertaking consultation with the wider community and related State Government agencies for a minimum period of 28 days.

CARRIED: 13/0

FOR: Mayor R Williams, Cr C Knight, Cr P Rogers, Cr B Pond, Cr D Wilkins, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Cr S Wright, Cr A Kearns, Cr R Burns
AGAINST: Nil

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G.9/12/23 LOCAL LAW REVIEW (REPORT 4)

Summary

In accordance with section 3.16(2) of the *Local Government Act 1995* (the Act) and Council's resolution at the Ordinary Council Meeting of 25 July 2023, the review of the *Waste Management Local Law 2010* (Waste Management Local Law) and *Animals, Environment and Nuisance Local Law 2010* (Animals, Environment and Nuisance Local Law) has now been advertised by local public notice for a period of no less than six weeks inviting public submissions on the current Local Laws.

In accordance with the Act the public notice process and consultation has now been undertaken. From both internal and public consultation, the review has indicated that the Waste Management Local Law and Animals, Environment and Nuisance Local Law (Local Laws) require amendment. The Waste Management Local Law requires updating based on current drafting practices. The Animals, Environment and Nuisance Local Law requires amendment to ensure the clauses are suitable for the intended purpose.

Council is requested to resolve to repeal and replace the Waste Management Local Law and for the Animals, Environment and Nuisance Local Law to be updated by amendment, and

commence the development of the local law in accordance section 3.12 of the Act. A further report will be presented to Council in early 2024.

Officer Recommendation

That Council:

1. Acknowledges the two public submissions received in response to the review of the City of Mandurah Animals, Environment and Nuisance Local Law 2010 review.

2. Acknowledges one public submission has been received in relation to the City of Mandurah Waste Management Local Law review 2010.

3. Determines its intention to repeal the City of Mandurah Waste Management Local Law 2010 upon the conclusion of section 3.12 of the *Local Government Act 1995*.

4. Determines its intention to amend the City of Mandurah Animals, Environment and Nuisance Local Law 2010 upon the commencement of section 3.12 of the *Local Government Act 1995*.

5. Resolves to commence section 3.12 of the *Local Government Act 1995* process in the first quarter of 2024.

Council Resolution

MOTION
Moved: Councillor C Knight
Seconded: Councillor P Rogers

That Council:

1. **Acknowledges the two public submissions received in response to the review of the City of Mandurah Animals, Environment and Nuisance Local Law 2010 review.**

2. **Acknowledges one public submission has been received in relation to the City of Mandurah Waste Management Local Law review 2010.**

3. **Determines its intention to repeal the City of Mandurah Waste Management Local Law 2010 upon the conclusion of section 3.12 of the *Local Government Act 1995*.**

4. **Determines its intention to amend the City of Mandurah Animals, Environment and Nuisance Local Law 2010 upon the commencement of section 3.12 of the *Local Government Act 1995*.**

5. **Resolves to commence section 3.12 of the *Local Government Act 1995* process in the first quarter of 2024.**

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr C Knight, Cr P Rogers, Mayor R Williams, Cr B Pond, Cr D Wilkins, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Cr S Wright, Cr A Kearns, Cr R Burns
AGAINST: Nil

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G.10/12/23 REVIEW OF ELECTED MEMBER POLICIES (REPORT 5)

Summary

The *Local Government Act 1995* (the Act) requires that Council adopt policies to govern specified aspects of the role of an Elected Member.

A review has been conducted of:

- Elected Member Entitlements Policy POL-GVN 07 (Attachment 5.1) ; and
- Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 (Attachment 5.3)

Through this review, recent amendments to the Act have now been incorporated into the policies, along with minor process improvements to enhance the clarity for Elected Members and City officers, when applying and administering the policies.

Council is now requested to amend Elected Member Entitlements Policy POL-GVN 07 (Attachment 5.2) Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 (Attachment 5.4) and note a further report will be presented to Council in early 2024 to implement the remainder of the Act requirements.

Officer Recommendation

That Council:

1. Adopts amendments to POL-GVN 07 Elected Member Entitlements Policy as per Attachment 5.2.

2. Adopts amendments to POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy as per Attachment 5.4.

3. Note that a review of POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events policy and POL-GVN 07 Elected Member Entitlements Policy will be undertaken in the January 2024 to align with the amendments in relation to section 5.129 of *Local Government Act 1995*.

Council Resolution

MOTION
Moved: Councillor P Jackson
Seconded: Councillor D Wilkins

That Council:

1. Adopts amendments to POL-GVN 07 Elected Member Entitlements Policy as per Attachment 5.2.

2. Adopts amendments to POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy as per Attachment 5.4.

3. Note that a review of POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events policy and POL-GVN 07 Elected Member

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Entitlements Policy will be undertaken in the January 2024 to align with the amendments in relation to section 5.129 of *Local Government Act 1995*.

Amendment

G.11/12/23 MOTION
Moved: Councillor A Kearns
Seconded: Councillor P Rogers

2. Adopts amendments to POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy as per Attachment 5.4 with an addition to clause 7.3(d) which states that: The register of event attendances will be provided to Elected Members on a monthly basis.

CARRIED 13/0

FOR: Cr A Kearns, Cr P Rogers, Cr D Wilkins, Cr P Jackson, Cr C Knight, Mayor R Williams, Cr B Pond, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Cr S Wright, Cr R Burns
AGAINST: Nil

Substantive Motion

That Council:

1. **Adopts amendments to POL-GVN 07 Elected Member Entitlements Policy as per Attachment 5.2.**

2. **Adopts amendments to POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy as per Attachment 5.4, with an addition to clause 7.3(d) which states that: The register of event attendances will be provided to Elected Members on a monthly basis.**

3. **Note that a review of POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events policy and POL-GVN 07 Elected Member Entitlements Policy will be undertaken in the January 2024 to align with the amendments in relation to section 5.129 of *Local Government Act 1995*.**

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr P Jackson, Cr D Wilkins, Cr A Kearns, Cr P Rogers, Cr C Knight, Mayor R Williams, Cr B Pond, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr J Smith, Cr S Wright, Cr R Burns
AGAINST: Nil

Comment: Addition to point 2 to provide register to Elected Members on a monthly basis.

G.12/12/23 TENDER T22-2023 – CONSTRUCTION OF THE DAWESVILLE COMMUNITY CENTRE (REPORT 6)

Summary

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The City of Mandurah (the City) recently invited tenders for Tender T22-2023 – Construction of the Dawesville Community Centre. As a result of the evaluation of tender responses, Council is now requested to accept, or decline to accept the tender.

Officer Recommendation

That Council:

1. Conditionally accepts Geared Construction Pty Ltd as the preferred tenderer for Tender T22-2023 for the Construction of the Dawesville Community Centre for the Lump Sum figure $6,243,415.00 exclusive of GST offered as the most advantageous.

2. Notes that a Contract with Geared Construction Pty Ltd is subject to and conditional upon a written agreement for additional State Government project funding in the amount set out in Confidential Attachment 6.1 on or before 45 days from 13 December 2023.

3. Notes that should the written agreement for additional State Government project funding not be received on or before 45 days from this resolution, the CEO may, by mutual agreement with Geared Construction Pty Ltd, extend the time for satisfaction of this condition precedent.

4. Notes that the CEO undertake negotiations in accordance with the Delegation DA-CPM 04 Rejecting and Accepting Expressions of Interests and Tenders; Variation Before Contract prior to the issuing of the contract.

Council Resolution

MOTION
Moved: Councillor B Pond
Seconded: Councillor J Smith

That Council:

1. **Conditionally accepts Geared Construction Pty Ltd as the preferred tenderer for Tender T22-2023 for the Construction of the Dawesville Community Centre for the Lump Sum figure $6,243,415.00 exclusive of GST offered as the most advantageous.**

2. **Notes that a Contract with Geared Construction Pty Ltd is subject to and conditional upon a written agreement for additional State Government project funding in the amount set out in Confidential Attachment 6.1 on or before 45 days from 13 December 2023.**

3. **Notes that should the written agreement for additional State Government project funding not be received on or before 45 days from this resolution, the CEO may, by mutual agreement with Geared Construction Pty Ltd, extend the time for satisfaction of this condition precedent.**

4. **Notes that the CEO undertake negotiations in accordance with the Delegation DA-CPM 04 Rejecting and Accepting Expressions of Interests and Tenders; Variation Before Contract prior to the issuing of the contract.**

CARRIED: 13/0

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FOR: Cr B Pond, Cr J Smith, Cr A Kearns, Cr P Rogers, Cr C Knight, Mayor R Williams, Cr D Wilkins, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr P Jackson, Cr S Wright, Cr R Burns
AGAINST: Nil

G.13/12/23 NOMINATION FOR AUSTRALIAN COASTAL COUNCILS ASSOCIATION COMMITTEE (REPORT 7)

Summary

The Australian Coastal Councils Association Inc. (ACCA) was established in 2004, and is a national body formed to represent the interests of coastal councils across the country. The City of Mandurah has been a longstanding member of the ACCA, which is seeking nominations from Western Australian member councils to fill a casual vacancy on the group's committee. The City is eligible to provide a representative for this vacancy.

Council is requested to provide a representative to nominate for the casual vacancy and if the ACCA accepts that nomination, to serve on the ACCA committee for a term expiring on the 17 October 2025.

Officer Recommendation

That Council approve the appointment of _____ to nominate for the casual vacancy to service on the Australian Coastal Councils Association committee for a term expiring on 17 October 2025.

Council Resolution

MOTION
Moved: Councillor P Jackson
Seconded: Councillor D Wilkins

That Council approve the appointment of Councillor Caroline Knight to nominate for the casual vacancy to service on the Australian Coastal Councils Association committee for a term expiring on 17 October 2025.

CARRIED: 13/0

FOR: Cr P Jackson, Cr D Wilkins, Cr B Pond, Cr J Smith, Cr A Kearns, Cr P Rogers, Cr C Knight, Mayor R Williams, Cr A Zilani, Cr D Schumacher, Cr J Cumberworth, Cr S Wright, Cr R Burns
AGAINST: Nil

G.14/12/23 BUDGET VARIATIONS NOVEMBER 2023 (REPORT 8)

Summary

Due to the December Ordinary Council Meeting being one week earlier, the City officers were unable to prepare a monthly financial report for November 2023 prior to the agenda being required to be issued. In order for works to continue over December and January, Council is requested to approve budget variations that have been identified during November 2023. The

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monthly financial report for November 2023 will be presented at the Ordinary Council Meeting proposed on 23 January 2024.

In addition, Council is requested to adopt the meeting attendance fee for independent members of the Audit and Risk Committee as recently determined by the Salaries and Allowances Tribunal and extend the appointment of the second independent member (Mr Wayne Ticehurst) until 17 October 2025.

Officer Recommendation

That Council:

1 Approves the following budget variations for 2023/24 annual budget:

1.1 Increase in capital expenditure of $14,500* for 2023/24 Park Renewal Falcon Reserve
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $14,500*

1.2 Increase in capital expenditure of $55,000* for Bortolo Park Drainage Basin
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $55,000*

1.3 Increase in capital expenditure of $13,000* for 2023/24 PR Parks Furniture Renewal
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $13,000*

1.4 Increase in capital expenditure of $4,000* for 2023/24 Drinking Fountain Renewal
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $4,000*

1.5 Increase in capital expenditure of $1,200* for 2023/24 Park Renewal BBQ Renewal Program
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $1,200*

1.6 Increase in capital expenditure of $17,000* for 2023/24 Playground Renewal Abraham France
Increase in capital expenditure of $4,300* for 2023/24 Playground Renewal Coodanup Community Centre
Increase in capital expenditure of $2,000* for 2023/24 Playground Renewal Floribunda Park Stage 1
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,300*

1.7 Increase in capital expenditure of $23,000* for 2023/24 Park Renewal Performing Arts Centre - Retaining Wall
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.8 New capital expenditure of $23,000* for Falcon Community Centre – Shade Sails
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.9 Increase in capital expenditure of $17,000* 2023/24 Automatic Transfer Switch for the Mandurah Aquatic and Recreation Centre Generator
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $17,000*

1.10 Increase in capital expenditure of $45,000* for 2023/24 Softfall Floribunda Park – Softfall

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To be funded from 23-23 Waterways Renewal South Harbour Paving $45,000*

1.11 Increase in capital expenditure of $54,000* for 2022/23 Park Renewal Rushton Park

To be funded from 2022-23 South Harbour Paving $54,000*

1.12 Increase in capital expenditure of $1,823,918 for 2023/24 RC Peel Street Stage 4

To be funded from:

New capital grant revenue from Regional Road Group funding of $600,000*

Transfer from the Unspent Grant Reserve of $400,000*

New capital grant revenue Local Roads and Community Infrastructure Program Phase 4 of $506,175*

Transfer from the Asset Management Reserve of $317,743

1.13 Increase in capital expenditure of $700,006 for Shared Path Halls Head Principle Shared Path

To be funded from 2023/24 Shared Path Falcon Coastal Shared Path - Stage 1 $700,006*

1.14 Increase in capital expenditure of $286,666* for 2023/24 Traffic Management White Hill Road

To be funded from 2023/24 Road Surface Sedgemere Terrace 100,000*

To be funded from an increase in Blackspot funding of $186,666*

1.15 Increase in capital expenditure of $6,463* for Road Surface Hill Street, Halls Head

To be funded from 2023/24 Road Surface Castleward St $6,463*

1.16 Increase in capital expenditure of $37,767* for Drainage Renewal Loton Road/Ashley Terrace Intersection Stage 1

To be funded from 2023/24 RS Castleward St $37,767*

1.17 Increase in capital expenditure of $84,075* for Drainage Renewal Colonial Court Drainage Upgrade - Stage 1

To be funded from 2023/24 Road Surface Westbourne Pass $84,075*

1.18 Decrease in capital expenditure of $73,925 for Westbourne Pass

Decrease in capital expenditure of $770 for Castleward Street

To be transferred to the Asset Management Reserve $74,695

2. Approve the meeting fee of $415 per meeting for independent members of the Audit and Risk Committee, noting that the fee will come into effect in early 2024.*

3. Extend the membership of Mr Wayne Ticehurst independent member of the Audit and Risk Committee from 1 July 2024 until 17 October 2025.*

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor D Schumacher

That Council:

1 Approves the following budget variations for 2023/24 annual budget:

1.1 Increase in capital expenditure of $14,500* for 2023/24 Park Renewal Falcon Reserve

CONFIRMED

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $14,500*

1.2 Increase in capital expenditure of $55,000* for Bortolo Park Drainage Basin

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $55,000*

1.3 Increase in capital expenditure of $13,000* for 2023/24 PR Parks Furniture Renewal

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $13,000*

1.4 Increase in capital expenditure of $4,000* for 2023/24 Drinking Fountain Renewal

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $4,000*

1.5 Increase in capital expenditure of $1,200* for 2023/24 Park Renewal BBQ Renewal Program

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $1,200*

1.6 Increase in capital expenditure of $17,000* for 2023/24 Playground Renewal Abraham France

Increase in capital expenditure of $4,300* for 2023/24 Playground Renewal Coodanup Community Centre

Increase in capital expenditure of $2,000* for 2023/24 Playground Renewal Floribunda Park Stage 1

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,300*

1.7 Increase in capital expenditure of $23,000* for 2023/24 Park Renewal Performing Arts Centre - Retaining Wall

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.8 New capital expenditure of $23,000* for Falcon Community Centre – Shade Sails

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.9 Increase in capital expenditure of $17,000* 2023/24 Automatic Transfer Switch for the Mandurah Aquatic and Recreation Centre Generator

To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $17,000*

1.10 Increase in capital expenditure of $45,000* for 2023/24 Softfall Floribunda Park – Softfall

To be funded from 23-23 Waterways Renewal South Harbour Paving $45,000*

1.11 Increase in capital expenditure of $54,000* for 2022/23 Park Renewal Rushton Park

To be funded from 2022-23 South Harbour Paving $54,000*

CONFIRMED

1.12 Increase in capital expenditure of $1,823,918 for 2023/24 RC Peel Street Stage 4

To be funded from:

New capital grant revenue from Regional Road Group funding of $600,000*

Transfer from the Unspent Grant Reserve of $400,000*

New capital grant revenue Local Roads and Community Infrastructure Program Phase 4 of $506,175*

Transfer from the Asset Management Reserve of $317,743

1.13 Increase in capital expenditure of $700,006 for Shared Path Halls Head Principle Shared Path

To be funded from 2023/24 Shared Path Falcon Coastal Shared Path - Stage 1 $700,006*

1.14 Increase in capital expenditure of $286,666* for 2023/24 Traffic Management White Hill Road

To be funded from 2023/24 Road Surface Sedgemere Terrace 100,000*

To be funded from an increase in Blackspot funding of $186,666*

1.15 Increase in capital expenditure of $6,463* for Road Surface Hill Street, Halls Head

To be funded from 2023/24 Road Surface Castleward St $6,463*

1.16 Increase in capital expenditure of $37,767* for Drainage Renewal Loton Road/Ashley Terrace Intersection Stage 1

To be funded from 2023/24 RS Castleward St $37,767*

1.17 Increase in capital expenditure of $84,075* for Drainage Renewal Colonial Court Drainage Upgrade - Stage 1

To be funded from 2023/24 Road Surface Westbourne Pass $84,075*

1.18 Decrease in capital expenditure of $73,925 for Westbourne Pass
Decrease in capital expenditure of $770 for Castleward Street

To be transferred to the Asset Management Reserve $74,695

2. Approve the meeting fee of $415 per meeting for independent members of the Audit and Risk Committee, noting that the fee will come into effect in early 2024.*

4. Extend the membership of Mr Wayne Ticehurst independent member of the Audit and Risk Committee from 1 July 2024 until 17 October 2025.*

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr P Rogers, Cr D Schumacher, Cr D Wilkins, Cr P Jackson, Cr B Pond, Cr J Smith, Cr A Kearns, Cr C Knight, Mayor R Williams, Cr A Zilani, Cr J Cumberworth, Cr S Wright, Cr R Burns

AGAINST: Nil

G.15/12/23 COUNCIL AND AUDIT AND RISK COMMITTEE MEETING DATES 2024 (REPORT 9)

Summary

In accordance with Section 5.25(1)(g) of the *Local Government Act 1995* (the Act) and regulation 12(1) of the *Local Government (Administration) Regulations 1996,* Council is required to resolve to advertise each year, the days and times when Ordinary Council and

CONFIRMED

Committee meetings will be held. Council is requested to endorse the Ordinary Council and Audit and Risk Committee meeting dates for 2024 for inclusion on the City's website.

Officer Recommendation

That Council:

1. Approve the following Ordinary Council Meeting dates commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:

Meeting	Date
Council Meeting	Tuesday, 23 January 2024, at 5:30
Council Meeting	Tuesday, 27 February 2024, at 5:30
Council Meeting	Tuesday, 26 March 2024, at 5:30
Council Meeting	Tuesday, 23 April 2024, at 5:30
Council Meeting	Tuesday, 28 May 2024, at 5:30
Council Meeting	Tuesday, 25 June 2024, at 5:30
Council Meeting	Tuesday, 23 July 2024, at 5:30
Council Meeting	Tuesday, 27 August 2024, at 5:30
Council Meeting	Tuesday, 24 September 2024, at 5:30
Council Meeting	Tuesday, 22 October 2024, at 5:30
Council Meeting	Tuesday, 26 November 2024, at 5:30
Council Meeting	Tuesday, 17 December 2024, at 5:30

2. Approve the Audit and Risk Committee meeting dates, commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:

Meeting	Date and Time
Audit and Risk Committee	Monday, 11 March 2024 at 5:30
Audit and Risk Committee	Monday, 6 May 2024, at 5:30
Audit and Risk Committee	Monday, 5 August 2024, at 5:30
Audit and Risk Committee	Monday, 7 October 2024, at 5:30
Audit and Risk Committee	Monday, 2 December 2024, at 5:30

CONFIRMED

Council Resolution

MOTION
Moved: Councillor C Knight
Seconded: Councillor A Kearns

That Council:

1. **Approve the following Ordinary Council Meeting dates commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:**

Meeting	Date
Council Meeting	Tuesday, 23 January 2024, at 5:30
Council Meeting	Tuesday, 27 February 2024, at 5:30
Council Meeting	Tuesday, 26 March 2024, at 5:30
Council Meeting	Tuesday, 23 April 2024, at 5:30
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Council Meeting	Tuesday, 22 October 2024, at 5:30
Council Meeting	Tuesday, 26 November 2024, at 5:30
Council Meeting	Tuesday, 17 December 2024, at 5:30

2. **Approve the Audit and Risk Committee meeting dates, commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:**

Meeting	Date and Time
Audit and Risk Committee	Monday, 11 March 2024 at 5:30
Audit and Risk Committee	Monday, 6 May 2024, at 5:30
Audit and Risk Committee	Monday, 5 August 2024, at 5:30
Audit and Risk Committee	Monday, 7 October 2024, at 5:30
Audit and Risk Committee	Monday, 2 December 2024, at 5:30

CONFIRMED

CARRIED: 13/0

FOR: Cr C Knight, Cr A Kearns, Cr P Rogers, Cr D Schumacher, Cr D Wilkins, Cr P Jackson, Cr B Pond, Cr J Smith, Mayor R Williams, Cr A Zilani, Cr J Cumberworth, Cr S Wright, Cr R Burns
AGAINST: Nil

13. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil.

14. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

Nil.

15. LATE AND URGENT BUSINESS ITEMS

Nil.

16. CONFIDENTIAL ITEMS

Nil.

17. CLOSE OF MEETING

There being no further business, the Mayor declared the meeting closed at 6.53pm.

CONFIRMED

CONFIRMED …….. (MAYOR)

Attachments to Council Minutes:
12 December 2023 Council Agenda
12 December 2023 Attachment 2.2

Renewable Energy and Climate Change Mitigation

Why is this important?

With energy costs and blackouts becoming more common, and the risk of fire, drought and extreme weather events increasing, many communities around the world have already started to transition to alternative energy technologies. These technologies continue to become cheaper than ever before and exciting new developments, such as hydrogen, have the potential to completely transform industries.

The City and our community have an important part to play in the global transition to renewable energy and reaching the Federal Government's ambitious new target of net zero emissions by 2050. As a leader in renewable technology investment and innovation, we will continue to invest in developing energy security at the local level, and helping our community to do the same.

What we are already doing

- Through the City's Solar Plan, we have installed 444kW of solar panels on City facilities to date (as of 2022)
- Played an important role in the development of Australia's first Power Purchase Agreement with WALGA, which enabled 51 local governments to purchase renewable energy for their contestable sites[25] and will save up to $5million for the participants
- Participating in the Perth and Peel Hydrogen Cluster to create green business and market opportunities for hydrogen
- Supported Western Power's first Community Battery Trials in Meadow Springs and Falcon
- Installed Geothermal Pool Heating at the Mandurah Aquatic and Recreation Centre



CITY OF MANDURAH

NOTICE OF MEETING

ORDINARY COUNCIL

Members of Council are advised that a meeting will be held in the Council Chambers 83 Mandurah Terrace, Mandurah on:

Tuesday 12 December 2023 at 5.30pm

CASEY MIHOVILOVICH
Chief Executive Officer
7 December 2023

AGENDA

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES

4. IMPORTANT NOTE

Members of the public are advised that any decisions made at the meeting tonight, can be revoked, pursuant to the *Local Government Act 1995*. Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

6. AMENDMENT TO STANDING ORDERS

Modification to *Standing Orders Local Law 2016* - electronic attendance at meeting.

7. PUBLIC QUESTION TIME

Public Question time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

8. PUBLIC STATEMENT TIME

Any person or group wishing to make a Public Statement to Council regarding a matter concerning local government must complete an application form. For more information regarding Public Statement Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

9. LEAVE OF ABSENCE REQUESTS

10. PETITIONS

11. PRESENTATIONS

12. DEPUTATIONS

Any person or group wishing to make a Deputation to Council regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

13. CONFIRMATION OF MINUTES

13.1 Ordinary Council Meeting: 28 November 2023

Minutes available on the City's website via mandurah.wa.gov.au/council/council-meetings/agendas-and-minutes

14. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

15. DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS

16. QUESTIONS FROM ELECTED MEMBERS (WITHOUT DISCUSSION)

16.1 Questions of which due notice has been given

16.2 Questions of which notice has not been given

17. BUSINESS LEFT OVER FROM PREVIOUS MEETING

18. RECOMMENDATIONS OF COMMITTEES

19. REPORTS

No.	*Item*	*Page No*	*Note*
1	Consideration of an Objection to a Section 14.5 Notice under the Local Government Property and Public Places Local Law 2016	4-9	Confidential Attachments
2	Environment Strategy 2023-2033	9-123	
3	Integrated Transport Strategy	124-211	

4	Local Law Review	212-217	Absolute Majority Required
5	Review of Elected Member Policies	218-261	Absolute Majority Required
6	Tender T22-2023 – Construction of the Dawesville Community Centre	262-266	Confidential Attachment
7	Nomination for Australian Coastal Councils Association Committee	267-269	
8	Budget Variations November 2023	270-277	Absolute Majority Required
9	Council and Audit and Risk Committee Meeting Dates 2024	278-280	

20. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

21. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

22. LATE AND URGENT BUSINESS ITEMS

23. CONFIDENTIAL ITEMS

24. CLOSE OF MEETING

1	**SUBJECT:**	Consideration of an Objection to a Section 14.5 Notice under the Local Government Property and Public Places Local Law 2016
	DIRECTOR:	Built and Natural Environment
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

The property owners who have placed infrastructure on the road reserve which adjoins their property did not request permission or consent under the *Local Government Property and Public Places Local Law 2016* (Local Law). An authorised City officer issued a Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* to the property owner. The notice required the removal of private structures that had been constructed on the verge within the road reserve (road verge). The property owners have not complied with the notice and subsequently, lodged an objection through a Form 4 - Objection under Section 9.5 of the *Local Government Act 1995* (the Act).

The City officers provided the opportunity to the property owners to have the objection reviewed by Council. The role of Council with respect to the objection is to either dismiss the objection; vary the decision that was objected to; or revoke the decision objected to in which case, Council may substitute for another decision or refer to a person whose function it is to make such decision. Details that should be considered by Council are provided within the *Confidential Attachments.*

Following consideration of the objection, Council is requested to dismiss the objection and authorise City officers to enforce the removal of the private structures from the road verge. It is recommended that City officers work with the property owner to consider whether any infrastructure can be placed on the road reserve which does not cause a hazard. The property owners would be required to request a permit or consent under the Local Law for any proposal.

It should be noted that should Council dismiss the objection, the State Administrative Tribunal may consider a request by the property owner to appeal Council's decision.

Disclosure of Interest

NA

Location

Refer to ***Confidential Attachment 1.1***

Background

Local Government Property and Public Places Local Law 2016, Part 7 – Activities in Public Places Division 1 – General states:

> General prohibitions
> *Subject to this local law, a person shall not –*
>
> *7.1 (d) place, allow to be placed or allowed to remain on a thoroughfare or verge anything that results in a hazard for any person using the thoroughfare or verge.*

Following an anonymous report on 31 March 2022, City officers investigated the construction of private structures within the road reserve. A limestone brick raised garden bed with a picket fence (west side of

the property) and a limestone brick wall (on the eastern side) were observed as having been constructed partially within private property and partially within the road verge.

The private structures directly abut the public footpath and are placed over several utility services including gas, power, sewer and water services.

The private structures are considered to present a hazard to users within the road reservation, in particular, people using the public footpath. The hazards that have been identified include:

- potential collisions due to proximity to the path and road carriageway. It is only approximately 2 metres from the road carriageway and directly abutting the footpath.
- abrasions could occur from the wall itself and the picket fence due to directly abutting to the footpath.
- trips and falls could occur due to the infrastructure abutting a footpath which could lead to members of the public climbing the infrastructure.

A property owner must make application to the City to place anything on local government property in accordance with the Local Law. The property owners did not make application to the City and have carried out the works without consent or permission. There were two avenues the City officers could have taken, which included issuing a notice under the Local Law or issuing a notice under section 3.25(1)(b) to remedy the effects of unlawfully constructing anything on, over, or under public places of local government property (item 3, Schedule 3.1 of the Act). City officers wrote to the property owners requesting the removal of the private structures, however, the matter remained unresolved. Subsequently, City officers issued a Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* (Notice), on 22 August 2023 (refer to *Confidential Attachment 1.2*).

The notice provided the property owners with three weeks to address the matter. The notice also included information on how to apply for a review of the notice including directly to the Council of the City of Mandurah. At the request of the property owners, City officers extended the deadline to allow time for them to consider making an objection. An objection was then lodged by the property owners through a Form 4 – Objection under Section 9.5 of the Act.

Comment

Details of the objection and related City officer consideration is outlined below.

<u>The Objection</u>

The property owners have lodged an objection to the notice through a Form 4 – Objection under Section 9.5 of the *Local Government Act 1995* (refer to *Confidential Attachment 1.3*).

The property owners have also submitted a personal appeal to the City to allow the structures to remain within the road verge (refer to *Confidential Attachment 1.4***)**. The appeal notes that they were not aware that they were not permitted to build a garden bed on the road verge, that the slope of the road verge is an issue with washout and that the garden bed is an attractive addition to the road verge and that they maintain the road verge to a high standard.

<u>City Officer Consideration of the Objection</u>

Notwithstanding the information provided by the property owners with respect to their objection, City officers consider that the private structures present a hazard to users of the road reservation, in particular, people using the public footpath. Hazards include potential collisions, abrasions, trips and falls.

City officers have sought further advice from the City's insurer, being the Local Government Insurance Scheme (LGIS). In summary, LGIS has confirmed that the City would be exposed to a level of liability if it allowed the non-compliant road verge structure to remain. The following points were also raised by LGIS:

- The City is responsible for the road verge.
- The City has a statutory power to take action in relation to the non-compliant road verge structure (ie. enforcing the Work Order).
- If the City allowed the non-compliant road verge structure to remain, it would be assuming, at law, some form of control or responsibility for the structure.
- If any incident occurred and a third party suffered personal injury or property damage, the City would be exposed to, at least, in some proportion of liability with the property owner.
- It would depend upon the circumstances of the incident and the allegations made as to whether the structure constituted a 'hazard' or risk of causing harm.

Further, with respect to the City's public liability policy, LGIS noted that under the City's policy the City has an obligation to take all reasonable precautions to prevent personal injury and damage to property. In this scenario, where the City knew of an unauthorised structure and failed to take the necessary actions that are available to the City, under legislation, to remove/ensure removal of the unauthorised structure, then there is potential that should an incident occur, the policy would not respond.

Further advice was sought in relation to an event where the State Administrative Tribunal determines to revoke the decision objected to. The advice received that any findings by SAT will have a bearing on whether the local government has done all that is necessary.

It is considered that the property owners could remove the private structures from the road reserve and reconstruct appropriate private structures within their respective properties. City officers will encourage neighbouring properties to work together to achieve an acceptable solution. It may also be possible to reconstruct the private infrastructure within the road reserve to the extent that the hazard is satisfactorily resolved.

For the reasons outlined above, City officers request that Council dismiss the objection and authorises City officers to enforce the removal of the private structures from the road verge to the extent that the hazard is satisfactorily resolved.

Photographs of the subject private structures are provided (refer *Confidential Attachment 1.1).*

Council has broad discretion, acting reasonably and according to procedural fairness to dismiss the objection, vary or revoke the decision made by the City to issue the Section 14.5 Notice. Council must:

- have regard solely to the material placed before it with respect to the objection.
- Council is required to consider whether the objection and supporting material produced by the property owners has any merit with regards to the aims, objects and purpose of the Local Law. Which is to regulate activities on the City's property and other public places under the City's care, management, or control so as to prevent obstructions and unlawful interferences with such property or people using the property. This can include risks posed by the things being placed on local government property and its effects on the use of the thoroughfare by other members of the public.
- any decision relating to the type of circumstance must have proper regard to broader policy considerations for the City.

Consultation

Correspondence has been sent to the relevant property owners to request that they remove the private structures from the road verge. City officers have also met with the property owners, on site, to discuss the matter.

The City's insurer, LGIS, has also been consulted with in respect to the liability and insurance issues of allowing the structures to remain.

Statutory Environment

Local Government Act 1995

Local Government Act 1995 directs how an objection to a decision may be lodged and how to deal with an objection. The objection was lodged as per the requirement in section 9.5 of the Act which states:

9.5. Objection may be lodged

1) An affected person may object to a decision if the person has not applied under this Division for a review of the decision.

2) The objection is made by preparing it in the prescribed form and lodging it with the local government in the prescribed manner within 28 days after the right of objection arose [ie. within 28 days after the decision], or within such further time as the local government may allow.

9.6. Dealing with objection

1) The objection is to be dealt with by the council of the local government or by a committee authorised by the council to deal with it.
2) A committee cannot deal with an objection against a decision that it made or a decision that the council made.
3) The person who made the objection is to be given a reasonable opportunity to make submissions on how to dispose of the objection.
4) The objection may be disposed of by —
    a) dismissing the objection; or
    b) varying the decision objected to; or
    c) revoking the decision objected to, with or without —
        (i) substituting for it another decision; or
        (ii) referring the matter, with or without directions, for another decision by a committee or person whose function it is to make such a decision.
5) The local government is to ensure that the person who made the objection is given notice in writing of how it has been decided to dispose of the objection and the reasons for disposing of it in that way.

9.7. Review

(1) An affected person may apply to the State Administrative Tribunal for a review of a decision if the person — (a) has not lodged an objection to the decision; or (b) has lodged an objection but, at the expiration of 35 days after it was lodged, has not been given notice in writing of how it has been decided to dispose of the objection.

(2) If the person lodged an objection and has been given notice in writing of how it has been decided to dispose of the objection, the person may apply to the State Administrative Tribunal for a review of the decision on the objection.

<u>*Local Government (Functions and General) Regulations 1996*</u>

The Local Government (Functions and General) Regulations 1996 [reg.33(1)] references section 9.5 of the *Local Government Act 1995.*

33. Objections to decisions, form of etc. prescribed (Act s. 9.5).

1) The form in which an objection may be made under section 9.5 of the Act is the form set out in Form 4 in Schedule 1.
2) The manner in which the objection may, within the time permitted by section 9.5 of the Act, be lodged with the local government is by giving a copy of it to the CEO.

<u>Local Government Property and Public Places Local Law 2016</u>

Local Government Property and Public Places Local Law 2016 outlines the general prohibitions on activities in public places. Specific to this objection is Part 7.1 (d).

> Part 7 – Activities in Public Places Division 1 – General states:
>
> > General prohibitions
> > Subject to this local law, a person shall not –
> >
> > 7.1 (d) place, allow to be placed or allowed to remain on a thoroughfare or verge anything that results in a hazard for any person using the thoroughfare or verge.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Social:
- Promote safety within the community through urban design.

Organisational Excellence:
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.

Conclusion

The property owners who have placed infrastructure on the road reserve which adjoins their property did not request permission or consent under the *Local Government Property and Public Places Local Law 2016* (Local Law). An authorised City officer issued a notice to remove private structures within the road verge to the property owners. The private structures are located within the road verge and are considered to present a hazard to users of the road reserve. Should the private structures be allowed to remain, the City would be assuming a level of responsibility for the structures and exposure to liability should any incident occur, and a third party suffer personal injury or property damage as a result of the presence of the structures. Further, there is the potential that the City's public liability policy may not respond.

Given the hazard and potential liability issues, Council is requested to dismiss the objection. It is noted that, should Council make the decision to dismiss the objection, the property owners may apply to the State Administrative Tribunal for a review of the decision on the objection. The State Administrative Tribunal will determine whether the appeal of Council's decision is within their jurisdiction to review and either affirm, revoke or remake the decision to issue a notice to the property owners to remove the things unlawfully place on the road reserve.

NOTE:

Refer ***Confidential Attachment 1.1*** ***Location and Images.***
Confidential Attachment 1.2 ***Property and Public Places Notice.***
Confidential Attachment 1.3 ***Form 4 Objection.***
Confidential Attachment 1.4 ***Appeal to Council.***

RECOMMENDATION

That Council:

1. **Dismiss the objection relating to Section 14.5 Notice to Remove Thing Unlawfully Placed on Thoroughfare under the *Local Government Property and Public Places Local Law 2016* (Notice), on 22 August 2023 (refer to *Confidential Attachment 1.2*)**

2. **Request that the Director Built and Natural Environment use their best endeavours to engage the property owners to modify the private structures on the road reserve to the extent that the hazard is satisfactorily resolved. Note: The property owners would be required to request a permit or consent under the Local Law for any proposal.**

2	**SUBJECT:**	Environment Strategy 2023-2033
	DIRECTOR:	Built & Natural Environment
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

The City, with the support of the community, has a long history of working to manage and improve Mandurah's natural environment. This includes the development of a number of existing projects, programs and policies aimed at increasing urban canopy, effectively managing the City's bushland reserves and parks, ensuring the protection of coasts and waterways, reducing energy and water consumption, increasing the utilisation of renewable energy, managing climate change associated risks, managing waste appropriately, and educating and engaging the community.

Whilst these programs have been successful in isolation, there is a need for an overarching strategy to guide the direction of the City's environmental portfolio and set the context in which all the efforts of the City to manage environmental matters are clearly identified and understood.

The Environment Strategy 2023-2033 (the Strategy) has been developed to address this need, and provides clear direction and priorities for the City's environmental portfolio for the next ten years. The development of this Strategy also aligns to the Strategic Community Plan 2020-2040, which identifies Environment as one of the City's Key Focus Areas.

The Strategy was developed through an intensive, targeted engagement process with local environmental volunteers and groups, Elected Members and City of Mandurah staff. This process enabled those who were most active in this space to play a significant role in the development of this guiding document. Broadscale community and stakeholder engagement through Mandurah Matters was also conducted in the final stages of strategy development.

The Environment Strategy 2023-2033 is presented to Council for consideration and recommended for adoption.

Disclosure of Interest

N/A

Previous Relevant Documentation

• G.6/5/23	23 May 2023	Council endorsed the Waste Education Plan 2022-2025.
• G.7/11/22	22 November 2022	Council endorsed the Northern Beaches Coastal Hazard Risk Management Adaptation Plan.
• G.5/6/22	28 June 2022	Council acknowledged the achievements of the Bushland Protection Strategy, which met its target of 150ha of privately-owned bushland being protected from development, and approved the use of the Bushland and Environmental Protection Reserve Fund to be used for the protection and restoration of environmentally-sensitives sites, including for the maintenance of the City's bushland reserves.
• G. 11/5/22	24 May 2022	Council considered and endorsed the revised Strategic Waste Plan 2020-2025.

• G.6/11/20	24 November 2020	Council endorsed the Greening Mandurah Framework.
• G.16/3/20	24 March 2020	Council endorsed the Strategic Community Plan 2020-2040.
• GI. 16/11/11	15 November 2011	Council endorsed the Climate Change Response Plan.
• G.13/6/04	15 June 2004	Council endorsed the Coastal Management Plan 2004-2009.
• PD.12/6/99	1 June 1999	Council agreed to join the Cities for Climate Protection Program.
• PD.7/1/99.	12 January 1999	Council adopted the Local Agenda 21 Sustainable City Plan.
• PD.1898.	2 June 1998	Council adopted the City of Mandurah's State of the Environment Report 1997.
• PD.1845.	7 April 1998	Council adopted the Bushland Conservation Policy.
• PD.1470.	13 May 1997	Council endorsed the preparation of a Local Agenda 21 Sustainable City Plan.

Background

Mandurah is part of the Southwest Australia Ecoregion – one of a small number of biodiversity hotspots recognised globally for their environmental significance. To be recognised as a Global Biodiversity Hotspot, an area must have a very high number of plants that are found nowhere else in the world, while having lost at least 70% of its original vegetation cover. This means that Mandurah is part of one of the most unique, yet degraded (and therefore threatened), places in the world.

One of the reasons Mandurah's environment is particularly special is the overlapping of many different types of ecosystems. These include coastal, estuarine, riverine and bushland. Each of these ecosystems are home to their own unique set of species of flora and fauna. This variety of environment types, and their associated species, is one of the reasons the community value the local environment so highly. It's also what makes Mandurah's environment so ecologically significant. However, this variety also increases the challenge of effectively managing the local natural environment as it requires the City to be skilled in and implement a range of management techniques and approaches to manage areas that contain a high number of threatened species and Threatened Ecological Communities (TECs). These species are protected under both State and Federal legislation, due to the increasing number of threats they are facing and the limited remaining populations.

Not only is the natural environment a key feature of Mandurah as a location, it is also highly valued by the community, contributing to a local sense of place, and supporting both mental and physical wellbeing. Community surveying has consistently demonstrated the importance of the local natural environment, and its protection, to the local community. In recent years, this community sentiment was formally recognised in the City of Mandurah's Strategic Community Plan 2020-2040 as one of four Key Focus Areas that were identified for Mandurah for the next 20 years: Economy, Social, Health and Environment.

The City has delivered a number of initiatives aimed at protecting and proactively managing the natural environment, and mitigating the various threats impacting it, over the past decades. However, until now these initiatives have been undertaken largely in isolation, with no overarching framework to guide future delivery. To better recognise the importance of the local environment, and the value the community places on it, the City has now developed its first overarching Environment Strategy. This Strategy aims to provide a comprehensive, consistent, and integrated approach for the City's environmental portfolio, for the next ten years.

Comment

Engagement Process
The development of the Environment Strategy has been delivered alongside community engagement to ensure community views were meaningfully represented in the Strategy. The engagement process commenced in September 2022. Since this time, the City has undertaken 33 targeted engagement activities. These included cross-departmental workshops, online surveys, environmental volunteer workshops, a pop-up activity at the Mandurah Arts Festival, focus groups, presentations and video briefings. In addition, 32 stakeholder organisations were invited to provide comment on the final draft of the Strategy. The broader community were also invited to comment through a 30-day broadscale consultation period via Mandurah Matters.

A key component of the engagement design was to enable the City to use the development of an Environment Strategy as a tool to boost engagement with both staff and the community, and raise the profile of the City's environmental work. The engagement process built on previous community consultation, including the Mandurah Matters consultation, and was designed to first identify priorities and then continue to build on these with each subsequent engagement conversation. This ensured that clear and consistent themes were able to develop throughout the process and also provided the freedom for participants to add new priorities where appropriate.

Where possible, the community's own words were directly included in the Strategy. For example, in the initial Environmental Volunteer Engagement Workshop, participants were invited to develop long-term visions for identified priority management areas (biodiversity, water, energy etc). These visions were then used as a foundation for the development of the Strategy's objectives.

Engagement Summary
A number of key findings were identified through the initial engagement activities. These included:

- The community considered the diversity of ecosystems and species to be what is most special about Mandurah's environment;
- Both staff and community felt it was important for the Strategy to include a way to embed a high-level of engagement and consideration for the environment across the organisations' other Focus Areas (Economy, Health, Social, and Organisational Excellence);
- It was regularly acknowledged that it is the current generations' responsibility to ensure a healthy environment is passed down to future generations, and that it is imperative that the City is employing long-term thinking and considering all its activities through multiple lenses (environmental, cultural, historical etc);
- The importance of the environment to the community, and to their wellbeing, is what inspires most people to care for the environment;
- Participants would like to see more community involvement in environmental initiatives, and an increased community understanding of how to positively assist; and
- The community identified the importance of the City leading by example when it comes to caring for the environment.

Overview of Strategy
Themes
The Strategy has been designed around four core "Themes":

- Built in nature, not on nature
  This Theme highlights everything Mandurah is doing to maximise nature's place in the urban environment. Priority management areas include:
    - Supporting Biodiversity (prioritising the use of endemic (locally native) species);
    - Enhancement of green spaces (caring for and improving parks);
    - Urban canopy;
    - Sustainable Transport Networks (this has been included in this Theme due to its high level of overlap with the development of infrastructure. It also includes planning for increased uptake of more sustainable and active transport technologies and will help to

ensure that the removal of trees and/or vegetation for transport infrastructure is kept to a minimum);
    - Drainage and Water Sensitive Urban Design; and
    - Water Quality (this management area focuses on water quality in urban lakes and of stormwater run-off. It has been included in this Theme as the management of urban lakes is largely achieved through the delivery of the other priority management areas in this Theme, such as enhancement of green spaces and employing water sensitive urban design techniques. In addition, impacts on water quality are common when building "in nature" and must be considered in the design stage/s, not just in delivery of infrastructure.

- Woven by waterways
  This Theme focuses on the protection and management of Mandurah's coast, foreshores and waterways. These areas are central to Mandurah's identify and are also significant contributors to the diversity of ecosystem types found here. Priority management areas include:
    - Coasts and Foreshore Management;
    - Enhancement of Blue Spaces (these are the recreational areas right next to water bodies); and
    - Estuarine Ecology.

- Lead and serve in equal measures
  This Theme highlights the City's role in caring for the environment. It includes areas the City either directly manages (e.g. corporate water and energy consumption) or where the City has a statutory requirement to manage actions appropriately on behalf of the community, such as waste. Priority management areas include:
    - Water Security;
    - Waste Minimisation and Management;
    - Renewable Energy and Climate Change Mitigation;
    - Corporate Energy and Water Efficiency;
    - Sustainable Buildings and Operations; and
    - Ecotourism.

- Stewards of the environment, custodians of our culture
  This Theme addresses all the ways in which the City is engaging the community in actions to care for the environment. This also includes how the City is ensuring that these initiatives are accessible and inclusive. Priority management areas include:
    - Aboriginal Culture;
    - Volunteering, Environmental Literacy and Sustainable Living;
    - Engaging Young People; and
    - Litter and Illegal Dumping.

The titles of these Themes have been drawn directly from the Mandurah Matters Community Narrative. They are designed to group together priority management areas in a way that encourages more integrated planning and collaboration across the City, as opposed to a traditional reductionist approach that prescribes actions by subject, e.g. waterways, bushland, parks. This was a primary request identified through both the initial staff consultation and community workshop and was also highlighted through the broadscale community engagement process.

Environmental Constants
In addition to the four Themes, the Strategy highlights three "Environmental Constants": Similar to how the environment is reflected across all areas of the City's Strategic Community Plan, there are some concepts that cannot be effectively addressed through the lens of a single environmental focus area. In the Environment Strategy, these have been labelled "Environmental Constants".

These constants have been refined based on repeated feedback from the engagement process with specific regard to common challenges faced by both staff and community when working in/with the City. The intention of the Environmental Constants is to embed their underlying philosophies across all work

undertaken by the City, therefore ensuring the best possible outcomes are delivered for both the environment and community.

- Climate Change
  This Environmental Constant highlights the integration of climate change associated risk into organisational activities to ensure cost-effective and fit-for-purpose outcomes. Key themes include:
  - Adaptation and Resilience;
  - Risk Management; and
  - Future Thinking.

- Engagement and Education
  This Environmental Constant focusses on internal and stakeholder engagement, and how the City intends to work internally and when engaging with other organisations. It also includes the City's role as an environmental advocate. Key themes include:
  - Collaboration and Communication;
  - Open to feedback;
  - Willing to Adapt; and
  - Advocacy.

- Corporate Responsibility
  This Environmental Constant reflects the City's commitment to effectively manage the natural environment, based on the best available data. This also includes how the City is embedding consideration for the environment across all its activities. Key themes include:
  - Evidence-based;
  - Continuous Improvement; and
  - Integrated and Holistic Planning.

Environmental Narrative
Both the Themes and Environmental Constants are underpinned by the following Environmental Narrative:

> This is our Mandjoogoordap, the meeting place of the heart, and it's where waterways, wildlife and thriving bushland also meet.
>
> We live in one of the most beautiful, unique, and threatened places on the planet. Our natural environment is at the centre of life here, vital to our health and wellbeing, and we are vital to its wellbeing. We want our beaches, rivers and estuary to be pristine, our wildlife to thrive, and our parks and bushland to be diverse and healthy. We want water to be clean and abundant for people, places and wildlife.
>
> Nature needs a voice in the decisions we make as we plan for the future, and in the actions we take each day. With the help of our community, we want to lessen our collective footprint and ensure we walk softly on this land. We want to celebrate the stories of country and community and elevate nature's place in our neighbourhoods; to preserve, respect, understand and celebrate our local environmental identity so we can share an even more pristine environment with generations to come.
>
> We are guardians of a place that is woven by waterways and bursting with biodiversity...a city that is as active in caring for our environment as we are proud to call it home.

Similar in principle to the Mandurah Matters Community Narrative, the Environmental Narrative outlines an "ideal scenario" – what Mandurah's environment would look like if the City and community achieved everything there is to achieve in this space. Due to the volume and variety of environmental work undertaken by the City, it was difficult to develop an overarching, single-line goal for the Strategy without the broader context provided by this narrative.
Guiding Principles

Seven Guiding Principles have been developed for both the Strategy's Themes and Environmental Constants. These principles provide a deeper explanation of the intention of each Theme and Environmental Constant and are based on more precise staff and community visions for each area. The aim of the Guiding Principles was to provide an intention for how both staff and community should think and operate when working in these spaces.

Strategic Goal
The following Strategic Goal has been developed as the overarching goal for the City's Environment Strategy:

> A healthy and diverse natural environment where we walk softly on our Mandjoogoordap.

This goal is broad enough that it is relevant to all priorities in the City's diverse environmental portfolio, along with aspirations for individual action in the community. It is a distilled version of the broader narrative that is measurable, whilst still capturing the central tenets of the engagement process.

MEAG Comment

The Mandurah Environmental Advisory Group was involved in the initial engagement process for the Environment Strategy at its meetings on 28 October 2022 and 24 February 2023. This item was formally considered by the Mandurah Environmental Advisory Group at its meetings on 28 July 2023 and 22 September 2023, and the following recommendation was made:

The Mandurah Environmental Advisory Group congratulates officers for producing such a comprehensive Strategy. MEAG is excited to endorse both the Strategy and the associated Implementation Plan, and is keen to see it rolled out as soon as possible. MEAG also notes that increased focus on pest control, i.e. cats, would be a welcome addition.

Youth Advisory Group Comment

The Youth Advisory Group was involved in the initial engagement process for the Environment Strategy at its meeting on 7 December 2022. This item was also formally considered by the Youth Advisory Group at its meetings on 7 June 2023 and 6 September 2023, and the following recommendations were made:

1. *7 June 2023 (Environment Strategy)*
   The Youth Advisory Group has reviewed and supports the proposed Environment Strategy (2023-2033). We appreciate that young people have been included in the framework for the strategy and there is clear direction on how the strategy can be implemented. We recognise that the creative engagement with a large number of groups has helped it to be a strategy that reflects the views of the entire community.

2. *6 September 2023 (Implementation Plan)*
   The Youth Advisory Group has reviewed and supports the proposed implementation plan of the Environment Strategy (2023-2033). The YAG appreciates the Environment Team's level of engagement and reflection on the strategy after consulting with YAG previously. This shows that the reflection process has been acknowledged concerning YAG and we'd also like to highlight the attainability of each goal outlined in the implementation plan. The YAG however, has identified a lack of outreach and engagement with local schools in the outlined plan and the responsibility of the City in regards to facilitating networks between local schools and community groups.

City officer comment: City officers acknowledge the Youth Advisory Group comments and note that local schools will be engaged in the plan through the delivery of relevant environmental engagement initiatives. For example, in October 2023 the City recently delivered a networking event to connect teachers with local volunteer groups, in an effort to re-establish the Sustainable Schools Network in Mandurah.

Consultation

Between September 2022 and September 2023, the City undertook a total of 33 targeted engagement activities with staff, Elected Members, environmental volunteers, Winjan and various City of Mandurah Advisory Groups. This included both early engagement activities that heavily shaped the initial development of the Strategy, along with updates to keep stakeholders informed and engaged for the duration of the strategy development process. A list of these engagement activities is outlined in Table 1.

Table 1. List of Environment Strategy engagement activities

Action	Date
Initial Staff Workshop	September 2022
Mandurah Arts Festival Pop-up Engagement	October 2022
Internal Focus Group	October 2022
Internal Focus Group	October 2022
Initial Environmental Volunteer Engagement Workshop	October 2022
MEAG Initial Engagement	October 2022
Elected Member Survey	November 2022
Young Yorgas Consultation	November 2022
Elected Member Video Briefing – Strategy Framework	November 2022
COMMT Briefing – Strategy Framework	December 2022
YAG – Initial Consultation Workshop	December 2022
AIAG – Initial Consultation Workshop	December 2022
Winjan – Aboriginal Leaders Group Consultation	February 2023
Internal Focus Group 1	February 2022
Internal Focus Group 2	February 2023
Internal Focus Group 3	February 2023
MEAG Follow-up Engagement	February 2023
Built and Natural Environment Directorate Briefing	February 2023
MEAG – Engagement Overview and Strategy Framework Presentation	February 2023
Follow-up Staff Workshop – Engagement Overview and Strategy Framework Presentation	March 2023
ELT Briefing	March 2023
Follow-up Environmental Volunteer Engagement Workshop	April 2023
Development of Environmental Narrative Video	April 2023
EM Strategy Briefing – Engagement Overview and Strategy Framework Presentation	April 2023
Strategy Department Briefing – Engagement Overview and Strategy Framework Presentation	April 2023
Mandurah Environmental Volunteer Alliance (MEVA) – Strategy Framework Presentation	April 2023
Internal consultation on Implementation Plan	May 2023
AIAG – Consultation Summary and Implementation Plan Workshop	June 2023
YAG – Draft Strategy Presentation	June 2023
MEAG – Draft Strategy Presentation	July 2023
Environmental Volunteer Engagement – Draft Strategy and Implementation Plan Presentation	August 2023
YAG – Draft Implementation Plan Presentation	September 2023
MEAG – Draft Implementation Plan Presentation	September 2023

The final stage of the engagement process was broadscale community consultation. The Mandurah community, along with 32 stakeholder organisations, were invited to comment on the final draft of the Strategy through a 30-day consultation period via Mandurah Matters. Table 2 outlines the stakeholder organisations that were directly invited to comment on the City's Environment Strategy.

Table 2. List of External Organisations invited to comment on the Environment Strategy

Organisation
Department of Biodiversity, Conservation and Attractions
Department of Transport
Conservation Council of WA
Murdoch University
Department of Planning, Land and Heritage
Department of Water and Environmental Regulation
Water Corporation
Peel Alliance
Department of Health
City of Canning
Urbaqua
EcoAdvise
Sport Turf Technologies
Irrigation Australia
Peel-Harvey Catchment Council
Mandurah Wildlife
Visit Mandurah
Peel Development Commission
Peron-Naturaliste Partnership
Peel-Harvey Biosecurity Group
DPIRD (Fisheries)
Peel Bright Minds
Winjan
Koolbardies Talking Group
WA Return Recycle Renew Limited/Containers for Change
Department of Primary Industries and Regional Development
City of Rockingham
Shire of Murray
Shire of Waroona
Shire of Harvey
Shire of Murray
City of Rockingham

Community Comments

The opportunity to comment on the Environment Strategy was shared through the City's Facebook page, Enviro News and Community News eNewsletters, the City's Employee eNewsletter and was listed on the City's Intranet. Elected Members were also invited to share the Strategy Consultation Period through their relevant channels, as were local environmental groups and volunteers.

In total, the Mandurah Matters page received 849 visits from 776 visitors. Total social media reach (which included two paid social media advertisements) was 71,479, resulting in 113 click-throughs to the Mandurah Matters page. The Enviro News eNewsletter resulted in 358 click-throughs to the same page.

Respondents were invited to participate in a short feedback survey or share ideas and comments on a public forum. An opportunity to provide open comment was also include in the survey. 14 responses were received through the survey. These responses covered a range of topics, including large scale clearing for development in Dawesville, pollution, management of wildlife, climate change, the benefits and consequences of electric vehicles, waste, recycling and litter, the need for more trees in urban areas and the importance of conserving remaining bushland, There were also a number of responses highlighting the importance of collaborative planning in the City, including the reduction of silos and embedding consideration of the environment across the organisation (specifically in teams that do not work directly in the environmental space).

Statutory Environment

In accordance with Section 3.1 of the *Local Government Act 1995*, the general function of local government includes the need to:

- Promote the economic, social and environmental sustainability of the district,
- Plan for, and plan for mitigating, risks associated with climate change, and
- Make decisions considering the long-term consequences and impacts for future generations.

As an overarching plan for the City's environmental portfolio, the Environment Strategy 2023-2033 will support these general functions under this Act. It will also interact with the Statutory Environment through mechanisms such as the Town Planning Scheme 12, Cat Local Law 2019, State Coastal Planning Policy 2.6.

The Environment Strategy will be reviewed every four years to align with the review of the Strategic Community Plan (which is required under the Integrated Planning and Reporting Framework) and this process will include community engagement. The Implementation Plan will be updated every year to ensure it remains consistent with actions in the Corporate Business Plan.

Policy Implications

As an overarching plan for the City's environmental portfolio, the Environment Strategy 2023-2033 will interact with a number of policies, including:

- POL-LUP 03 Unauthorised Clearing of Vegetation
- POL-EVM 02, Bushland Conservation and Management
- POL-EMS 01 Bushfire Prevention and Control
- POL-EVM 06 Canal Waterways Management
- POL-PKR 01 Memorial Seats and Plaques in Reserves and Public Open Space
- POL-RDS 06 Management of Trees in Streets and Public Open Spaces
- POL-RDS 07 Water Sensitive Urban Design.

Financial Implications

All of the actions identified in the Environment Strategy 2023-2033 will have financial implications in terms of both existing operational funding and staff resources, and new budget requests. The Environment Strategy Implementation Plan provides a high-level overview of project/program timelines, with new items identified as requiring consideration through the City's existing long-term financial planning process.

Risk Analysis

The primary risk relating to the Environment Strategy is the lack of an overarching Strategy for the City's environmental portfolio. Environment is highly valued by the local community, and one of the City's four Key Focus Areas under the Strategic Community Plan 2020-2040. Failure to have an overarching Environment Strategy could result in a piecemeal approach to the management of the City's environmental assets, loss of sense of priorities, inability to communicate the City's environmental work, lack of awareness, loss of opportunities to create significant change, and inability to effectively manage larger threats such as pests/diseases.

The development of the Environment Strategy 2023-2033 addresses this risk.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Facilitate and advocate for sustainable local job creation, and industry growth and diversification.
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Social:
- Facilitate opportunities that promote community led initiatives by building resilience, local capacity and the contributions of young people.
- Promote and encourage community connection to create social interaction and a strong sense of belonging.
- Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
- Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.
- Facilitate community health and wellbeing outcomes that target whole of life health from infants to seniors.
- Promote the importance of healthy choices, an active lifestyle and the role the natural environment plays in achieving health outcomes.

Environment:
- Advocate for and partner with key stakeholders to ensure environmental impacts are considered in all planning, strategy development and decision making.
- Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways.
- Create opportunities for the community to promote and preserve our local natural environment.
- Educate and provide leadership on environmental and climate change related issues.
- Partner and engage with our community to deliver environmental sustainability outcomes.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The Environment Strategy 2023-2033 provides clear direction and priorities for the City's environmental portfolio for the next ten years. It was developed based on an extensive community and staff engagement process which enabled those who are most active in, and passionate about, this space to shape Mandurah's environmental vision for the future.

The Strategy will be reviewed every four years to align with the review of the Strategic Community Plan, and this process will include community engagement. The Implementation Plan will be updated every year to ensure it remains consistent with actions in the Corporate Business Plan.

NOTE:

- Refer ***Attachment 2.1 Environment Strategy 2023-2033***

RECOMMENDATION

That Council endorse the City of Mandurah Environment Strategy 2023-2033, and associated Implementation Plan, as detailed in Attachment 2.1.

CITY OF MANDURAH

Environment Strategy 2023-2033



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Acknowledgement of Country

The City of Mandurah acknowledges and pays respect to the Bindjareb people, who are the Traditional Owners and First Peoples of this land. We pay respect to the Elders past and present and acknowledge the continuing contribution they make to the life of this City and this region.



A message from the Mayor

In 2018, the City of Mandurah launched Mandurah Matters, one of its largest community engagement initiatives to date. At the heart of the conversation, we asked residents "What matters to Mandurah?" The answers help us create a shared vision and aspiration that guides the City's decision-making for the next 20 years.

Throughout the Mandurah Matters consultation, our community was clear: nature needs a voice in the decisions we make as we plan for the future. As a result, the natural environment is reflected in all four Focus Areas in our Strategic Community Plan.

We know that working with the environment in mind has the potential to influence better outcomes in the areas of Economy, Social and Health. There are numerous studies that show engaging with the environment has benefits that range from improvements in our physical or mental health, to improved concentration and productivity. The natural environment helps us thrive.

It's also worthy of being protected and cared for in its own right. Mandurah's environment is uniquely diverse, and we are part of one of the most threatened places on the planet. But we also have a community that is proud to live here, who cares for our environment and wants to see it nurtured...and we've developed an Environment Strategy to do just that.

We worked closely with staff, Elected Members, environmental groups, Aboriginal Elders and the broader community to shape a shared vision that reflects our connection to and hope for our natural environment. The City of Mandurah Environment Strategy 2023-2033 brings together all of the City's environmental work and provides clear direction and priorities for the future, so that our people, our wildlife, our flora and our future generations can all continue to thrive.

We are so excited to share this with you.



Why an Environment Strategy?

The Mandurah community has always valued our environment. For many, it's what makes living here so special...what makes us love living here.

Mandurah is part of the Southwest Australia Ecoregion, one of a small number of Global Biodiversity Hotspots. These hotspots recognise areas that have a very high number of plants that are found nowhere else in the world, but have lost at least 70% of their native vegetation. In other words, these areas are some of the most unique, yet degraded (and therefore threatened), places in the world.

Even amongst an area of global uniqueness, Mandurah's environment stands out. Much like our cultural history, as Mandjoogoordap - meeting place of the heart - in Mandurah, environments also meet. Here, you can find beaches, foreshores and coastal heath, internationally-recognised wetlands, diverse, native bushland and rivers, all within minutes of each other.

This overlapping of different environments is what makes Mandurah so special, and it's also why we are home to an unusually high number of threatened species of flora and fauna, and Threatened Ecological Communities (TECs).

Our estuary and surrounding wetlands are also an important place for resident and migratory shorebirds. Collectively known as the Peel-Yalgorup Wetlands System, these waterways are listed under the Ramsar Convention on Wetlands of International Importance. Over 30,000 waterbirds rest and feed in these waterways each year, some traveling from as far as Siberia in the Northern Hemisphere.

Being home to such incredible biodiversity comes with great responsibility. We need to protect our natural environment from a variety of new and existing threats, to ensure that it can continue to thrive and we can continue to share it with generations to come.



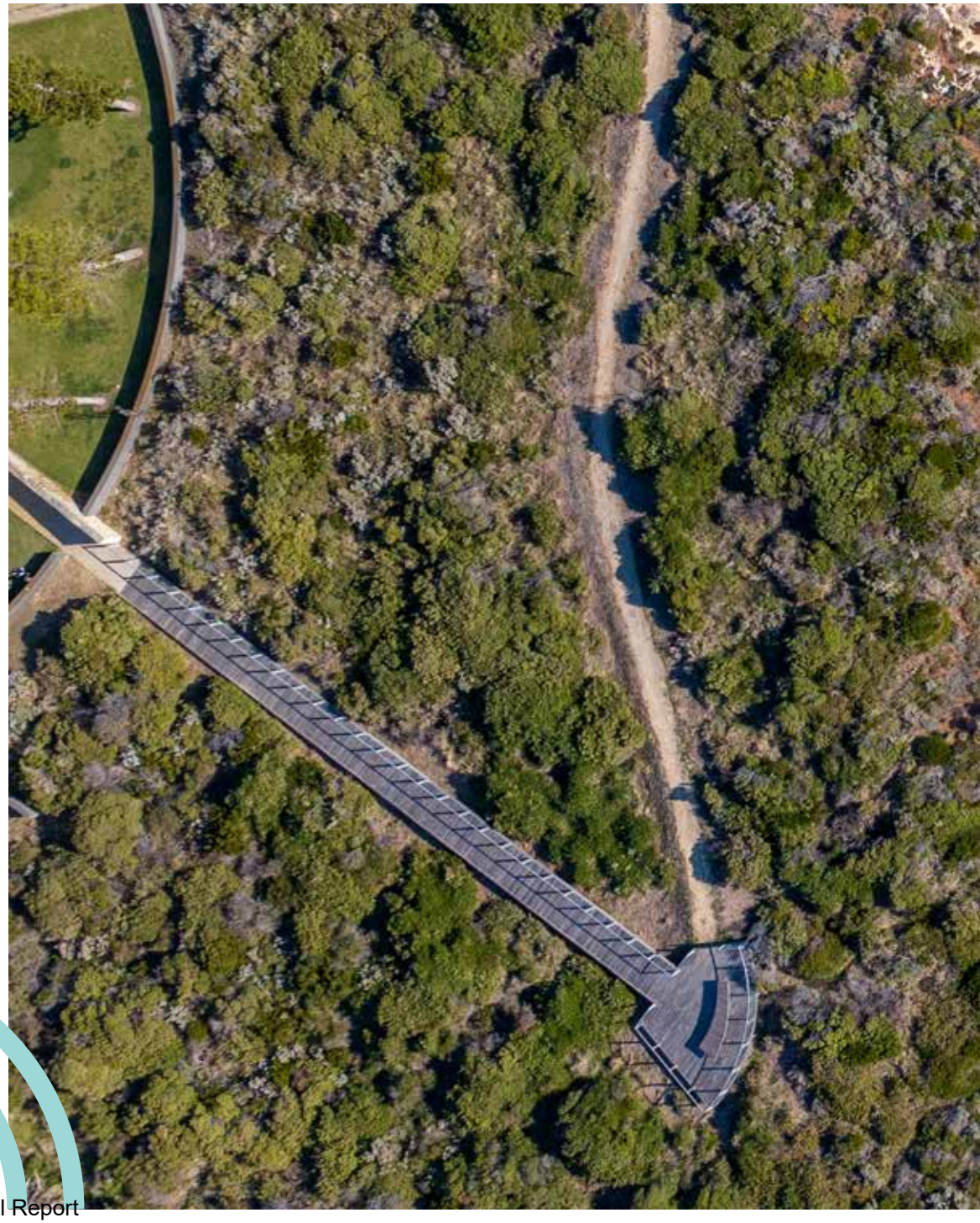
Environmental Narrative

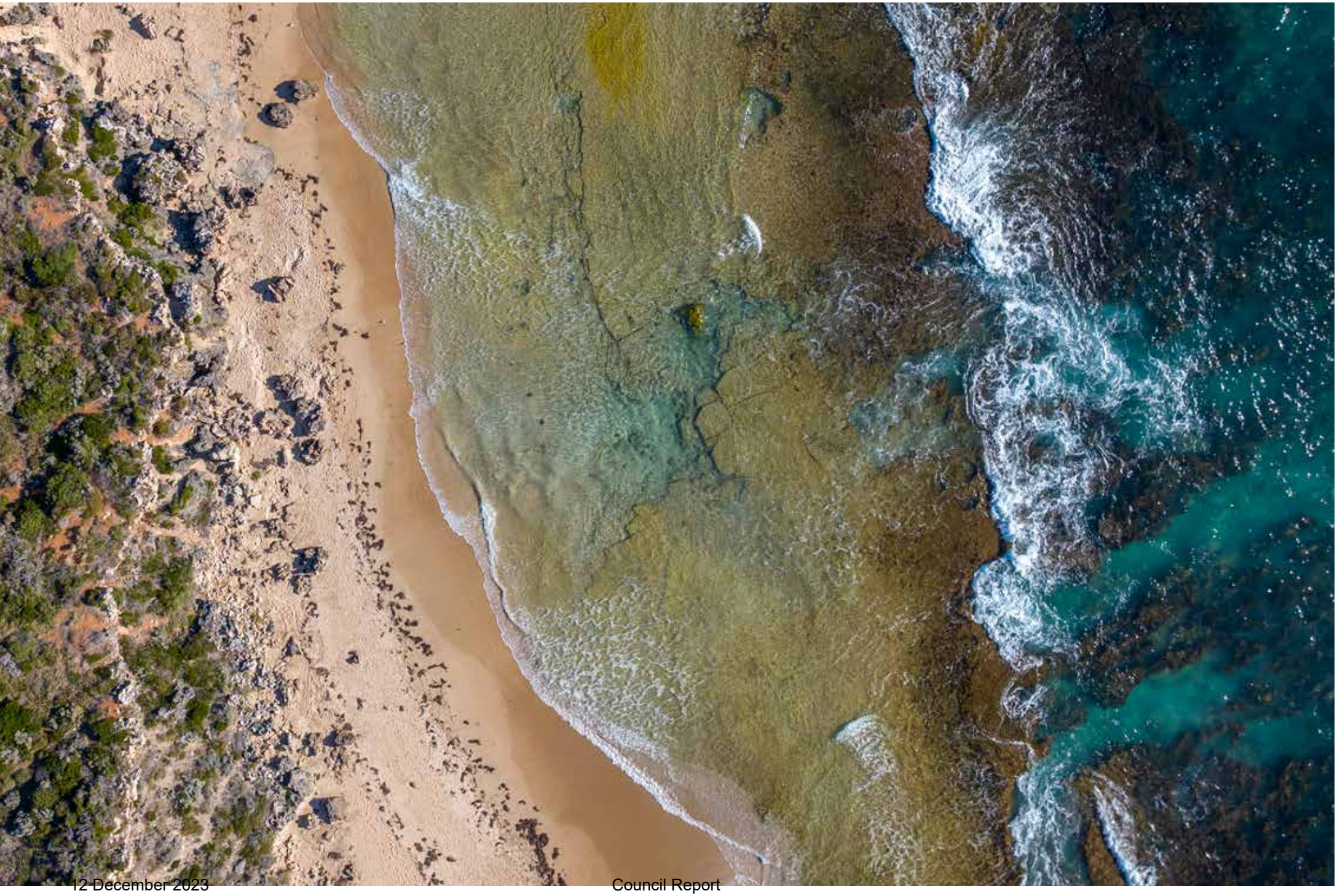
This is our Mandjoogoordap, the meeting place of the heart, and it's where waterways, wildlife and thriving bushland also meet.

We live in one of the most beautiful, unique, and threatened places on the planet. Our natural environment is at the centre of life here, vital to our health and wellbeing, and we are vital to its wellbeing. We want our beaches, rivers and estuary to be pristine, our wildlife to thrive, and our parks and bushland to be diverse and healthy. We want water to be clean and abundant for people, places and wildlife.

Nature needs a voice in the decisions we make as we plan for the future, and in the actions we take each day. With the help of our community, we want to lessen our collective footprint and ensure we walk softly on this land. We want to celebrate the stories of country and community, and elevate nature's place in our neighbourhoods; to preserve, respect, understand and celebrate our local environmental identity so we can share an even more pristine environment with generations to come.

We are guardians of a place that is woven by waterways and bursting with biodiversity...a city that is as active in caring for our environment as we are proud to call it home.





Environment Strategy Framework

Strategic Goal

A healthy and diverse natural environment where we walk softly on our Mandjoogoordap

Environmental Constants

Climate Change
- Adaptation and Resilience
- Risk Management
- Future Thinking

Engagement and Education
- Collaboration and Communication
- Open to Feedback
- Willing to Adapt
- Advocacy

Corporate Responsibility
- Evidence-based
- Continuous Improvement
- Integrated and Holistic Planning

Themes	Built in nature, not on nature	Woven by waterways	Lead and serve in equal measures	Stewards of the environment, custodians of our culture
Priorities	• Supporting Biodiversity (prioritising local, native species) • Enhancement of Green Spaces • Urban Canopy • Sustainable Transport Networks • Drainage and Water Sensitive Urban Design • Water Quality	• Coast and Foreshore Management • Enhancement of Blue Spaces • Estuarine Ecology	• Water Security • Waste Minimisation and Management • Renewable Energy and Mitigation • Corporate Energy and Water Efficiency • Sustainable Buildings and Operations • Ecotourism	• Aboriginal Culture • Volunteering, Environmental Literacy and Sustainable Living • Engaging Young People • Litter and Illegal Dumping

Framework Breakdown

Strategic Goal	The Strategic Goal is the overarching aim of the Environment Strategy.
Environmental Constants	Just like the environment is reflected across all areas of our Strategic Community Plan, there are some concepts that can't be confined to just one area. In our Environment Strategy, we have called these *Environmental Constants*. All of these topics are important in their own right, but we want to make sure they are considered and included in everything we do, to ensure we deliver the best outcomes for our environment and community. The creation of these Environmental Constants aims to support this by embedding these three concepts across all of our environmental work.
Themes	Four key Themes have been identified through the Environment Strategy engagement process. The titles of these Themes have been drawn directly from the Mandurah Matters Community Narrative. They are designed to group together priority management areas in a way that actively discourages siloing, as opposed to a traditional approach that addresses areas by subject (e.g. Waterways, Bushland, Parks).
Priorities	A number of Priority Management Areas have been identified for the City's environmental work. These are listed under Priorities and reflect the areas each Theme will focus on. Related Priorities have been grouped together to enhance collaboration and further improve environmental outcomes.
Guiding Principles	Guiding Principles have been developed for both the Themes and Environmental Constants. These outline how we want to be thinking and operating when working in these spaces. They also provide a deeper explanation of the intention of each Theme and Environmental Constant.

Guiding Principles

Guiding Principles have been developed for both the Themes and Environmental Constants. These outline how we want to be thinking and operating when working in these spaces, along with providing a deeper explanation of the intention of each Theme and Environmental Constant.

Built in nature, not on nature

We are a City built in nature, not on nature, in one of the world's biodiversity hotspots. Our natural environment is as unique as it is threatened and we design and deliver innovative programs to protect, restore, and reduce threats to it.

Our parks and green spaces are accessible and welcoming, and they celebrate our local identity by showcasing local, native species. We use our urban landscape to connect habitat, enable low impact travel and capture and retain water in the ecosystem.

Our work is designed in a way that deeply considers and complements the natural environment, to maximise nature's place in the urban landscape and to ensure it is protected for generations to come.

Woven by waterways

Our Ramsar-listed waterways are internationally recognised for their ecological significance and we actively preserve and celebrate them.

We know they are, and have always been, an important part of our community identity, and that many people are drawn to our beaches, foreshores, rivers and estuary and choose to spend their free time on and around them... being so close to the water brings joy to so many residents and visitors alike.

We strive to ensure that our coast, foreshores and waterways, and the wildlife that rely on them, are vibrant and healthy, and that our community continues to have appropriate access to them.

Lead and serve in equal measures

We are committed to making a difference in our community, and to helping create a beautiful, clean and sustainable environment for all. We understand that to do this we must lead by example.

We advocate for the current and future needs of our community, and manage our own environmental footprint in a responsible and considered manner. We invest in furthering our understanding of environmental matters, collecting locally-relevant data, and strengthening regional collaboration.

This enables us to integrate sound consideration of the environment into our planning processes to ensure the best outcome for all.

Stewards of the environment, custodians of culture

We aim to inspire a community that understands the uniqueness of our natural areas and voluntarily cares for the environment as a priority, not an afterthought. In doing so, we strive to foster a community that makes informed, respectful and responsible decisions, and has responsible behaviours...a community that understands their impact and chooses to nourish and protect the environment.

We ensure that everyone in our community is welcome and able to participate in environmental volunteering opportunities, so that together we can build deep engagement and respect for the environment.

We acknowledge and celebrate the stories of the country, and teach Bindjareb stories to our community. Our local history and culture are honoured and infused in our environmental work, and our environmental volunteers are supported and empowered.

Climate Change

We are committed to managing the risks of climate change to our community and to our city in the most appropriate manner.

We acknowledge the complexity of this task, and collaborate with relevant stakeholders to develop solutions.

We take the time to develop a response based on a range of influencing factors. We demonstrate regional leadership and advocate for the needs of our community, ensuring that major projects and partners are also factoring climate change into their decision-making.

Engagement and Education

Our ability to create positive change for our natural environment is directly impacted by our community.

We aim to nurture, build and maintain an engaged and educated community, and provide opportunities for them to learn about what we are already doing and why our environment is so special.

We build strong relationships with all stakeholders, and welcome and listen to their feedback in two-way conversations.

When we communicate, we are transparent, respectful and willing to have the big conversations, even if they are difficult, because we know that's how the best solutions are developed.

Corporate Responsibility

We ensure we are walking the walk in the way we think and deliver, and demonstrate consistency in our approach to caring for the environment by considering all our work through an environmental lens.

We strive for meaningful and continuous improvement, find innovative, evidence-based solutions to complex problems and take the time to assess situations properly before we commit to a course of action.

Our decisions are based on the best available data and, where possible, this data is locally relevant.

We strive to continually learn and improve in both our processes and delivery to ensure nature has a voice in the decisions we make as we plan for our future, and that we deliver on our commitments to make a difference in our community.



Strategic Alignment

The City's Strategic Community Plan 2020-2040 identifies five Key Focus Areas for Mandurah. These include Economy, Social, Health, Environment and Organisational Excellence. Strategic Objectives and Community Outcomes have been identified for each of these Key Focus Areas.

The Community Outcomes describe what we aim to achieve in each of these areas, based on the community input we received through the Mandurah Matters engagement process, while the Strategic Objectives describe how we aim to achieve this.

The following Objectives from the City's Strategic Community Plan relate to the City's environmental work:

- 1.5 Leverage partnerships with key stakeholders to achieve improved economic outcomes with due consideration to environmental impacts
- 4.1. Advocate for and partner with key stakeholders to ensure environmental impacts are considered in all planning, strategy development and decision making
- 4.2. Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways
- 4.3. Create opportunities for the community to promote and preserve our local natural environment
- 4.4. Educate and provide leadership on environmental and climate change related issues
- 4.5. Partner and engage with our community to deliver environmental sustainability outcomes
- 2.6. Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle
- 3.3. Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community
- 3.5. Promote the importance of healthy choices, an active lifestyle and the role the natural environment plays in achieving health outcomes
- 5.2. Provide professional customer service, and engage our community in the decision-making process
- 5.5. Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values

The following Environment Community Outcomes have been identified through the Strategic Community Plan:

- Nature having a voice at the table in all decisions
- A beautiful, clean, and sustainable environment for all
- Preserving and celebrating the waterways
- Protecting the natural environment for generations to come
- Deep engagement and respect for the environment

The Environment Strategy builds upon the Strategic Objectives and Community Outcomes identified in the Strategic Community Plan 2020-2040. A breakdown of the Environment Community Outcomes, and how they relate to the Themes and Environmental Constants identified in the Environment Strategy, are included in the following table.

Strategic Alignment – Community Outcomes

Environmental Constants (Climate Change, Engagement and Education and Corporate Responsibility)

Nature having a voice at the table in all decisions*

*This is how we are embedding consideration for the natural environment across the organisation.

Built in nature, not on nature	Woven by waterways	Lead and serve in equal measures	Stewards of the environment, custodians of our culture
Protecting the natural environment for generations to come	Preserving and celebrating the waterways	A beautiful, clean and sustainable environment for all	Deep engagement and respect for the environment



Built in nature, not on nature



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Supporting Biodiversity (prioritising local, native species) • Enhancement of Green Spaces • Urban Canopy • Sustainable Transport Networks • Drainage and Water Sensitive Urban Design • Water Quality	We are a City built in nature, not on nature, in one of the world's biodiversity hotspots. Our natural environment is as unique as it is threatened and we design and deliver innovative programs to protect, restore, and reduce threats to it. Our parks and green spaces are accessible and welcoming, and they celebrate our local identity by showcasing local, native species. We use our urban landscape to connect habitat, enable low impact travel and capture and retain water in the ecosystem. Our work is designed in a way that deeply considers and complements the natural environment, to maximise nature's place in the urban landscape and ensure it is **protected for generations to come**.	**1.1.** Restore and protect the ecological value of our uniquely diverse natural areas, for generations to come **1.2.** Ensure appropriate strategies are in place to conserve and support biodiversity, and to minimise threats to it **1.3.** Grow, maintain and value a healthy, diverse urban canopy to connect people and wildlife and make our city more liveable **1.4.** Provide accessible, interconnected and welcoming green spaces that support the well-being of the community and improve biodiversity **1.5.** Champion sustainable and active transport opportunities to deliver an accessible, pedestrian-linked, eco-centric city that maximises nature's place in our urban environment **1.6.** Recognise all water as a resource, increase water recycling, improve water quality and support ecosystem services through water sensitive design	Protecting the natural environment for generations to come

Supporting Biodiversity

Why is this important?

Biodiversity underpins all life on Earth. It is key in building a healthy ecosystem of people, wildlife and plants. By preserving our biodiversity, we ensure that our environment continues to thrive and provide us with food, clean air and water, and supports our physical and mental wellbeing.

Southwest Australia is one of the most biodiverse regions in the world. Approximately 50% of the plants and 13% of the animals found here are found nowhere else on Earth. However, biodiversity has been rapidly declining on a global scale. This is due to impacts such as urban development, habitat loss and fragmentation, climate change and population increase[1,2,3]. Based on the past 200 years, Australia has the worst record in the world when it comes to extinction and biodiversity loss[4,5].

Here in Mandurah, the meeting of many different types of environments has created a collection of species that is truly unique. We are home to many rare flora and threatened species and communities (and a resting or breeding area to others). It is also a place where our local species are embedded in our day-to-day lives, so protecting these unique species also protects our connection to the environment, and sense of place and identity. By managing our biodiversity and prioritising local species we can help to build a City that is happy, healthy, resilient and reflects the uniqueness of who and where we are.

What we are already doing

- Purchased 150ha of high-value bushland for conservation under the Bushland Protection Strategy
- Retaining and protecting our natural areas through the planning guidelines set out in the Biodiversity Strategy[6], including the designation of Tree Preservation Areas
- Building a Biodiversity Database to inform the development of Reserve Management Plans and the implementation of these plans
- Undertaking feral pest, weed, and bushfire risk management
- Participating in research partnerships to enhance our understanding of the natural environment, such as the Backyard Bandicoots, Tuart Health and Mandurah Dolphin Research partnerships
- Implementing novel approaches to support wildlife protection, such as the Possum Rope Bridge, Cockatoo Watering Station and protecting nesting Fairy Terns



What we manage

- Over 1000 hectares of bushland which provides habitat for:
  - 4 Threatened Ecological Communities
  - 12 Priority and 2 Declared Rare Flora
  - 6 Threatened Species, including the Endangered Carnaby's Black Cockatoo, Baudin's Black Cockatoo and Forest Red Tail Black Cockatoo, the Critically Endangered Western Ringtail Possum, the Vulnerable Fairy Tern and the Near-threatened Phascogale

Our direction

- Continue to deliver and meet targets for the City's Biodiversity Strategy
- Improve the level of collaboration and sophistication in our feral animal management approach
- Advocate and partner with others to ensure improved wildlife protection



Enhancement of Green Spaces

Why is this important?

Green spaces play an important role in supporting our biodiversity and people, particularly in the face of a growing city. Local parks and reserves, green corridors and buffers, and recreation space and sporting fields all support our community to gather, play and connect with nature. Nature also plays an important role in community health, with many studies now showing the clear link between time in nature and increased health and wellbeing[7].

Along with being attractive places for people of all abilities to spend time, green spaces act as home and refuges for wildlife. They also provide space for native plantings that filter stormwater and cool our city.

With an increasing population and higher-density suburbs, green spaces often compete with demands for new infrastructure and facilities. Enhancement of these green spaces, including retaining and maintaining spaces, improving access, and establishing new spaces, is an important part of balancing our community needs for a healthy, active, and connected City.

What we are already doing

- Upgrading our major foreshores, including Falcon Bay, Novara and the Eastern and Western Foreshores
- Working with the Access and Inclusion and Youth Advisory Groups and developing Standard Detail Designs to improve the accessibility and useability of our parks and reserves across all user groups
- Fostering appreciation of our green spaces and their environmental significance by involving community in the development of Concept Plans for our parks
- Continuously improving our parks to better meet community needs through the asset maintenance and renewal programs
- Increasing accessibility facilities and services at parks, reserves and environmental community events such as Bins 4 Blokes, accessible floating jetties, Changing Places facilities and the Estuary Pool
- Creation of an accessible parks resource

What we manage

- 611 parks and reserves
- 348.7ha of recreation space
- 137 playgrounds

Our direction

- Help to build a healthier, more liveable community by making sure that people all around our city have equitable access to high quality parks and amenities
- Review arterial road and streetscape planting masterplans to ensure our main transport corridors are green and beautiful
- Utilise the Access and Inclusion Advisory Group to inform the availability of accessible features in outdoor spaces
- Review and expand the availability of accessible and inclusive outdoor environments and public spaces





Urban Canopy

Why is this important?

Trees are an essential part of our urban community. They provide clean air, shade and cool our homes and streets, and are home and food for wildlife. Urban canopy is not just about the trees in parks and reserves but also captures street trees and private gardens. Improving urban canopy through Mandurah will connect habitat across our city to ensure wildlife can move through our neighbourhoods safely. For people, this canopy will provide shade for us to walk in, make our neighbourhoods more beautiful, support physical health by cooling our city, and help to reduce maintenance costs for key infrastructure (such as roads and footpaths) by protecting them from extreme heat.

Urban development, damage, reduced rainfall and disease, along with an aging canopy, are placing more pressure on our urban trees than ever before. Planting new trees now is key to building a healthy urban canopy in the future, and in ensuring our urban canopy is more resilient to threats.

Choosing tree species which reflect the character of Mandurah, support wildlife and are most suitable for the location will also ensure we have trees that enhance rather than disrupt the amenity of the area, protect our infrastructure and our people, and can be embraced by the surrounding community.

What we are already doing

- Retaining trees through planning and management guidelines, including the Tree Management Technical Guidelines, Management of Trees and Public Open Spaces Policy, Active Reserve and Public Open Spaces Masterplans and Biodiversity Strategy
- Developed a Pathogen Management Plan
- Protecting significant trees and communities through inclusion on the City's Significant Tree Register and Tree Preservation Areas
- Completing annual street tree audits to assess the condition of our tree assets
- Conducted an Urban Canopy Analysis to develop a baseline for our urban canopy
- Improving the management of our trees to maximise their benefit to our community and extend the life of street trees

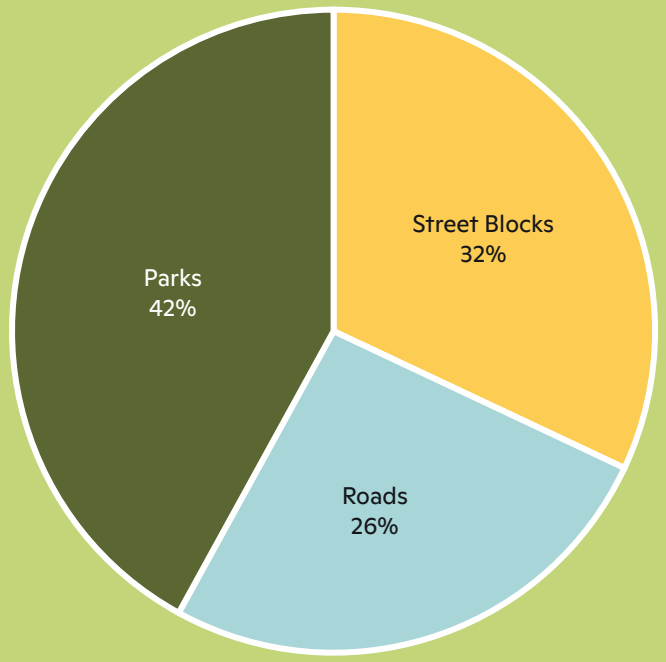
What we manage

- Over 36,000 street trees (and counting!)

Our direction

- Implement the Greening Mandurah Framework
- Conduct a 5-yearly Urban Canopy analysis to track the City's canopy coverage
- Implement the Pathogen Management Plan to eliminate and reduce the impact of pathogens on biodiversity
- Review the Management of Trees in Streets and Public Open Space policy to ensure operations can adapt to the changing impacts on our urban canopy

City of Mandurah canopy cover by land use





Sustainable Transport Networks

Why is this important?

Mandurah is known for its relaxed lifestyle – wherever you are in Mandurah, you're never too far away from a beach, foreshore, park or reserve. But despite half of our population working within our City boundary, the 50km distance between our northern and southern ends means most of our community rely on cars for transport. In 2021, 65% of Mandurah residents reported driving to work, while 6% used public transport and just 1% walked.

We know our community want to utilise more sustainable and active transport options, such as walking, public transport, cycling or using more sustainable vehicles, to reduce their environmental impact while also enjoying their travel through the City. However, these options need to be accessible and safe for people to enjoy their use. Connected walking and cycling paths, bus routes, and mobility device and electric vehicle charging stations allow our community to give their car a rest and take in the sights of our City.

What we are already doing

- Implementing the Long-Term Cycle Network for Perth and Peel[8] in collaboration with the Department of Transport
- Developing an Integrated Transport Strategy
- Introducing hybrid electric vehicles into the City's fleet
- Implementing the Island Shared-use Trail Program



What we manage

- 742.52km of road network
- 581.42km of path network

Our direction

- Finalise the Integrated Transport Strategy
- Prepare and Implement District Level Active Transport Plans to encourage active transport options for increased physical activity and community safety
- Develop and implement the Public Transport Action Plan to improve access to public transport options



Water Sensitive Urban Design and Drainage

Why is this important?

The waterways which define our meeting place are reliant on the health and movement of water throughout our entire catchment. Water Sensitive Urban Design (WSUD) helps to achieve this by creating urban areas that allow the water cycle to function as it would naturally by capturing and reusing stormwater.

Across Australia, urban development and the increasing popularity of hard surfaces, such as paving and concrete, in our urban areas has significantly increased the amount of stormwater runoff in our cities[9]. With rapid development in our own city, and an expected growth to 56,138 dwellings by 2036[10], we are facing our own challenges.

With increased stormwater runoff, our urban lakes, estuary and rivers are at risk of large flows of stormwater carrying sediment, nutrients and other pollutants into our waterways[11]. More hard surfaces also prevent groundwater and surface water systems from recharging as they would naturally[12].

Adopting water sensitive design not only protects the long-term sustainability of Mandurah's waterways but also provides opportunities to support water efficiency and increasing water demands, supports the growth of native vegetation and biodiversity, and creates more liveable spaces for our community and wildlife.

What we are already doing

- Implementing Water Sensitive Urban Design principles across the city, such as the Mariner's Cove Snake Train, Soldier's Cove and Grahame Heal wetland projects
- Retrofitting old drainage systems and building new systems in accordance with our Stormwater Management Strategy and Water Sensitive Urban Design Policy[13]
- Guiding developments in state policy through advocacy (e.g. State Planning Policy 2.9 Water Resources[14], Peel Harvey Water Sensitive Urban Design Local Planning Policy[15] and Technical Guidelines[16])
- Educating our community via the Waterwise Verge program
- Protecting our waterways by retrofitting stormwater outlets so that stormwater is treated before it enters the estuary
- Treating and reusing stormwater through the construction of wetlands, raingardens, tree pits and vegetated swales



What we manage

- 341km km of stormwater pipe
- 596 water harvesting devices (consisting of 3,753 stormwater retention cells)
- 50 vegetated swales
- 65 sumps
- 37 biological retention basins
- 69 rain gardens
- 79 Gross Pollutant Traps

Our direction

- Review drainage assets within the Asset Management Plan to improve stormwater and sewer infrastructure
- Revise and update our Water Sensitive Urban Design Policy
- Develop a Stormwater Management Strategy for the City, developers and lot owners



Water Quality

Why is this important?

Water quality refers to both the quality of water in our urban lakes and wetlands, but also of our groundwater, which is used for both drinking and watering our parks and gardens.

Globally, many water bodies are experiencing the stress of growing populations and urban development, and changes in climate[17,18,19]. These factors change how water flows throughout our City, increase nutrient levels, impact waterside vegetation, and introduce pest species which are all key factors in the decline of water quality in the wetlands of the Swan Coastal Plain[20].

In the last thirty years, Mandurah has quickly grown into a thriving city. As our population has grown, so has our need for clean water. Along with providing some of our drinking water, groundwater enables us to maintain the spaces that we love in our city through the watering of parks and sporting fields.

How we manage what goes into our stormwater systems, how we use water in our homes and businesses, and how we monitor the health of our urban lakes all contribute to the resilience of both our water supply, our urban lakes and wetlands, and the ongoing health of our Ramsar-listed wetlands.

What we are already doing

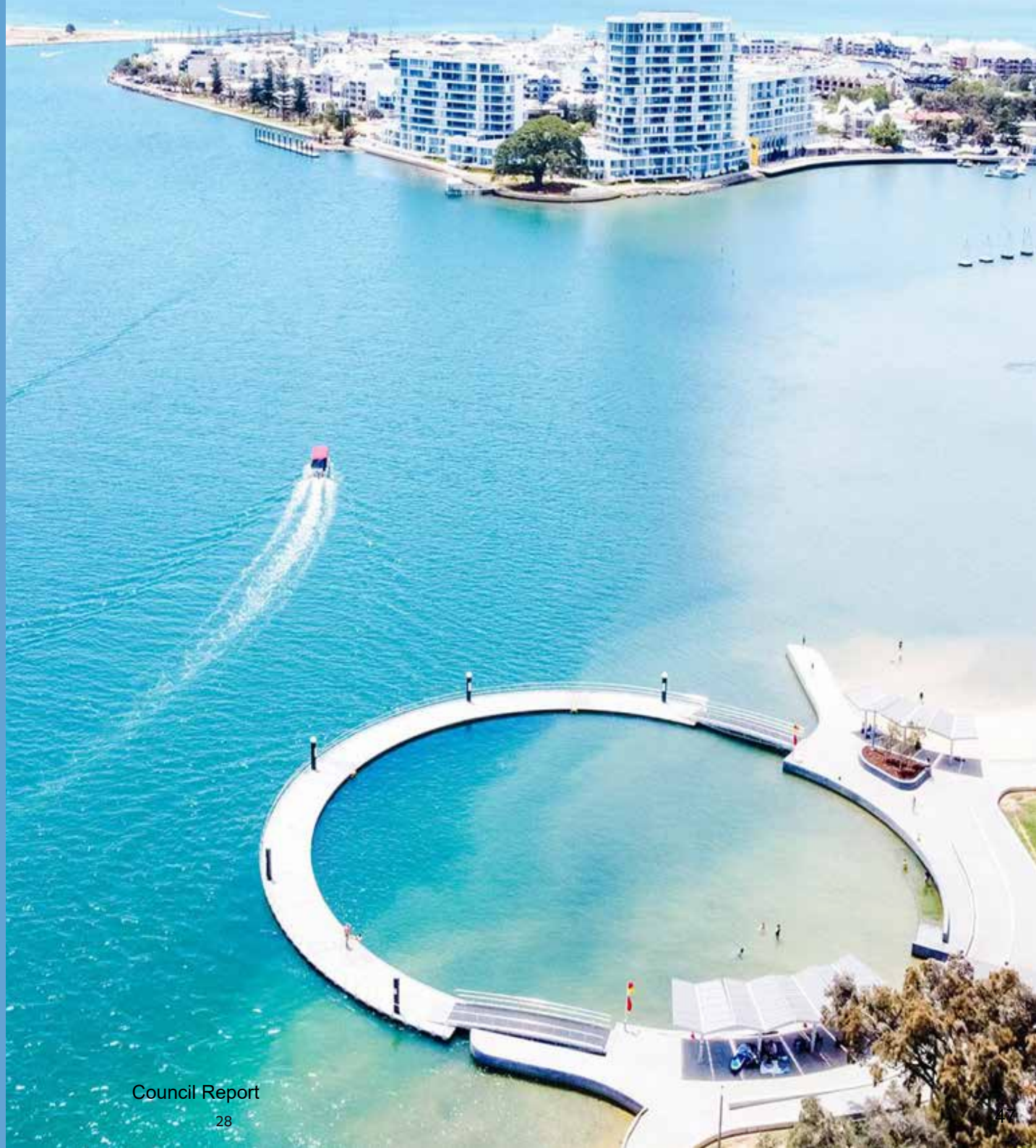
- Conducting quarterly monitoring of 20 urban lakes to assess and treat their condition against water quality objectives
- Encouraging responsible water and gardening practices at home, and reducing the impact on our waterways, by delivering community education workshops such as the Love Our Lakes campaign, and the Waterwise Verge and Blue Crab programs
- Collaborating with Peel-Harvey Catchment Council (PHCC) and the Department of Water and Environmental Regulation (DWER) to monitor and protect the estuary's health
- Ensuring our community and waterways are safe and healthy by monitoring key swimming areas

Our direction

- Improve and expand our water quality testing capacity to detect excess nutrients and pollution in our groundwater, lakes and waterways, from sources such as fertilisers, pesticides and herbicides
- Continue regional collaboration with external stakeholders to address water quality issues in the Peel-Harvey Estuary



Woven by waterways



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Coast and Foreshore Management • Enhancement of Blue Spaces • Estuarine Ecology	Our Ramsar-listed waterways are internationally recognised for their ecological significance and we actively **preserve and celebrate them**. We know they are, and have always been, an important part of our community identity, and that many people are drawn to our beaches, foreshores, rivers and estuary and choose to spend their free time on and around them...being so close to the water brings joy to so many residents and visitors alike. We strive to ensure that our coast, foreshores and waterways, and the wildlife that rely on them, are vibrant and healthy, and that our community continues to have appropriate access to them.	**2.1.** Ensure our coastal areas and waterways are healthy and vibrant for both nature and people, now and in the future **2.2.** Manage and preserve an appropriate level of access to our coast, foreshores and waterways, to facilitate community interaction with them **2.3.** Provide and maintain infrastructure to help foster appreciation and enable environmentally sensitive use of our coastal areas and waterways **2.4.** Support the proper functioning of a dynamic coastal interchange by effectively managing the City's coastal and estuarine reserves	Preserving and celebrating the waterways

Coast and Foreshore Management

Why is this important?

Beaches and foreshores are an important connection point for Mandurah's community to the environment around them. Through our community surveying, beaches and coastlines are always highly valued all around our city. This tells us that our community cares deeply about these spaces.

However, these sensitive coastal areas are at risk due to loss of coastal vegetation, sea level rise, flooding, and erosion. They are also impacted by human activities such as urban development and inappropriate human behaviour, such as camping or four-wheel driving outside of permitted areas and trampling from motorbikes or walking through dune vegetation.

Our coasts are a changing and dynamic environment, and it's important for us to understand how they change, both naturally and due to human impact. Everyone can have a part to play in caring for our coasts to ensure we can enjoy sandy beaches and foreshores for generations to come.

What we are already doing

- Developed a Coastal Hazard Risk Management and Adaptation Plan for Mandurah's Northern Beaches (Madora Bay to Roberts Point)
- Regularly monitoring the coastline through photo monitoring, tide and wave data, hydrographic surveys, and cross-sectional beach surveys
- Supporting the natural migration of sand northward to build the northern beaches by working with the Department of Transport to complete annual sand bypassing (dredging) works
- Maintaining seaweed and seagrass bed along foreshores to prevent erosion, support coastal wildlife and recycle nutrients back into the environment
- Developing foreshore management plans to manage access and recreation, erosion, dune stability, and quality of coastal vegetation

What we manage

- 185,000m^3 of sand bypassed annually
- 43km of coastal waterways and foreshores
- 38km estuarine waterways and foreshores
- 8km of riverine waterways and foreshores
- 6 rock groynes
- 8km of seawalls



Our direction

- Implement a 10-year Action Plan for managing erosion risks along Mandurah's northern beaches
- Develop Coastal Hazard Risk Management Plans for Mandurah's Southern Beaches and Estuary
- Continue regional collaboration through participation in the Peron Naturaliste Partnership.
- Advocate for holistic coastal adaptation and management through the City's Coastal Hazard Risk Management and Adaptation Plans



Photo: My Vision Photography and Visit Mandurah

Enhancement of Blue Spaces

Why is this important?

At its very heart, Mandurah is home to an iconic estuary of international significance. This is cradled from the west by approximately 43kms of partially modified coastline, bordered by 38kms of estuarine shoreline, and is partially fed from 8kms of the Serpentine River. Collectively known as Mandurah's waterways, these vastly differing water-based environments are at the centre of our identity as a city and a community.

For many, the waterways are why they choose to live here. They make this place more beautiful, embody the rich Aboriginal heritage that provides a deep connection to land and water, and provide widespread social and recreational opportunities for residents and visitors alike. Providing areas and infrastructure that enable environmentally sensitive use of our waterways is an important part of caring for and protecting these much-loved areas now and in the future.

What we are already doing

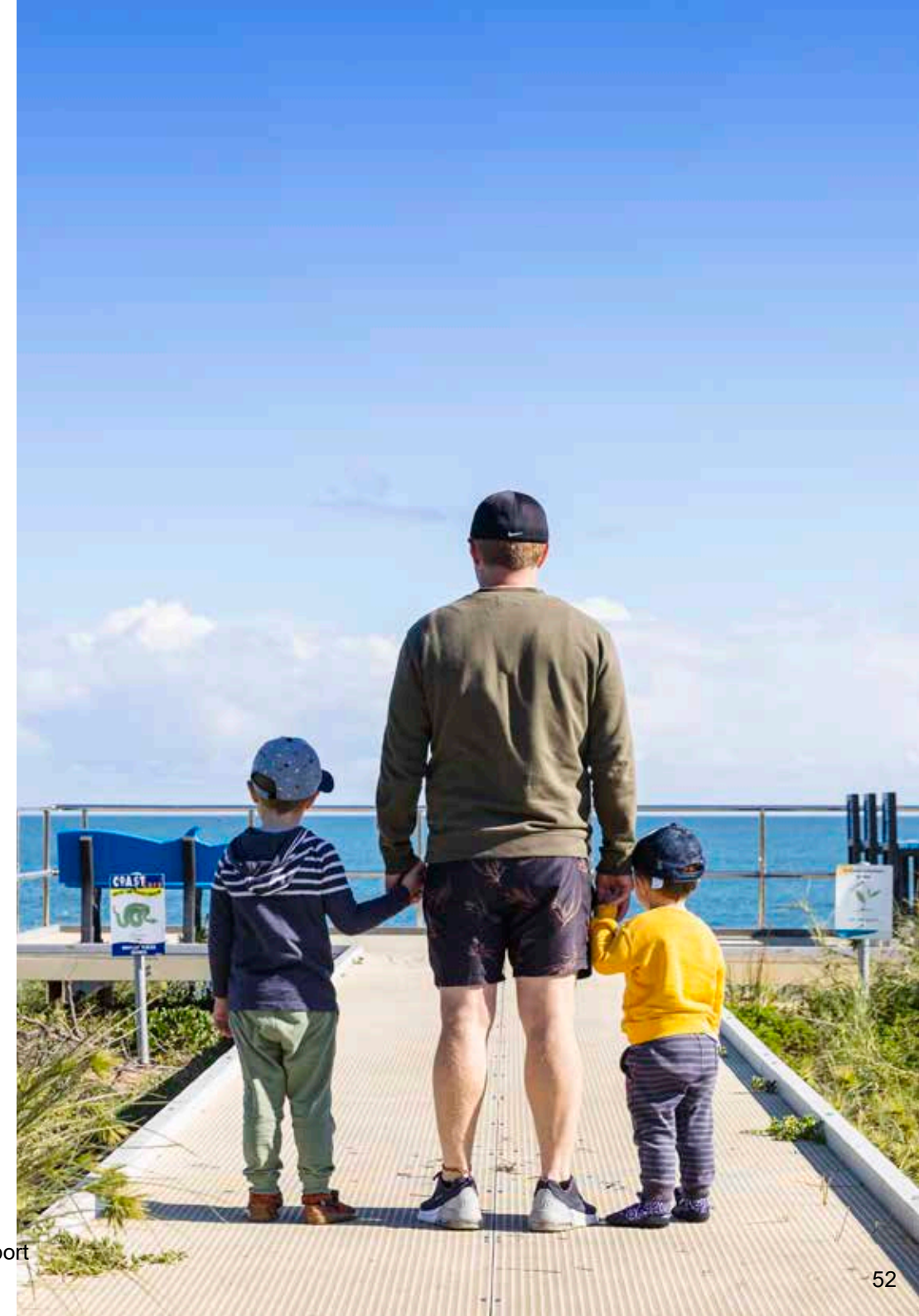
- Managing the Mandurah Ocean Marina, including the park and garden areas, to enable environmentally-sensitive interaction with the waterways and provide a beautiful environment for visitors and residents
- Trialling litter collection technologies in the marina, and collecting litter to ensure it is disposed of properly
- Encouraging appropriate boat management practices and monitoring seaworthiness of boats in the marina to prevent oil spillage and other contamination
- Monitoring the water in the marina to identify spills and contain as required
- Cleaning and maintaining the City's swimming enclosures and pontoons
- Maintaining maritime infrastructure and beach accessways to provide appropriate access for the community to enjoy our beaches and foreshores

What we manage

- 83.6716ha of developed foreshores
- 1 ocean marina
- 8 boat ramps
- 35 jetty licences
- 2 swimming enclosures and 2 swimming pontoons
- 7 non-powered launch ramps
- 6 canal estates

Our direction

- Develop a Waterways Master Plan for Mandjar Bay to complement the City Centre Master Plan
- Continue to manage the Mandurah Ocean Marina, including litter and oil spillage prevention and management
- Design and develop infrastructure upgrades with due consideration of the City's Coastal Hazard Risk Management Plans
- Maintain or install coastal infrastructure to provide appropriate community access to foreshore areas and prevent damage to dune areas
- Utilise the Access and Inclusion Advisory Group to inform the availability of accessible features in blue spaces



Estuarine Ecology

Why is this important?

Bindjareb Djilba, the Peel-Harvey estuary, is the largest inland waterbody in Southwestern Australia and part of the globally significant, Ramsar-listed Peel-Yalgorup wetlands. It is central to Mandurah's identity and connects the Bilya Maadjit, Waangaamaap Bilya, and Harvey Bilya (Murray, Serpentine and Harvey rivers, respectively) with the ocean. Every day, people walk, swim, kayak or boat in and around this complex ecosystem for its cultural, environmental and economic significance.

Many threatened and endemic species, including over 30,000 resident and migratory waterbirds who use this area to rest, feed and breed each year.

Historical agriculture and land clearing in the catchment area has led to high nutrient loads, poor water quality and habitat loss. The construction of the Dawesville Cut in 1994 allowed a significant amount of nutrients to be flushed from the estuary, but also changed salinity and hydrological regimes. This also impacted fringing vegetation. Unfortunately, the estuary is now experiencing high nutrient loads once again. Coupled with continued development and further loss of estuarine habitat, its ability to remove excess nutrients is compromised.

The estuary itself is managed by the Department of Water and Environmental Regulation (DWER), but the City has a large role to play in advocating for the ongoing and increased protection of it. By reducing the nutrient load, preventing habitat loss, and educating the community about its unique nature, we can make sure as a community we are doing everything we can to help nurse the estuary back to health.

What we are already doing

- Supporting and collaborating with research, volunteer and other organisations that help us understand and protect our estuary and wetlands
- Participating in the Marine Stewardship Certification to identify risks to estuarine ecology and collaborative management approaches

Our direction

- Advocate for a Waterways Centre for Excellence to be established in Mandurah
- Continue participation in estuary health programs including the Marine Stewardship Certification, Bindjareb Djilba Policy and Planning Committee, and Peel-Harvey Estuary research such as the Mandurah Dolphin Research Partnership



Lead and serve in equal measures



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Water Security • Waste Minimisation and Management • Renewable Energy and Climate Change Mitigation • Corporate Energy and Water Efficiency • Sustainable Buildings and Operations • Planning • Ecotourism • Sustainable Economy	We are committed to making a difference in our community, and to helping create a **beautiful, clean and sustainable environment for all**. We understand that to do this we must lead by example. We advocate for the current and future needs of our community, and manage our own environmental footprint in a responsible and considered manner. We invest in furthering our understanding of environmental matters, collecting locally-relevant data, and strengthening regional collaboration. This enables us to integrate sound consideration of the environment into our planning processes to ensure the best outcome for all.	**3.1.** Strive to be a carbon neutral city that is a powerhouse of renewable energy research, production, utilisation and technology **3.2.** Prioritise efficient design and use of materials, water and energy in City buildings and operations **3.3.** Plan for water security to ensure our community and environment have sustainable access to clean and fit-for-purpose water supply, now and in the future **3.4.** Strive towards zero landfill to reduce our environmental footprint and protect the environment from the impacts of waste and litter **3.5.** Ensure our planning processes and mechanisms are designed and used in a way that protects ecological values and maximises environmental outcomes **3.6.** Inspire greater connection to and celebration of our natural environment through the delivery of nature-based and ecotourism opportunities **3.7.** Enhance our understanding of our regional environmental strengths to lead the development of sustainable economic outcomes	A beautiful, clean and sustainable environment for all

Water Security

Why is this important?

Water is a limited resource in Western Australia, due to both its geography and the increasing demands of our growing population. Rainfall in the south-west has already decreased by 20% since 1970, and we expect this to decline by a further 30% by 2030[21].

At the same time, Mandurah's population is estimated to increase by 15,000 in the next 10 years. This will place more pressure on our water supplies and it is predicted that our city's overall water requirement will be 21.76 Gigalitres by 2036. This includes an estimated increase in suburban scheme water use from 9.2 Gigalitres in 2021 to 11.74 Gigalitres in 2036.

To meet our own operational water needs, it is estimated that we will need 4.34 Gigalitres per annum of groundwater and 103,577 kilolitres per annum of potable scheme water under a business-as-usual approach.

Due to this high demand on such a precious resource, we all need to carefully manage our water use and make the most of what we have. This will help ensure we have enough water for our population, to continue to maintain our 240 parks and reserves for us and our wildlife, and to protect the groundwater-dependent ecosystems from saline intrusion and dry conditions.

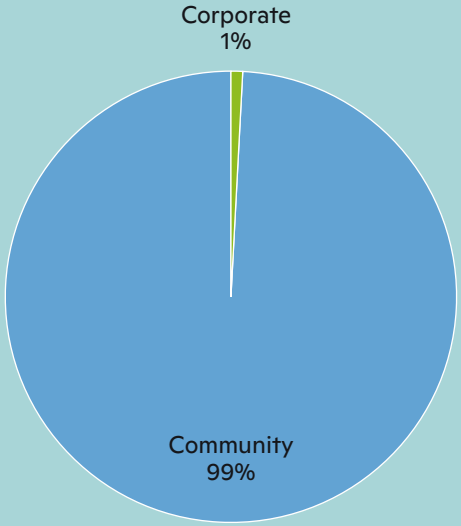
What we are already doing

- Developed Managed Aquifer Recharge projects in conjunction with the Caddadup and Gordon Road Wastewater Treatment Plants, which enabled us to use recycled water in some of our parks
- Monitoring and managing our groundwater and surface water consumption to stay within our groundwater licence limits
- An active Waterwise Council since 2009, including Platinum status in 2017
- Developed a Water Resources Management Operating Strategy for groundwater use
- Collaborating with other local governments as part of the Water Sensitive Transition Network and the Peel Alliance

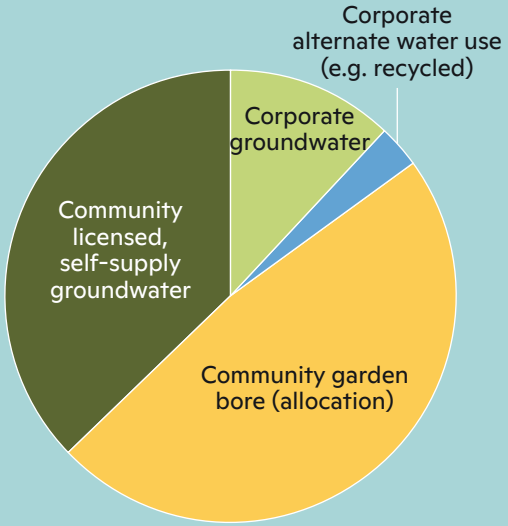
Our direction

- Continue to increase our use of recycled water to irrigate green spaces through Managed Aquifer Recharge
- Continue to collaborate with the Peel Alliance to determine the water balance amongst local governments, industry, agriculture and mixed-use requirements in the Peel region
- Work in partnership with the Water Corporation to deliver education programs to empower the community to reduce their water consumption
- Develop a Water Resources Management Operating Strategy for groundwater use

Potable water use 2021/22



Non-potable water use 2021/22





Waste Minimisation and Management

Why is this important?

The average Australian generates 2.95 tonnes of waste annually, a number that is growing every year[22,23]. Waste impacts our environment in many ways: the waste management process contributes to 3% of Mandurah's carbon footprint. This includes when rubbish is collected from our homes, sorted at a waste transfer station, and sent to landfill or to be recycled[24]. What we don't see is the mining, growing, manufacturing and transportation of goods and materials that produce CO_2 emissions, consume large volumes of water and other resources, and require large amounts of human labour to sustain our lifestyles - only for the products to be discarded within moments of reaching our hands.

The circular economy model addresses these compounding factors, looking closely at the life cycle of products that we use every day and addressing how we can use recourses more efficiently. Moving towards this model can help us achieve a lower impact on the environment, while also fostering creativity and self-sufficiency in our community through the innovative use of resources – something our community is passionate about.

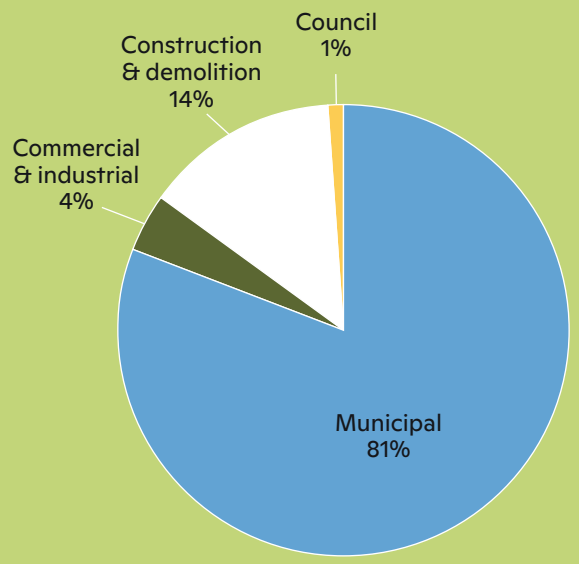
What we are already doing

- Developed the Strategic Waste Plan 2020-2025 and associated Implementation Plan
- Developed the Waste Education Plan 2022-2025 and associated Implementation Plan
- Deliver waste management initiatives, including drop off days, eWaste collection days, and recycling hubs at all City libraries for problematic waste
- Committing to send all of our residual waste to Waste to Energy
- Delivering waste education initiatives, including Grow It Local, school education programs, bin tagging and the annual Waste and Recycling Guide

Our direction

- By 2025:
  - Generate no more than 633kg of waste per person, per year
  - Increase resource recovery by 40% (to 67%)
  - Move towards zero landfill
- By 2030:
  - Reduce waste generation to no more than 600 kg per person, per year
  - Increase resource recovery by 43% (to 70%)
  - Move towards zero illegal dumping
  - Move towards zero littering
- Continue to conduct an annual review of the Strategic Waste Plan
- Deliver a comprehensive Waste Education Campaign

Breakdown of Mandurah's waste by type





Renewable Energy and Climate Change Mitigation

Why is this important?

With energy costs and blackouts becoming more common, and the risk of fire, drought and extreme weather events increasing, many communities around the world have already started to transition to alternative energy technologies. These technologies continue to become cheaper than ever before and exciting new developments, such as hydrogen,
such as hydrogen, have the potential to completely transform industries. These technologies continue to become cheaper than ever before and exciting new developments, such as hydrogen, have the potential to completely transform industries tech transform industries

The City and our community have an important part to play in the global transition to renewable energy and reaching the Federal Government's ambitious new target of net zero emissions by 2050. As a leader in renewable technology investment and innovation, we will continue to invest in developing energy security at the local level, and helping our community to do the same.

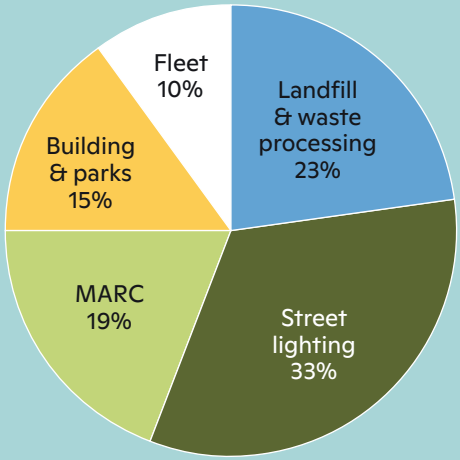
What we are already doing

- Through the City's Solar Plan, we have installed 444kW of solar panels on City facilities to date (as of 2022)
- Played an important role in the development of Australia's first Power Purchase Agreement with WALGA, which enabled 51 local governments to purchase renewable energy for their contestable sites[25] and will save up to $5million for the participants
- Participating in the Perth and Peel Hydrogen Cluster to create green business and market opportunities for hydrogen
- Supported Western Power's first Community Battery Trials in Meadow Springs and Falcon
- Installed Geothermal Pool Heating at the Mandurah Aquatic and Recreation Centre

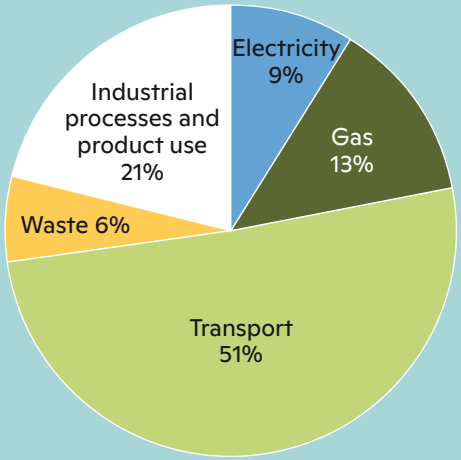
Our direction

- Review the Carbon Emissions Reduction Plan and update our Renewable Energy Target
- Continue to support innovation in renewable energy technologies
- Encouraging our community to utilise renewable energy alternatives
- Continue to roll-out the City's Solar Plan

Operational CO^2 emissions



Community CO^2 emissions





Corporate Energy and Water Efficiency

Why is this important?

The City uses water and energy to provide many services to the community, such as maintaining our parks, lighting up our streets and parks at night, and running community facilities such as the Mandurah Aquatic and Recreation Centre. As our city grows, so do our operational energy and water demands. It is the City's goal to meet the growing needs of the community and achieving the best value for money while also protecting our environment. We know that it's our responsibility to lead by example and reduce our own footprint by becoming more efficient in our use of water and energy.

What we are already doing

- Selecting our City fleet based on the most fuel-efficient vehicles on the market, and introducing hybrid electric vehicles
- Installed LED lighting at community facilities and replaced decorative street lighting with LED alternatives
- Developed a Water Efficiency Action Plan to increase water efficiency in City buildings
- Conducting energy and water audits at City facilities to track and reduce water usage
- Received a Gold Waterwise recognition for the Mandurah Aquatic and Recreation Centre

Our direction

- Develop a business case for LED retrofitting to streetlights
- Maintain a minimum Gold-level Waterwise Council accreditation
- Implement and maintain an automated utilities monitoring platform to inform corporate energy and water efficiency decision making

Consumption breakdown

2021/22 corporate water use:

- Potable water: 105,325kL (12,000kL more than the previous year)
- Non-potable water: 1,538,589kL (approx. 192,000 more than the previous year)
- 63% increase in recycled water use





Sustainable Buildings and Operations

Why is this important?

In Australia, buildings account for 19% of total energy use and 18% of direct carbon emissions[26]. At a local level, the City's building and park infrastructure account for 15% of total operational emissions, providing a significant opportunity for improvement.

In 2021, Mandurah was home to 44,099 private dwellings, and this is expected to increase to 56,138 by 2036[27]. In the face of this growth, sustainable buildings create an avenue to separate our city's growth from the use of finite and unsustainable resources. New and renovated green buildings have the potential to reduce energy use by up to 33% and CO2 emissions up to 38% alongside cost savings and improved health and wellbeing of building users[28].

By committing to sustainable building design for City-owned buildings, putting in place policies which protect the natural environment during development, and providing opportunities to learn and engage with sustainable buildings and choices, we are working towards a City that not only is reducing our footprint on the local environment but creating healthier and more productive spaces for our community to enjoy.

What we are already doing

- Created the Sustainable Mandurah Home as a demonstration project for sustainable building
- Developed a suite of downloadable sustainable house plans, including an online walkthrough
- Enforcing planning guidelines under the Local Planning Scheme No.12[29] and Biodiversity Strategy to reduce the footprint of new housing and encourage sustainable home design in new developments
- Introduction of geothermal heating at the MARC and monitoring of water efficiency for certification as a waterwise facility
- Developed an Environmentally Sustainable Design Checklist for new Council buildings

Our direction

- Building a proposed 5-star community centre in Dawesville
- Continue to promote the development of sustainable housing, retrofitting, and adopting sustainable practices at home through community education
- Encourage energy efficient behaviour in City staff to ensure our buildings run as efficiently as possible
- Develop a policy on Sustainable Building Design and operating procedures to the improve energy performance of local government buildings
- Develop a business case and action plan for transitioning the City's fleet to vehicles using alternative fuel sources such as electricity and green hydrogen



Ecotourism

Why is this important?

Mandurah is a popular tourism destination for Perth residents looking to escape the hustle and bustle for a day or weekend away. Our visitors love to stay and explore, staying 18.3 days longer than the Western Australian average[30]. We expect these numbers to grow as Perth's population grows, public transport options increase, and we continue to develop our infrastructure and facilities. In supporting this tourism growth, we need to be mindful of the environmental impact of increased visitors, which also presents an exciting opportunity to share our unique part of the world with others.

When correctly planned for and designed, tourism has the potential to enrich people's lives, expand an economy, be sensitive and protective of environments, and be integrated into a community with minimum impact. Ecotourism and nature-based tourism encourage visitors to experience and appreciate the environment, along with more consistent maintenance of the natural area and revenue for maintenance and facilities.

It is important that tourism development in Mandurah's natural environment is focussed on attracting high quality products and tourism providers that are led by a shared vision for both economic development and the ongoing protection and enhancement of our local environmental assets. This, along with continued investment in the management and protection of our natural environment, will ensure ecotourism remains a viable industry in Mandurah for generations to come.

What we are already doing

- Promoting local ecotourism and nature-based tourism businesses
- Developing the Eastern and Western Foreshores
- Worked with the Department of Biodiversity, Conservation and Attractions to develop Recreation Planning for Yalgorup National Park

Our direction

- Support nature-based tourism by improving the visitor experience at Creery Wetlands and the thrombolites by incorporating environmental and cultural education
- Develop a Beach Access Management Plan to improve conservation, recreation and safety outcomes on beaches adjoining the Yalgorup National Park
- Develop a 100km+ network of new ecotourism and recreation trails though the Islands Shared Use Trail and Round the Estuary Trail programs



Stewards of the environment, custodians of our culture



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Aboriginal Culture • Volunteering, Environmental Literacy and Sustainable Living • Engaging Young People • Litter and Illegal Dumping	We aim to inspire a community that understands the uniqueness of our natural areas and voluntarily cares for the environment as a priority, not an afterthought. In doing so, we strive to foster a community that makes informed, respectful and responsible decisions, and has responsible behaviours...a community that understands their impact and chooses to nurture and protect the environment. We ensure that everyone in our community is welcome and able to participate in environmental volunteering opportunities, so that together we can **build deep engagement and respect for the environment**. We acknowledge and celebrate the stories of the country and teach Bindjareb stories to our community. Our local history and culture are honoured and infused in our environmental work, and our environmental volunteers are supported and empowered.	**4.1.** Raise the environmental literacy of our community to inspire voluntary change in behaviour for the benefit of our environment **4.2.** Support and facilitate volunteer groups to deliver projects that help achieve our environmental vision and provide a community benefit **4.3.** Contribute to the well-being of our community by providing opportunities for people of all ages and abilities to connect with nature **4.4.** Apply a Mandjoogoordap cultural lens across all our environmental work to infuse Aboriginal culture in our sense of place **4.5.** Celebrate our unique environment and support cultural development through creative engagement and art **4.6.** Advocate for and build an engaged and skilled community who are empowered to manage wildlife, natural areas and the urban canopy appropriately	Deep engagement and respect for the environment

Aboriginal Culture

Why is this important?

As the traditional custodians of Mandjoogoordap (Mandurah) the Bindjareb people of the Noongar Nation have had, and continue to have, an enduring connection to this boodja (land) that has spanned tens of thousands of years. Meaning 'meeting place of the heart', Mandjoogoordap represents the connection between people and the land that sustains them. For millennia the Bindjareb people walked softly on this land, sea and waterways, so they could continue providing for future generations.

As a City and community, it is important to acknowledge this connection and the role Bindjareb people play in how we manage and interact with our environment. We have a collective responsibility to empower the people and practices that shaped this environment. From the cultural burning that protects and enhances our biodiversity, to the harvesting of food according to the six seasons that ensures there is always enough, caring for boodja is ingrained in Bindjareb culture and this is recognised and respected.

What we are already doing

- Reviewing and updating our STRETCH Reconciliation Action Plan in conjunction with the National Reconciliation movement, the RAP Steering Group and our wider community
- Developed the Koolbardi Bidi Cultural Garden and associated Educators Journal at Contemporary Art Spaces Mandurah
- Formalised the Joseph and Dulcie Nannup trail along the Serpentine River, including the installation of a new 150m boardwalk
- Created a Six Seasons Garden at Duverney Park in conjunction with the Bindjareb Rangers
- Supported Winjan to establish the Winjan Ranger group
- Incorporated Aboriginal stories into our Western Foreshore upgrade

Our direction

- Collaborate with the local Aboriginal community and create opportunities for greater participation in environmental activities
- Increase the representation of Bindjareb people and culture in our public spaces and communications
- Investigate the implementation of cultural burning practices to manage bushland reserves
- Create opportunities for Aboriginal Ranger groups to care for our natural areas



Volunteering, Environmental Literacy and Sustainable Living

Why is this important?

In Australia, volunteers contribute around 100 hours per year to their community, and make up 30% of our population[31]. A significant proportion of these volunteers are dedicated to protecting and caring for our environment, and Mandurah is appreciative of the many dedicated volunteers who care for our reserves, parks, waterways, and the unique flora and fauna within them.

Not only do these environmental volunteers improve conservation outcomes, they also help shape our community's identity by educating others about our environment, and providing people with opportunities to connect with nature, live active lifestyles, and spend time with like-minded people.

Educating the broader community about our unique natural environment is an important first step in building a community that is active in caring for our natural environment and empowered to make positive change for both people and the environment. After all, people protect what they care about, care for what they know about, and know what they've learnt about.

What we are already doing

- Connecting our community to nature through environmental volunteering opportunities and supporting environmental groups
- Hosted the 2021 Australian Association for Environmental Education Biennial National Conference and the 2022 WA State Natural Resource Management and Coastal Conference
- Developed the Community Household Electricity Reduction Program to help our community to reduce their electricity use
- Delivering the Kids Teaching Kids Conference to help students learn about the environment
- Helping our community become more waterwise through the Waterwise Verge Program and Water Efficiency Action Plan
- Participated in the Living Smart trial to help our community learn how to live more sustainably
- Joined Grow It Local, an online education platform that provides residents with free access to online workshops and information about growing food, composting, worm farming and environmentally sustainable gardening
- Promoting creative engagement in the environment by supporting the delivery of the environmentally focused art programs
- Supporting community groups to deliver accessible projects which promote healthy and active lifestyles for people with disability

Our direction

- Review the City's approach to Environmental Engagement, in line with the new Environment Strategy
- Continue to support and build the capacity of local environmental groups and volunteers
- Develop Community Engagement Plans for major environmental projects, including the Environment Strategy and Greening Mandurah Framework, to get our community involved
- Developing and sharing more regular educational content relating to our natural environment, including the City's Environmental Newsletter
- Create more volunteer opportunities within the City's environment for youth and people with disability under the advisement of the Youth Advisory Group and Access and Inclusion Advisory Group
- Targeted and increased communication about accessible and inclusive features of outdoor spaces, environmental services and events



Engaging Young People

Why is this important?

Through the development of the City's Youth Strategy 2021-2026, Mandurah's young people made it clear that they care about our natural environment. They love living close to nature and being surrounded by beautiful waterways and natural bushland. They are also deeply concerned about the degradation of our natural environment, the amount of rubbish around our City, and climate change.

Through the City's Youth and Environment Strategies, we aim to create more opportunities for young people to connect with nature and be involved in caring for our natural environment. This will also help us to better support improved mental health outcomes in our community, another area of concern for Mandurah's young people, as spending time in or near nature is scientifically proven to have a positive impact on our sense of purpose, concentration, mood, health, and productivity[32,33,34,35].

What we are already doing

- Providing opportunities for young people to connect with nature through youth programming, such as the Junior Council
- Delivering the Kids Teaching Kids Conference
- Funded an Environmental Education Research Project that investigated the impact of non-formal youth environmental education programs on Resilience, Personal Leadership, Empowerment and Environmental Citizenship behaviours in teenagers

Our direction

- Continue to work together to provide opportunities for young people to connect and unite around protecting our natural landscape, as well as spending time in nature for wellbeing
- Review the delivery of the Kids Teaching Kids Conference
- Continue to consult with the Youth Advisory Group on relevant environmental initiatives, concepts and programs



Litter and illegal Dumping

Why is this important?

A constant concern amongst our community is the amount of litter that ends up in our environment, particularly our waterways, bushland and parks. In Australia, around 130,000 tonnes of plastic enters our marine environments every year[36]. In 2021, 24.8 cubic metres of waste was collected and removed from gross pollutant traps (the mechanisms that capture waste from our stormwater drains) across Mandurah. That's around the size of two large skip bins. Meanwhile, illegal dumping continues to spoil bushland with 187 instances investigated in 2022/23.

Preventing waste from entering our environment is a simple yet impactful way to protect the home and health of our wildlife, and provide our community with pristine natural amenities. By disposing of waste responsibly, we can also increase the amount of materials recovered for reuse and reduce our resource consumption.

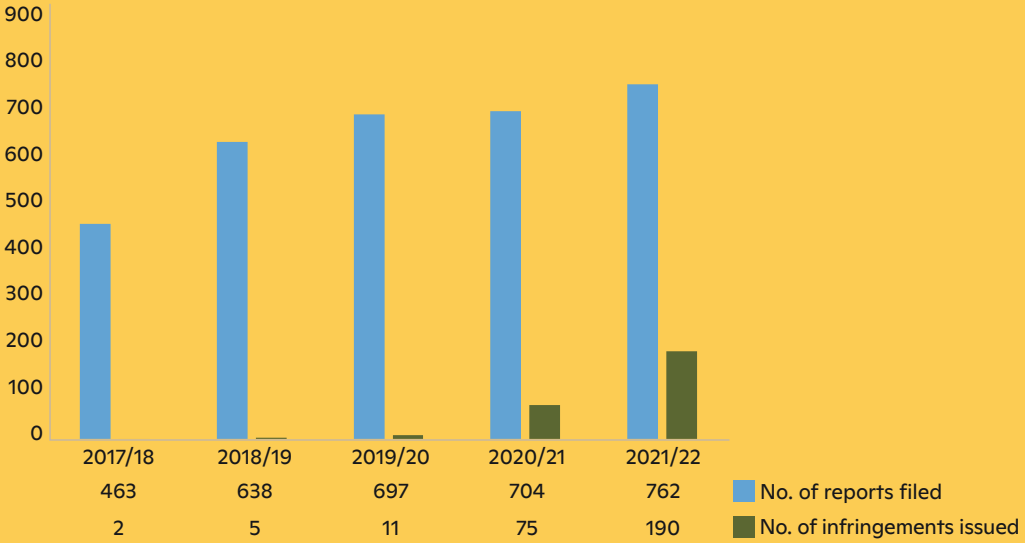
What we are already doing

- Attend to illegal dumping service requests, to ensure this waste is disposed of appropriately and in a timely manner
- Supporting community clean-ups and environmental groups such as Estuary Guardians and Coastal Waste Warriors
- Developed a Waste Education Plan
- Developed the Plastic Free Mandurah Simple Switches Guide to assist our community to reduce their use of single-use plastic
- Participating in the Reel It In program, and installed Fishing Line Bins near popular fishing spots

Our direction

- Develop a Litter and Illegal Dumping Plan
- Implement the Waste Education Plan and empower the community to dispose of their waste responsibly
- Improve data collection regarding illegal dumping to help us provide more targeted education
- Investigate the use of online mapping tools to help identify and address illegal dumping

Reported littering and illegal dumping




Coastal
Waste
Warriors

Climate Change



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Adaptation and Resilience • Risk Management • Future Thinking	We are committed to managing the risks of climate change to our community and to our city in the most appropriate manner. We acknowledge the complexity of this task, and collaborate with relevant stakeholders to develop solutions. We take the time to develop a response based on a range of influencing factors. We **demonstrate regional leadership and advocate for the needs of our community**, ensuring that major projects and partners are also factoring climate change into their decision making.	**5.1.** Manage climate change associated risk according to both short and long-term timescales to identify fit-for purpose solutions **5.2.** Demonstrate leadership by advocating for climate change to be factored into the decision-making of relevant external stakeholder organisations and major regional projects	Nature having a voice at the table in all decisions Demonstrate regional leadership and advocate for the needs of our community* **SCP Key Focus Area 5 (Organisational Excellence) Objective 5.1*

Climate Change Adaptation

Why is this important?

As the climate changes in southwest Australia, we are becoming drier and hotter. We are also more likely to experience coastal erosion and flooding, and extreme weather events[37]. This places stress on the natural environment and infrastructure that our wildlife and community call home.

These and a number of other risks associated with a changing climate were identified in the City's Climate Change Response Plan, along with strategies to mitigate these risks to our city and community.

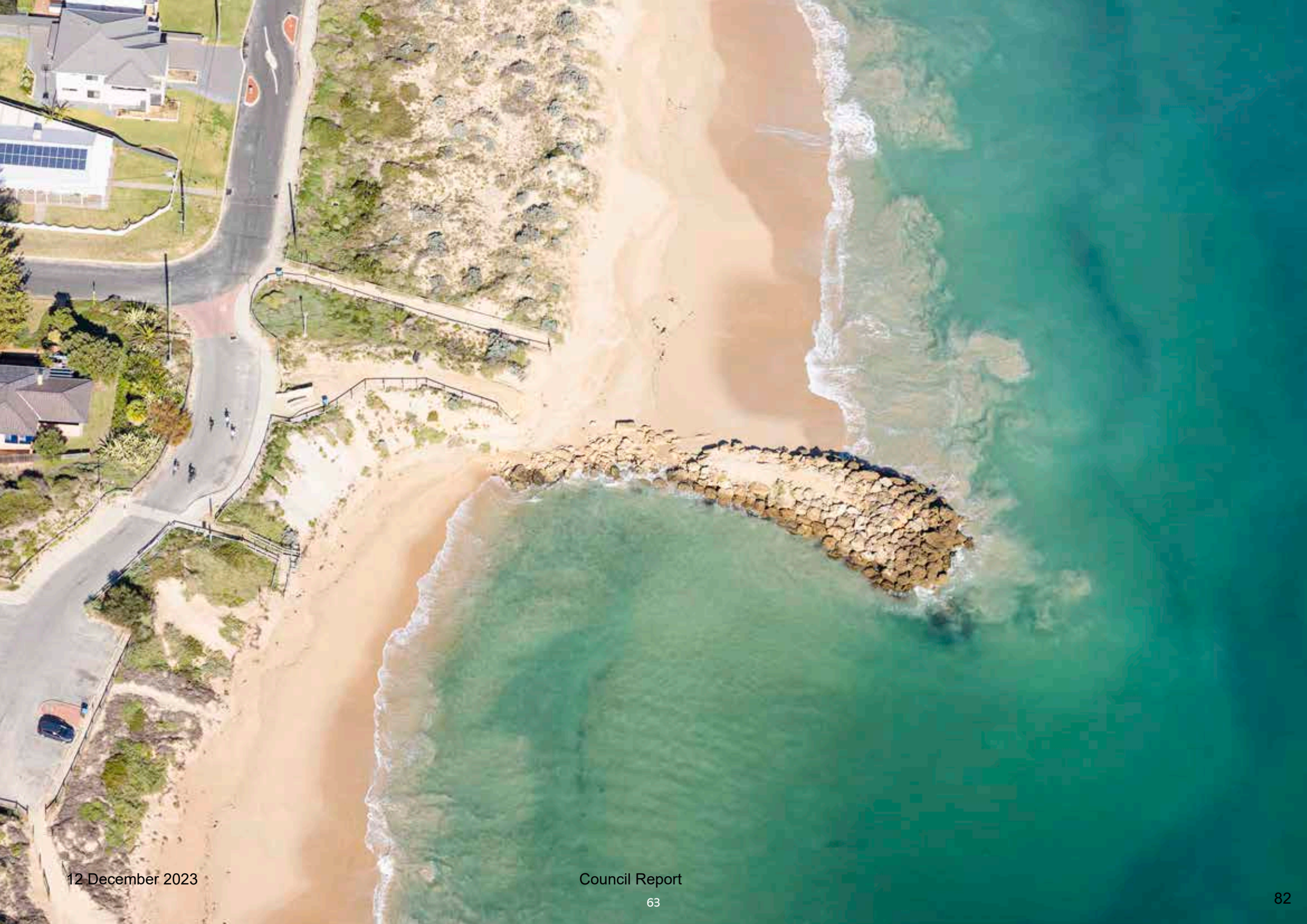
However, we know we cannot address climate change in isolation and have an important role to play in advocating for State and Federal Government policy and action and providing education and opportunities for our community to adapt at home. Acting now means protecting our current environment and responding to the challenges of the future.

What we are already doing

- Developed the Corporate Climate Change Response Plan
- Conducted urban heat education to assist our vulnerable community to stay healthy in heatwaves
- Partnered with nine local governments in the Peron Naturaliste Partnership for coastal adaptation to better understand the impact of climate change on our coasts
- Between 2019-2022, attracted $714,000 in funding from the Department of Fire and Emergency Services to manage bushfire risk in urban reserves

Our direction

- Regularly review and update the Climate Change Response Plan in line with the Intergovernmental Panel on Climate Change Assessment Reports
- Advocate on behalf of our community to ensure effective response to climate change by State and Federal Governments



Engagement and Education



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Collaboration and Communication • Open to Feedback • Willing to Adapt • Advocacy	Our ability to create positive change for our natural environment is directly impacted by our community. We aim to **nurture, build and maintain an engaged and educated community**, and provide opportunities for them to learn about what we are doing and why our environment is so special. We build strong relationships with all stakeholders, and welcome and listen to their feedback in two-way conversations. When we communicate, we are transparent, respectful and willing to have the big conversations, even if they are difficult, because we know that's how the best solutions are developed.	**6.1.** Maintain a shared vision by ensuring organisational activities are complementary with environmental priorities, and that all relevant stakeholders are consistently engaged in the direction-setting process **6.2.** Listen to and engage with our community, communicate with integrity and transparency, be open to feedback and having difficult conversations, and recognise our community's local knowledge **6.3.** Lead by example and foster a reputation as a reliable and trustworthy environmental advocate and defender	Nature having a voice at the table in all decisions Demonstrate regional leadership and advocate for the needs of our community* **Links to Mandurah Matters Community Narrative*

Engagement and Education

Why is this important?

As a local government, the work we do impacts our community on a daily basis. We play an important role in ensuring that our community has access to quality services and facilities, which includes our natural areas, green and blue spaces, and waterways.

It is important that our community are engaged in, and educated on, our environmental work. This will help to make sure that our environment and our community can continue to thrive, for generations to come. It also means we must be committed to listening to our community's feedback, having honest and straight-forward conversations, providing accurate and timely information to our community, and that everyone is willing to work together to create the best possible solutions.

Through this Environment Strategy, we have created a clear environmental vision in partnership with our community, and we are committed to continuing to foster this culture of engagement in our environmental work. We also aim to make the most of opportunities to educate our staff and our community on environmental issues and projects, to embed collaboration in our way of working.

What we are already doing

- Created a designated Environmental Engagement team
- Appointed an Environmental Communications Officer to help raise the profile of our environmental work, and develop educational content relating to the natural environment
- Developed a Community Engagement Strategy

Our direction

- Develop an environmental education campaign to keep our community informed and engaged with environmental priorities identified through the Environment Strategy





Corporate Responsibility



Priority Areas	Guiding Principle	Objectives	Community Outcome
• Evidence based • Continuous Improvement • Integrated and Holistic Planning • Policies and Guidelines	We ensure we are walking the walk in the way we think and deliver, and demonstrate consistency in our approach to caring for the environment by considering all our work through an environmental lens. We strive for meaningful and continuous improvement, find innovative, evidence-based solutions to complex problems and take the time to assess situations properly before we commit to a course of action. Our decisions are based on the best available data and, where possible, this data is locally relevant. We strive to continually learn and improve in both our processes and delivery to ensure **nature has a voice in the decisions we make as we plan for our future**, and that we **deliver on our commitments to make a difference in our community**.	**7.1.** Uphold a culture of continuous improvement based on thorough evaluation and integrated decision-making to ensure that protection of the environment is actively embedded throughout the organisation **7.2.** Base decisions on the best available science and evidence, and prioritise the collection and utilisation of locally relevant data **7.3.** Develop, maintain and advocate for clear and consistent positions on environmental matters that are routinely reviewed, and applied consistently across the organisation **7.4.** Acknowledge the role the environment plays in mental and physical wellbeing	Nature having a voice at the table in all decisions An organisation that delivers on its commitments to make a difference in our community* **SCP Key Focus Area 5 (Organisational Excellence) Community Outcome*

Corporate Responsibility

Why is this important?

Environmental management is a complex and challenging field. Researchers and practitioners are learning more about our unique natural environment all the time.

In order to continue to care for our natural environment in the best possible way, we need to ensure that we stay up to date with developments in the field, and also apply a methodical and scientific approach in our work. We need to learn from local examples, and collect local data so we understand what's happening at a local level and be ready to adapt or change course when necessary.

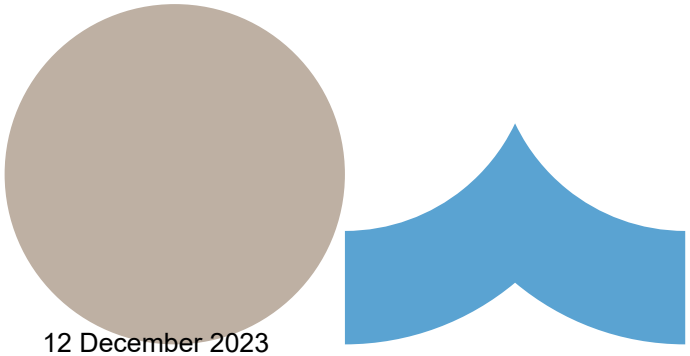
We also need to invest in developing rigorous yet practical processes that encourage strategic thinking and collaborative planning in our staff and stakeholders, so that we can truly ensure nature has a voice in the decisions we make as we plan for the future. By embedding consideration of the environment in these decisions, we'll better deliver on the commitments we make to help our local species, and our local people, to thrive.

What we are already doing

- Developed the City's first-ever Environment Strategy and associated Implementation Plan, in partnership with our staff and community
- Developed an advocacy framework that captures the City's position on community environmental priorities to guide submissions to State and Federal Government

Our direction

- Review the City's procurement process to deliver more sustainable outcomes
- Review environmental components of the advocacy framework
- Regularly review and monitor outcomes of the Environment Strategy to ensure it remains correct, up-to-date and is actively implemented





How we developed this Strategy



Review of existing work

We reviewed the work we are already doing in this space, along with Environment Strategies from other Councils and our previous community consultation, to help us understand what our community loves most about our environment.



Internal engagement

We worked with Elected Members and City staff to identify current environmental priorities, including what we already do well in this space and our opportunities to improve.



Targeted community engagement

We workshopped our environmental priorities with local environmental volunteers and groups, and they helped us shape community visions for each of these areas. We also engaged with groups such as the Mandurah Environmental Advisory Group, Access and Inclusion Advisory Group, Youth Advisory Group and Winjan Reference Group.



Partner organisation engagement

We asked local organisations that we regularly work closely with, such as environmental, government and non-government organisations, for their input. We also identified areas where we can work more closely together.



Broadscale community engagement

We gave everyone in our community to opportunity to comment on the final draft of the Environment Strategy.



How we will deliver this Strategy

Strategic Planning Framework

The City of Mandurah follows the Integrated Planning and Reporting Framework (IPRF) set out by the Department of Local Government, Sport and Cultural Industries. The objective of the approach is to create a process of continuous improvement in local government strategic planning. Keeping in line with the requirements of the IPRF, Mandurah's first Strategic Community Plan 2013-2033 was adopted in April 2013.

This plan is reviewed every four years, and is informed by a combination of community engagement priorities, Council's long-term vision and a range of informing strategies. It is also impacted by a range of external and internal strategies and plans, including those by the Federal and State Government.

Outcomes of the Strategic Community Plan are incorporated into the City of Mandurah's Four Year Corporate Business Plan. The Corporate Business Plan outlines specific detailed actions to be undertaken by the City, and informs existing Council plans such as asset management plans, financial plans, workforce plans, annual budgets, land use and business plans.




20 Year Strategic Community Plan
Outlines the community's aspirations and vision.
Economic
Growing our economy
Social
Strengthening our community
Health
Creating a healthier community
Environment
Nature has a voice at the table in all decisions
Underpinned by
Organisational Excellence
City of Mandurah being a high performance organisation
Integrated planning and reporting framework
4 Year Corporate Business Plan
Describes how the City will implement the vision.
Management and implementation:
1 Year Operational Plans
Annual Budgets
Performance Measurement Framework
Delivery of Services and Programs
Measuring
Reporting
Performance
Information into the process
Community vision and aspiration
Long Term Financial Plan
Workforce Plan
Asset Management Plans
Issue Specific Strategies
Federal and State Government Strategies
Local and Regional Planning Strategies
External Influences (Government, Regulatory, Competitive)
Emerging Trends/Best Practice
Community Perceptions Survey
Performance Results

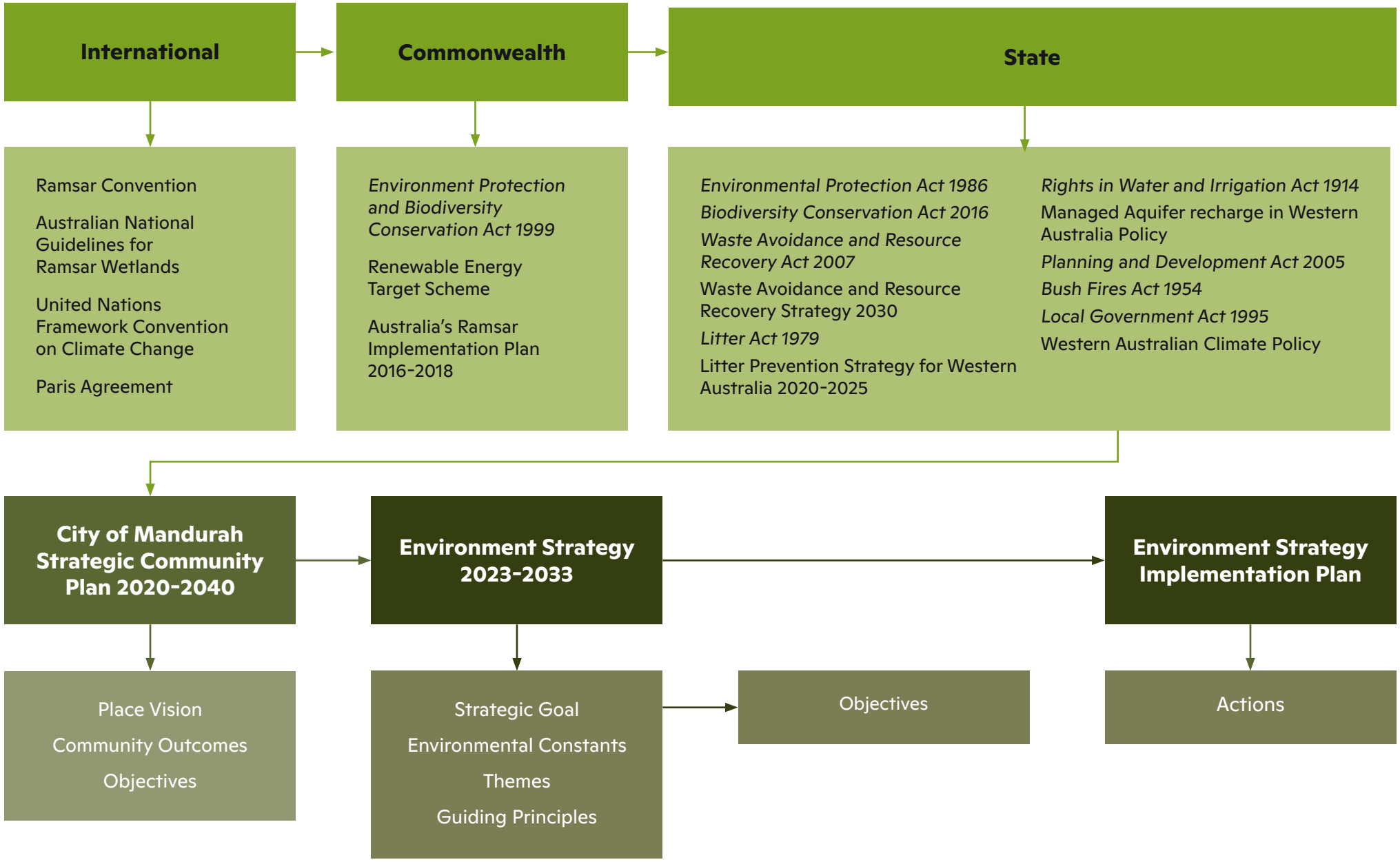
How the Environment Strategy fits in

The Environment Strategy 2023-2033 has been developed to support the delivery of the Environment Community Outcomes listed in the Strategic Community Plan. It considers a number of International, Commonwealth and State directions and provides a comprehensive, consistent, and integrated approach for all of the City's environmental work. This includes ambitious objectives and targets for the future.

Alongside this Strategy, we have developed the Environment Strategy Implementation Plan, which identifies the actions we will implement to help us achieve these environmental outcomes.

The Strategy will be reviewed every four years to align with the review of the Strategic Community Plan, and this will include community engagement. The Implementation Plan will be updated every year to ensure it remains consistent with actions in the Corporate Business Plan.




International
Commonwealth
State
Ramsar Convention
Australian National Guidelines for Ramsar Wetlands
United Nations Framework Convention on Climate Change
Paris Agreement
Environment Protection and Biodiversity Conservation Act 1999
Renewable Energy Target Scheme
Australia's Ramsar Implementation Plan 2016-2018
Environmental Protection Act 1986
Biodiversity Conservation Act 2016
Waste Avoidance and Resource Recovery Act 2007
Waste Avoidance and Resource Recovery Strategy 2030
Litter Act 1979
Litter Prevention Strategy for Western Australia 2020-2025
Rights in Water and Irrigation Act 1914
Managed Aquifer recharge in Western Australia Policy
Planning and Development Act 2005
Bush Fires Act 1954
Local Government Act 1995
Western Australian Climate Policy
City of Mandurah Strategic Community Plan 2020-2040
Environment Strategy 2023-2033
Environment Strategy Implementation Plan
Place Vision
Community Outcomes
Objectives
Strategic Goal
Environmental Constants
Themes
Guiding Principles
Objectives
Actions

Environment Strategy Implementation Plan 2023-2033

Theme 1: Built in nature, not on nature

Objectives

1.1. Restore and protect the ecological value of our uniquely diverse natural areas, for generations to come
1.2. Ensure appropriate strategies are in place to conserve and support biodiversity, and to minimise threats to it
1.3. Grow, maintain and value a healthy, diverse urban canopy to connect people and wildlife and make our city more liveable
1.4. Provide accessible, interconnected and welcoming green spaces that support the well-being of the community and improve biodiversity
1.5. Champion sustainable and active transport opportunities to deliver an accessible, pedestrian-linked, eco-centric city that maximises nature's place in our urban environment
1.6. Recognise all water as a resource, increase water recycling, improve water quality and support ecosystem services through water sensitive design

Supporting Biodiversity and Prioritising Local, Native Species

Measures of Success

1. % weed coverage across bushland areas
2. Population stability of locally occurring priority native species

Targets

1. Average weed coverage at bushland reserves is less than 30%
2. No net loss of locally occurring priority species

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Mandurah Biodiversity Strategy	1.1, 1.2	Internal staff resources	-	-	-	Existing Operating Budget	-	-	-	-	-	-	1. Biodiversity Strategy revised 2. Biodiversity Strategy Implementation Plan developed	Bushland Management/Strategic Planning
		Consultancy support	-	-	-	($40k) Subject to LTFP review	-	-	-	-	-	-		
Implement the recommended actions of the Mandurah Biodiversity Strategy	1.1, 1.2	Internal staff resources	Existing Operating Budget										1. Bushland Management Plans developed 2. Amendments to planning mechanisms that better protect environmental values	Bushland Management/Strategic Planning
Review the Bushland Conservation and Management Policy	1.1	Internal staff resources	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	1. Updated policy endorsed by Council on 3-yearly cycle	Bushland Management
Develop an Ecological Corridors Plan and associated Implementation Plan	1.1, 1.2, 1.3, 1.4	Internal staff resources	-	-	Existing Operating Budget	-	-	-	-	-	-	-	1. Ecological Corridors Plan developed 2. Ecological Corridors Plan Implementation Plan developed	Bushland Management/Landscape Management
		Consultancy support	-	-	($40k) Subject to LTFP review	-	-	-	-	-	-	-		

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Implement the Ecological Corridors Plan Implementation Plan	1.1,1.2, 1.3, 1.4	Internal staff resources	-	-	-			Subject to consideration at LTFP review					1. Actions completed as defined in the Ecological Corridors Plan Implementation Plan	Bushland Management/Landscape Management
		Capital funds	-	-	-			Subject to consideration at LTFP review						
Develop a Fauna Conservation and Management Plan for priority native faunal species present in City reserves and associated Implementation Plan	1.1, 1.2	Internal staff resources	-	-	-	-	Existing Operating Budget	-	-	-	-	-	1. Fauna Conservation and Management Plan developed 2. Fauna Conservation and Management Plan Implementation Plan developed	Bushland Management
		Consultancy support	-	-	-	-	($60k) Subject to LTFP review	-	-	-	-	-		
Implement the Fauna Conservation and Management Plan Implementation Plan	1.1, 1.2	Internal staff resources	-	-	-	-	-		Subject to consideration at LTFP review				1. Actions completed as defined in the Fauna Conservation and Management Plan Implementation Plan	Bushland Management
		Capital funds	-	-	-	-	-		Subject to consideration at LTFP review					
Advocate for and support regional biosecurity action through active participation on the Peel-Harvey Biosecurity Group Committee	1.1	Internal staff resources	Existing Operating Budget										1. City of Mandurah representation on the Peel Harvey Biosecurity Group general committee	Bushland Management/Executive Manager Natural Environment
Review the City's biosecurity program related to control of feral animal species and targeted pest plants	1.1, 1.2, 1.3	Internal staff resources	Existing Operating Budget										1. Updated list of priority feral animal and pest plant species for the City 2. Targeted species management plans for all priority species	Bushland Management
		Consultancy support	($25-30k per annum) Existing Operating Budget											
Implement the City's biosecurity program related to the control of feral animal species and targeted pest plants	1.1, 1.2, 1.3	Internal staff resources	Existing Operating Budget										1. Annual performance reports of on-ground efforts to control priority species	Bushland Management

Enhancement of Green Spaces

Measures of Success

1. Community satisfaction of public open space facilities in City parks and reserves

Targets

1. Meet or exceed previous results for the community satisfaction rating on parks and public open space components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the City's Park Hierarchy and Facility Provision Plan	1.4	Internal staff resources	-	Existing Operating Budget	-	-	-	Existing Operating Budget	-	-	-	-	1. Revised Park Hierarchy and Facility Provision Plan 2. 10-year Parks and Open Space Upgrade Program	Landscape Management
Review the Asset Management Plan for the Parks and Open Space asset portfolio	1.4, 1.6	Internal staff resources	Existing Operating Budget	-	-	Existing Operating Budget	-	-	-	Existing Operating Budget	-	Existing Operating Budget	1. Revised Parks and Open Space Asset Management Plan 2. 10-year parks and open space asset renewal program 3. Annual parks and open space asset maintenance schedule	Landscape Management
Review the Arterial and Distributor Roads Streetscape Masterplan and create an Implementation Plan to roll-out upgrades and maintenance of significant road reserves	1.4, 1.5, 1.6	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-	-	1. Revised Arterial and Distributor Roads Streetscape Masterplan 2. Arterial and Distributor Roads Streetscape implementation program	Landscape Management/Landscape Services
Implement the Arterial and Distributor Roads Streetscape Masterplan	1.4, 1.5, 1.6	Internal staff resources	-	-	Subject to consideration at LTFP review								1. Actions completed as defined in the Arterial and Distributor Roads Streetscape Masterplan Implementation Plan	Landscape Services
		Capital funds	-	-	Subject to consideration at LTFP review									

Urban Canopy

Measures of Success

1. Urban Canopy coverage
2. Urban Canopy health

Targets

1. District level coverage targets all met or exceeded
2. No negative change in MSAVI values between urban canopy monitoring intervals

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Greening Mandurah Framework and associated Action Plan	1.2, 1.3, 1.4	Internal staff resources	Existing Operating Budget		-	-	-	Existing Operating Budget		-	-	-	1. Revised Greening Mandurah Framework and Implementation Plan 2. Established urban canopy targets for each district in the City	Landscape Management
Implement the Greening Mandurah Framework Action Plan	1.2, 1.3, 1.4	Internal staff resources			Existing Operating Budget				Subject to consideration at LTFP review				1. Actions completed as defined in the Greening Mandurah Framework Implementation Plan	Landscape Management
		Operating funds			Existing Operating Budget				Subject to consideration at LTFP review					
Conduct a 5-yearly Urban Canopy analysis to track the City's canopy coverage	1.3	Internal staff resources	Existing Operating Budget		-	-	-	Existing Operating Budget		-	-	-	1. Urban Canopy analysis report capturing urban canopy extent and health	Landscape Management
		Consultancy support	($30k) Existing Operating Budget		-	-	-	($30k) Existing Operating Budget		-	-	-		
Review the Management of Trees in Streets and Public Open Spaces Policy	1.3	Internal staff resources	Existing Operating Budget		-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	1. Updated policy endorsed by Council on a 2-3 yearly cycle	Landscape Management

Sustainable Transport Networks

Measures of Success

1. Community carbon emissions related to transport
2. Footprint of land space dedicated to carbon intensive, single user transport modes

Targets

1. Reduction in community transport related emissions
2. Land space dedicated to multi-user, green transport modes is greater than land space dedicated to carbon intensive, single user transport modes

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Deliver the Active Mobility Transport outcomes within the Integrated Transport Strategy	1.4, 1.5	Internal staff resources	-				Subject to consideration at LTFP review						1. Active mobility related actions completed as defined in the Integrated Transport Strategy Implementation Plan	Strategic Planning/Technical Services
		Capital funds	-				Subject to consideration at LTFP review							
Deliver the Public Transport outcomes within the Integrated Transport Strategy	1.5	Internal staff resources	-				Subject to consideration at LTFP review						1. Public transport related actions completed as defined in the Integrated Transport Strategy Implementation Plan	Strategic Planning/Technical Services
Develop an Emerging Transport Technologies Plan within the Integrated Transport Strategy	1.5	Internal staff resources	-	-	-	Existing Operating Budget	-	-	-	-	-	-	1. Emerging Transport Technologies Plan developed	Environmental Engagement/Strategic Planning
		Consultancy support	-	-	-	($50k) Subject to LTFP review	-	-	-	-	-	-		

Drainage and Water Sensitive Urban Design

Measures of Success

1. Number of City projects that incorporate Water Sensitive Urban Design principles
2. Catchment area incorporating Water Sensitive Urban Design infrastructure

Targets

1. All City drainage and road projects to incorporate Water Sensitive Urban Design principles
2. Increase in catchment area incorporating Water Sensitive Urban Design infrastructure

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop an Urban Stormwater Retrofit Upgrade Program	1.3, 1.4, 1.6	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-	-	1. Urban stormwater retrofit program developed 2. Funding strategy to maximise external contributions to stormwater retrofits	Engineering Services
		Capital funds	-	-	-	-	-	-	-	-	-	-		
Implement the Urban Stormwater Retrofit Upgrade Program	1.3, 1.4, 1.6	Internal staff resources	-	Subject to consideration at LTFP review									1. Stormwater upgrades completed as defined in the Urban Stormwater Retrofit Upgrade Program	Engineering Services/Operation Services
		Capital funds	-											
Review the Asset Management Plan for the Stormwater Drainage asset portfolio	1.4, 1.6	Internal staff resources	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	1. Revised Stormwater Drainage Asset Management Plan 2. 10-year stormwater drainage asset renewal program 3. Annual stormwater drainage asset maintenance schedule	Engineering Services
Revise the Water Sensitive Urban Design Policy	1.3, 1.4, 1.6	Internal staff resources	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	1. Updated policy endorsed by Council on a 3-yearly cycle	Engineering Services

Water Quality

Measures of Success

1. Water quality at urban lakes across Mandurah
2. Water quality of the Peel Harvey estuary

Targets

1. Water quality parameters maintained within ANZECC guidelines
2. Achievement of targets set in the Peel Harvey Estuary Water Quality Improvement Plan

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Continue implementing the urban lakes monitoring and management program	1.4, 1.6	Internal staff resources Consultancy support	Existing Operating Budget ($30k per annum) Existing Operating Budget										1. Quarterly report of water quality at urban lakes across Mandurah	Landscape Management
Continue regional collaboration to address estuary water quality issues through participation on the Bindjareb Djilba Policy and Planning Committee	1.2, 1.6	Internal staff resources	Existing Operating Budget										1. City of Mandurah representation on the Bindjareb Djilba Policy and Planning Committee	Executive Manager Natural Environment

Theme 2: Woven by Waterways

Objectives

2.1. Ensure our coastal areas and waterways are healthy and vibrant for both nature and people, now and in the future
2.2. Manage and preserve an appropriate level of access to our coast, foreshores and waterways, to facilitate community interaction with them
2.3. Provide and maintain infrastructure to help foster appreciation and enable environmentally sensitive use of our coastal areas and waterways
2.4. Support the proper functioning of a dynamic coastal interchange by effectively managing the City's coastal and estuarine reserves

Coast and Foreshore Management

Measures of Success

1. Protection of identified coastal values

Targets

1. Effective delivery of CHRMAP Action Plans

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Northern Beaches CHRMAP and associated Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	-	-	-	Existing Operating Budget		-	-	-	Existing Operating Budget		1. Northern Beaches CHRMAP updated 2. Northern Beaches CHRMAP Action Plan updated	Marina and Waterways
		Consultancy support	-	-	-	($60k) Subject to consideration at LTFP review		-	-	-	($60k) Subject to consideration at LTFP review			
Implement the Northern Beaches CHRMAP Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	Existing Operating Budget							-			1. Actions completed as defined in the Northern Beaches CHRMAP Action Plan	Marina and Waterways
		Capital funds	-			Subject to consideration at LTFP review				-				
Develop and review the Southern Beaches CHRMAP and associated Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	Existing Operating Budget			Subject to consideration at LTFP review							1. Southern Beaches CHRMAP developed 2. Southern Beaches CHRMAP Action Plan developed	Marina and Waterways
		Consultancy support	($280k) Existing Operating Budget			-	-	-	($60k) Subject to consideration at LTFP review	-	-			
Implement the Southern Beaches CHRMAP Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	-	-		Subject to consideration at LTFP review							1. Actions completed as defined in the Southern Beaches CHRMAP Action Plan	Marina and Waterways
		Capital funds	-	-	-	Subject to consideration at LTFP review								

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop and review the Estuary Foreshores CHRMAP and Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	-	Existing Operating Budget				Subject to consideration at LTFP review					1. Estuary Foreshores CHRMAP developed and endorsed by Council 2. Estuary Foreshores CHRMAP Action Plan developed	Marina and Waterways
		Consultancy support	-	($280k) Existing Operating Budget			-	-	-	($60k) Subject to consideration at LTFP review		-		
Implement the Estuary Foreshores CHRMAP Action Plan	2.1, 2.2, 2.3, 2.4	Internal staff resources	-	-	-			Subject to consideration at LTFP review					1. Actions completed as defined in the Estuary Foreshores CHRMAP Action Plan	Marina and Waterways
		Capital funds	-	-	-	-		Subject to consideration at LTFP review						
Continue regional collaboration of coastal adaptation via the Peron Naturaliste Partnership	2.1, 2.4	Internal staff resources	Existing Operating Budget					Subject to Consideration at LTFP review					1. City of Mandurah representation on the Peron Naturaliste Partnership board	Executive Manager Natural Environment
		Operating funds	Existing Operating Budget					Subject to consideration at LTFP review						
Develop a holistic coastal adaptation and management advocacy campaign derived from City's three CHRMAPs to secure external support required to implement them effectively	2.1, 2.4	Internal staff resources	-	-	Existing Operating Budget								1. Coastal advocacy plan developed and incorporated into the City's advocacy framework	Marina and Waterways/Office of the Mayor and Councillors

Enhancement of Blue Spaces

Measures of Success

1. Community satisfaction of public open space facilities at foreshores, marinas and on waterways

Targets

1. Meet or exceed previous results for the community satisfaction rating on coastal and waterways components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop the Mandjar Bay Masterplan to facilitate improved water-based activation	2.1, 2.2	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-	-	1. Mandjar Bay Masterplan developed	Marina and Waterways/ Strategic Planning
Implement the Mandjar Bay Masterplan	2.1, 2.2	Internal staff resources	-	Subject to consideration at LTFP review			-	-	-	-	-	-	1. Mandjar Bay Masterplan delivered	Marina and Waterways/Project Management
		Capital funds	-	-	Subject to consideration at LTFP review		-	-	-	-	-	-		
Review the Asset Management Plan for the coastal and marine asset portfolio	2.2, 2.3	Internal staff resources	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	1. Revised Coastal and Marine Asset Management Plan 2. 10 year coastal and marine asset renewal program 3. Annual coastal and marine asset maintenance schedule	Marina and Waterways

Estuarine Ecology

Measures of Success

1. Fisheries located in the estuary
2. Population of estuarine apex predators

Targets

1. Fisheries maintain certification under Marine Stewardship Council
2. Dolphin populations within estuary do not decline

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Support the investigation into the feasibility of a Waterways Centre of Excellence	2.1	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-	-	1. Needs analysis and feasibility study developed	Transform Mandurah
		Consultancy support	($150k) Existing Operating Budget	-	-	-	-	-	-	-	-	-		
Participate in state government and industry collaborations to improve management of estuarine ecology, such as the Marine Stewardship Certification process	2.1, 2.2	Internal staff resources	Existing Operating Budget										1. City of Mandurah representation on state government and industry groups	Executive Manager Natural Environment
Deliver an estuary management advocacy campaign that describes improved outcomes for estuary management and stakeholder collaboration	2.1, 2.2	Internal staff resources	Existing Operating Budget										1. Estuary management advocacy campaign developed and incorporated into City's advocacy framework	Executive Manager Natural Environment/ Office of the Mayor and Councillors
Support the development of a research proposal designed to improve management outcomes for the Peel Harvey Estuary dolphin population	2.1, 2.2	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-	-	1. Research proposal presented to Council	Environmental Engagement
		Operating funds	Existing Operating Budget	Subject to consideration at LTFP review		-	-	-	-	-	-	-		

Theme 3: Lead and serve in equal measures

Objectives

3.1. Strive to be a carbon neutral city that is a powerhouse of renewable energy, research, production, utilisation and technology
3.2. Prioritise efficient design and use of materials, water and energy in City buildings and operations
3.3. Plan for water security to ensure our community and environment have sustainable access to clean and fit-for-purpose water supply, now and in the future
3.4. Strive towards zero landfill to reduce our environmental footprint and protect the environment from the impacts of waste and litter
3.5. Ensure our planning processes and mechanisms are designed and used in a way that protects ecological values and maximises environmental outcomes
3.6. Inspire greater connection to and celebration of our natural environment through the delivery of nature-based and ecotourism opportunities
3.7. Enhance our understanding of our regional environmental strengths to lead the development of sustainable economic outcomes

Water Security

Measures of Success

1. Secured water allocations
2. Community water consumption

Targets

1. Water allocations match the modelled water supply needs for City public open space irrigation
2. Reduce community per capita water use below 110kL per annum

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop an overarching operational plan for management and required upgrade for the City's public open space irrigation needs	3.3, 3.5	Internal staff resources	Existing Operating Budget	-	-	-	-	-	-	-	-		1. Public Open Space Operational Plan developed 2. Water Supply Infrastructure Upgrade Program developed	Landscape Management
		Consultancy support	($30k) Existing Operating Budget	-	-	-	-	-	-	-	-			
Implement the Water Supply Infrastructure Upgrade Program	3.3, 3.5	Internal staff resources	Existing Operating Budget	Subject to consideration at LTFP review									1. Water supply infrastructure upgrades completed as outlined in the Water Supply Infrastructure Upgrade Program	Landscape Management
		Capital funds	Existing Capital Budget	Subject to consideration at LTFP review										
Continue the community outreach elements of the Waterwise Council program	3.3	Internal staff resources	Existing Operating Budget										1. Continued accreditation under the Waterwise Council program	Landscape Management

Waste Management and Minimisation

Measures of Success

1. Waste sent to Landfill

Targets

1. Zero waste sent to Landfill

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Deliver and review the Strategic Waste Plan in accordance with legislative requirements	3.4	Internal staff resources					Existing Operating Budget						1. Strategic Waste Plan and Implementation Plan developed 2. Compliance with waste legislation	Waste Management
Continue regional partnerships to improve waste management outcomes such as Council participation in the Rivers Regional Council /Subsidiary	3.4, 3.7	Operating funds					Existing Operating Budget						1. City representation on regional industry groups	Waste Management
Implement the Waste Education Plan Implementation Plan	3.4	Internal staff resources					Existing Operating Budget						1. Actions completed as defined in the Waste Education Plan Implementation Plan	Environmental Engagement/ Waste Management

Renewable Energy and Climate Change Mitigation

Measures of Success

1. City's corporate carbon footprint

Targets

1. Meet or exceed the National target of reducing greenhouse gas emissions to 43% below 2005 levels by 2030

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Energy Management and Carbon Emission Reduction Plan including establishing new targets in relation to the City's energy consumption and carbon emissions	3.1	Internal staff resources	-	Existing Operating Budget		-	-	-	-	-	-	-	1. Energy Management and Carbon Emission Reduction Plan and Implementation Plan developed	Environmental Engagement
Implement the Energy Management and Carbon Emission Reduction Plan Implementation Plan	3.1	Internal staff resources	-	Existing operating Budget									1. Actions completed as defined in the Energy management and Carbon Emissions Reduction Plan Implementation Plan	Environmental Engagement
		Capital funds	-	-	Subject to consideration at LTFP review									
Review and manage the City's procurement of electricity, fuel and gas to maximise green options	3.1, 3.2	Internal staff resources	Existing Operating Budget										1. Contract management of City contestable sites and reticulated gas supply contracts	Environmental Engagement
Finalise the solar plan to install Solar photovoltaic systems to key City facilities	3.1	Capital funds	Existing Capital Budget		-	-	-	-	-	-	-	-	1. Solar PV systems operating at prioritised facilities underneath the solar plan	Environmental Engagement/Project Management
Support the Perth and Peel Hydrogen Cluster	3.1, 3.7	Internal staff resources	Existing Capital Budget		-	-	-	-	-	-	-	-	1. Advocate for decarbonisation opportunities for Mandurah	Transform Mandurah
		Operating budget	Existing Operating Budget		-	-	-	-	-	-	-	-		

Corporate Energy and Water Efficiency

Measures of Success

1. City's corporate carbon footprint
2. City's corporate water consumption

Targets

1. Meet or exceed the National target of reducing greenhouse gas emissions to 43% below 2005 levels by 2030
2. Maintain potable water use within 5% of 2020 consumption

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Energy Management and Carbon Emission Reduction Plan including establishing new targets in relation to the City's energy consumption and carbon emissions	3.1	Internal staff resources	Existing Operating Budget			-	-	-	-	-	-	-	1. Energy Management and Carbon Emission Reduction Plan, and associated Implementation Plans, developed	Environmental Engagement
Implement the Energy Management and Carbon Emission Reduction Plan Implementation Plan	3.1	Internal staff resources	-			Existing operating Budget							1. Actions completed as defined in the Energy Management and Carbon Emissions Reduction Plan Implementation Plans	Environmental Engagement
		Capital funds	-	-		Subject to consideration at LTFP review								
Continue the corporate consumption related exercises of the Waterwise Council Program	3.2, 3.3	Internal staff resources	Existing Operating Budget										1. Continued accreditation under the Waterwise Council program	Landscape Management
Deliver the Lighting Renewal Plan to rollout replacement of light fittings with LEDs at City facilities	3.2	Capital funds	Existing Capital Budget										1. All renewed lighting is replaced with LED lighting	Technical Services
Maintain a water and electricity consumption platform and improve automation of monitoring to provide real-time data	3.2	Internal staff resources	Existing Operating Budget										1. Automated platform providing real-time information on City's consumption of water and electricity maintained	Environmental Engagement/ICT

Sustainable Buildings and Operations

Measures of Success

1. City's corporate carbon footprint
2. City's corporate water consumption

Targets

1. Meet or exceed the National target of reducing greenhouse gas emissions to 43% below 2005 levels by 2030
2. Maintain potable water use within 5% of 2020 consumption

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop a policy and associated operating procedure for City facilities' energy performance (design and operating)	3.2, 3.3	Internal staff resources	-	-	-	Existing Operating Budget		-	-	-	-	-	1. Sustainable Buildings Policy developed and endorsed by Council 2. Operating procedure for delivering and monitoring sustainable performance of facilities created	Environmental Engagement/Project Management
Develop a business case for transitioning the City's fleet to vehicles using alternative fuel sources such as electricity and green hydrogen	3.1, 3.2	Internal staff resources	-	-	-	Existing Operating Budget		-	-	-	-	-	1. Business case and implementation plan developed to guide transition to vehicles using sustainable fuel sources	Environmental Engagement/Fleet Management
		Consultancy support	-	-	-	($60k) Subject to consideration at LTFP review		-	-	-	-	-		

Ecotourism

Measures of Success

1. Community satisfaction of public open space facilities in City parks and reserves
2. Community satisfaction of public open space facilities at foreshores, marina's and on waterways

Targets

1. Meet or exceed previous results for the community satisfaction rating on parks and public open space components of community scorecard
2. Meet or exceed previous results for the community satisfaction rating on coastal and waterways components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Support the visitor experience at key nature-based tourism locations across Mandurah, including Creery wetlands, Coodanup foreshore	3.6	Internal staff resources	Existing Operating Budget		-	-	-	-	-	-	-	-	1. Business case to develop Creery Wetlands visitor experience (City support) 2. Report and implementation Plan identifying other key nature-based tourism locations managed by the City developed	Visit Mandurah
		Consultancy support	($40k) Existing Operating Budget		-	-	-	-	-	-	-	-		
		Capital funds	-	Subject to consideration at LTFP review			-	-	-	-	-	-		
Develop the ecotourism experience at Yalgorup National Park in partnership with DBCA and industry	3.6, 3.7	Internal staff resources	Existing Operating Budget				-	-	-	-	-	-	1. Creation of public access to Yalgorup National Park 2. New tourist accommodation offerings available	Transform Mandurah
		Consultancy support	($100k) Existing Operating Budget		Subject to consideration at LTFP review		-	-	-	-	-	-		
		Capital funds	Existing Capital funds			Subject to LTFP review	-	-	-	-	-	-		
Develop the nature-based trails visitor experience throughout Mandurah and connecting with other regional locations	3.6, 3.7	Internal staff resources	Existing Operating Budget		-	-	-	-	-	-	-	-	1. Improved local health & wellbeing outcomes 2. Increased use of active transport connections	Transform Mandurah
		Consultancy support	($200k) Grant funding		-	-	-	-	-	-	-	-		
		Capital funds	Existing Capital funds			-	-	-	-	-	-	-		
Support Geoparks WA to investigate to establish a Geopark in Mandurah	3.6, 3.7	Internal staff resources	Existing Operating Budget	Subject to consideration at LTFP review									1. Signage installed at key sites around Mandurah 2. Bindjareb Peel Aspiring Geopark meetings attended	Transform Mandurah/Visit Mandurah/Geoparks WA

Theme 4: Stewards of the environment, custodians of our culture

Objectives

4.1. Raise the environmental literacy of our community to inspire voluntary change in behaviour for the benefit of our environment
4.2. Support and facilitate volunteer groups to deliver projects that help achieve our environmental vision and provide a community benefit
4.3. Contribute to the well-being of our community by providing opportunities for people of all ages and abilities to connect with nature
4.4. Apply a Mandjoogoordap cultural lens across all our environmental work to infuse Aboriginal culture in our sense of place
4.5. Celebrate our unique environment and support cultural development through creative engagement and art
4.6. Advocate for and build an engaged and skilled community who are empowered to manage wildlife, natural areas and the urban canopy appropriately

Aboriginal Culture

Measures of Success

1. Targets as defined in the Reconciliation Action Plan

Targets

1. Targets as defined in the Reconciliation Action Plan

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Deliver the environment-related Aboriginal cultural outcomes within the City's Reconciliation Action Plan	4.4	Internal staff resources	-	Existing Operating Budget									1. Environment-related outcomes delivered as defined in the Reconciliation Action Plan	Community Capacity Building/Environmental Engagement
Facilitate projects for the Winjan Aboriginal Rangers program to deliver on City managed land	4.4, 4.6	Internal staff resources		Existing Operating Budget									1. Active Winjan Rangers program	Bushland Management
		Operating funds		Existing Operating Budget										

Volunteering, Environmental Literacy and Sustainable Living

Measures of Success

1. Active Environmental Volunteer Register

Targets

1. Volunteer register is growing and is representative of the demographics in the community

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Environmental Volunteer and Education Program	4.2, 4.3	Internal staff resources	-	Existing Operating Budget		-	-	-	-	Existing Operating Budget		-	1. Environmental Volunteer and Education Program and Implementation Plan developed	Environmental Engagement
Implement the Environmental Volunteer and Education Program Implementation Plan	4.2, 4.3	Internal staff resources Operating funds					Existing Operating Budget Existing Operating Budget						1. Actions completed as defined in the Environmental Volunteer and Education Program Implementation Plan	Environmental Engagement
Deliver the environment-related outcomes of the Youth Strategy	4.1, 4.3	Internal staff resources Operating funds					Existing Operating Budget Existing Operating Budget						1. Environment-related outcomes delivered as defined in the Youth Strategy	Environmental Engagement/Youth Services
Deliver the environment-related outcomes of the Access and Inclusion Plan	4.3	Internal staff resources Capital funds					Existing Operating Budget Existing Capital Budget						1. Environment-related outcomes delivered as defined in the Access and Inclusion Plan	Environmental Engagement/Community Development
Deliver the environment-related components of the Arts and Culture Strategy	4.1, 4.3, 4.5	Internal staff resources	-				Existing Operating Budget						1. Environment-related outcomes delivered as defined in the Arts and Culture Strategy	Environmental Engagement/Arts and Culture

Litter and Illegal Dumping

Measures of Success

1. Litter and illegal dumping incidents

Targets

1. Reduced incidents of litter and illegal dumping

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Implement the Waste Education Plan Implementation Plan	4.1, 4.2	Internal staff resources	Existing Operating Budget										1. Actions completed as defined in the Waste Education Plan Implementation Plan	Environmental Engagement/Waste Management

Environmental Constant 1: Climate Change

Objectives

5.1. Manage climate change associated risk according to both short and long-term timescales to identify fit-for-purpose solutions

5.2. Demonstrate leadership by advocating for climate change to be factored into the decision-making of relevant external stakeholder organisations and major regional projects

Climate Change

Measures of Success

1. City's public reputation related to environmental performance

Targets

1. Meet or exceed previous results for the community satisfaction rating on environmental components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Climate Change Response Plan in line with the updated Intergovernmental Panel on Climate Change reports	5.1	Internal staff resources	-	-	Existing Operating Budget		-	-	-	-	-	-	1. Revised Climate Change Response Plan and Implementation Plan developed and endorsed by Council	Executive Manager Natural Environment/Executive Manager Governance Services
Review the City's climate change advocacy position papers in line with the City's Advocacy Framework	5.2	Internal staff resources	-	-	-	Existing Operating Budget	-	-	-	-	-	-	1. Revised climate change advocacy position papers endorsed by Council	Executive Manager Natural Environment/Office of the Mayor and Councillors

Environmental Constant 2: Engagement and Education

Objectives

6.1. Maintain a shared vision by ensuring organisational activities are complementary with environmental priorities, and that all relevant stakeholders are consistently engaged in the direction-setting process

6.2. Listen to and engage with our community, communicate with integrity and transparency, be open to feedback and having difficult conversations, and recognise our community's local knowledge

6.3. Lead by example and foster a reputation as a reliable and trustworthy environmental advocate and defender

Engagement and Education

Measures of Success

1. City's public reputation related to environmental performance

Targets

1. Meet or exceed previous results for the community satisfaction rating on environmental components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the Environmental Promotion and Awareness Campaign to keep community informed and engaged with environmental priorities identified through the Environment Strategy	6.1, 6.2, 6.3	Internal staff resources	Existing Operating Budget		-	-	-	-	-	-	-	-	1. Environmental Promotion and Awareness Campaign reviewed 2. Environmental Promotion and Awareness Campaign Implementation Plan developed	Environmental Engagement/Corporate Communications
Deliver the Environmental Promotion and Awareness Campaign	6.1, 6.2, 6.3	Internal staff resources	Existing Operating Budget		Subject to consideration at LTFP review								1. Actions completed as defined in the Environmental Promotion and Awareness Campaign Implementation Plan	Environmental Engagement/Corporate Communications
		Operating funds	Existing Operating Budget		Subject to consideration at LTFP review									
Ensure all relevant stakeholders are consistently involved in the direction-setting process	6.1, 6.3	Internal staff resources			Existing Operating Budget								1. Internal review process developed to ensure environmental implications are efficiently identified and addressed 2. Where required, subject-specific internal working groups developed	Executive Manager Natural Environment

Environmental Constant 3: Corporate Responsibility

Objectives

7.1. Uphold a culture of continuous improvement based on thorough evaluation and integrated decision-making to ensure that protection of the environment is actively embedded throughout the organisation
7.2. Base decisions on the best available science and evidence, and prioritise the collection and utilisation of locally relevant data
7.3. Develop, maintain and advocate for clear and consistent positions on environmental matters that are routinely reviewed, and applied consistently across the organisation
7.4. Acknowledge the role the environment plays in mental and physical wellbeing

Corporate Responsibility

Measures of Success

1. City's public reputation related to environmental performance

Targets

1. Meet or exceed previous results for the community satisfaction rating on environmental components of community scorecard

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Review the City's procurement process in relation to delivering more sustainable outcomes	7.1, 7.2, 7.3	Internal staff resources	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	Existing Operating Budget	-	-	1. Updated sustainable procurement guidelines	Procurement Services
Develop and maintain the City's environmental databases	7.2	Internal staff resources	Existing Operating Budget										1. Internal energy, emissions and water monitoring platform developed 2. The City's biodiversity database maintained	ICT/Environmental Engagement/Bushland Management/Marina and Waterways
		Operating funds	Existing Operating Budget				Subject to consideration at LTFP review							
Deliver the environment-related components of the Public Health Plan	7.4	Internal staff resources		Existing Operating Budget				-	-	-	-	-	1. Environment-related outcomes delivered as defined in the Public Health Plan	Health Services/Environmental Engagement
		Operating funds		Existing Operating Budget				-	-	-	-	-		
Deliver the environment-related components of the Place Enrichment Strategy	7.4	Internal staff resources		Existing Operating Budget		-		-	-	-	-	-	1. Environment-related outcomes delivered as defined in the Place Enrichment Strategy	Place and Community/Landscape Services
		Operating funds		Existing Operating Budget		-		-	-	-	-	-		
Regularly review the City's environmental advocacy positions in line with the City's Advocacy Framework	7.3	Internal staff resources	Existing Operating Budget										1. As required, revised advocacy position papers endorsed by Council	Executive Manager Natural Environment/Office of the Mayor and Councillors

Projects/Actions/ Initiatives	Objectives	Resourcing	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Deliverables	Responsibility
Develop a Corporate Environmental Responsibility Plan to ensure environmental consideration is embedded across the organisation	7.1	Internal staff resources	Existing Operating Budget										1. Corporate Environmental Responsibility Plan developed 2. Actions completed as defined in the Environmental Responsibility Implementation Plan	Executive Manager Natural Environment/Environmental Engagement
Conduct a review of the Environment Strategy, including community engagement	7.1, 7.2, 7.3	Internal staff resources	-	-	-	Existing Operating Budget	-	-	-	Existing Operating Budget	-	-	1. Review of Environment Strategy completed 2. Environment Strategy updated as per the outcomes of the review	Executive Manager Natural Environment/Environmental Engagement
Review and update the Environment Strategy Implementation Plan	7.1, 7.2, 7.3	Internal staff resources	Existing Operating Budget										1. Review of Environment Strategy completed 2. Corporate Business Plan actions aligned to the Environment Strategy Implementation Plan	Executive Manager Natural Environment

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CITY OF MANDURAH

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3	**SUBJECT:**	Integrated Transport Strategy Endorsement for Community Consultation
	DIRECTOR:	Strategy and Economic Development
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

The Integrated Transport Strategy (Strategy) provides the vision and high-level direction for the management and development of the City's transport network for the next 10 to 20 years.

The Strategy has been developed with consideration of the objectives from the Strategic Community Plan and Local Planning Strategy, as well as various other City plans and strategies.

The Strategic Goal of the Strategy is:

> *'to provide for a safe, accessible and connected transport network that enables sustainable travel choices'*.

As a result, the Strategy will be the guiding document for the City's various transport plans and projects.

With the progress of the Local Planning Strategy and many elements of the transport network at a regional level having been completed, the timing is right to readdress a holistic transport strategy. As Mandurah's development progresses from suburban growth to managing and renewing existing assets and an infill / redevelopment phase to cater for future residential growth, the need for an integrated approach is required.

The Strategy has been developed through extensive review of state and regional plans and policies, previous community input across a range of strategies and relevant consultant and staff expertise in transport and traffic.

It is recommended that Council endorse the Integrated Transport Strategy for the purposes of undertaking consultation with the wider community and relevant State Government agencies.

Disclosure of Interest

Nil

Previous Relevant Documentation

• G.22/6/20	23 June 2020	Council adopted the Local Planning Strategy for endorsement by the Western Australian Planning Commission.
• G.23/6/20	23 June 2020	Council adopted modifications to the Cycle Plan to include the aspirational Long Term Cycle Network (LTCN) including adjustments to path priorities.
• G.25/8/18	28 August 2018	Council adopted the *City of Mandurah Cycle Plan* and the *City of Mandurah Walkability Plan;* an amended Policy *Walkability - Footpaths and Shared Paths POL-RDS 03;* recognised that the Cycle Plan and Walkability Plan are integral parts of the Integrated Transport Plan*;* to give further consideration of prioritisation to older areas that are footpath deficient and

		design an engagement process for the community in terms of their participation, knowledge and feedback.
• G.6/01/17	24 January 2017	Council adopted draft Local Planning Scheme No 12 and a revised Local Planning Strategy for forwarding to the Western Australian Planning Commission and the Environmental Protection Authority for consent to advertise the Scheme.
• G.21/10/13	15 October 2013	Council adopted the Local Planning Strategy for forwarding to the WAPC for certification and consent to advertise.
• G.25/12/12 1	8 December 2012	Council acknowledged the preparation of key strategic studies which will inform and maintain the City's Town planning Scheme and progress the Local Planning Strategy

Background

The need for an Integrated Transport Strategy has been identified for some time through the Corporate Business Plan. This Strategy has been developed to articulate the long-term aspirations for the way planning for movement around Mandurah is undertaken, to highlight transport opportunities and to outline how Council will progress its transport objectives moving forward.

The Strategy has been developed in recognition of the evolution of Mandurah's growth and maturity regarding a change in focus from a high-growth coastal corridor through an expanding suburban urban form, to a maturing city that requires focus due to a range of challenges and opportunities.

Importantly, this Strategy is to be read in conjunction with key strategic and operational plans such as the Local Planning Strategy, Strategic Community Plan and Long-Term Financial Plan.

Further, for this Strategy to remain relevant and used in Council decision making, it will be updated as other related strategies, plans and proposals by the State Government and Council are progressed. It seeks to consolidate various plans and strategies relating to transport in an integrated manner.

The Strategy seeks to provide for a safe, accessible, and connected transport network that enables sustainable travel choices through the following key outcomes:

- Provide a holistic and integrated solution to the transport network as Mandurah's development progresses from suburban growth to managing and renewing existing assets and an infill / redevelopment phase;
- Encourage and provide more opportunities for people to walk, cycle and use public transport for increased health, social, environmental, and economic benefits;
- Examine the regional movement network as it relates to Mandurah and develop a local movement framework that responds to the regional framework;
- Identify the role of the City and its stakeholders;
- Identify important issues the City will advocate for;
- Detail various actions relating to how Mandurah's transport system can be improved; and
- Shape Council's long-term financial planning and capital works program by guiding implementation planning and providing evidence in decision making.

Comment

The Strategy is the first of its kind for the City and has taken some time to develop due to the complicated and diverse nature of transport modes, Mandurah's spatial layout and travel choices within Mandurah. Updated traffic modelling was undertaken, and the results formed a critical component of the analysis and actions.

The key aspirations of the Strategy have been divided into the following five categories:

1. Active Transport:
   Mandurah to be a location where walking and bike riding are safe, connected, convenient and it is a widely accepted form of transport.

2. Public Transport
   Mandurah to be a location with high quality, sustainable public transport options that connect key activity centres; and where east-west regional connectivity is consistent with the South Metropolitan Peel Sub-Regional Framework.

3. Road Network
   Mandurah to be a destination rather than a through route with a network of roads facilitating the efficient movement of people, goods and services throughout the whole City. Roadway space will be designed and used more efficiently to provide a safe, friendly and attractive environment for all road users.

4. Car Parking
   Car parking requirements are appropriate to the land use and urban form in key activity areas by exploring intervention options, active management and encouraging different modes of transport where required.

5. Marine Transport
   Plan and advocate for additional facilities to support marine travel for recreation, tourism and as an alternative form of transport.

The Strategy contains the following key recommendations. Each recommendation has been designated with one or more actions either to: plan, design, deliver, engage, collaborate and/or advocate.

- Plan for the delivery of a network of safe ***bicycle*** facilities linking the City Centre, train stations, health services, education facilities and district level centres.

- Advocate for priority ***public transport*** routes linking the City Centre, railway station and major health, education, employment, tourist and retail destinations.

- Plan for ***high frequency public transport*** services on major corridors that link Mandurah's suburban areas to the City Centre and major health, education, employment, and retail destinations.

- Refine Policies and Standards relating to Transport Infrastructure by developing Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users that align with urban form outcomes.

- Develop Master Plans for significant district and local road network upgrades and renewals that align the desired Urban Form of the location, Street Design Guidelines and Traffic Modelling outputs.

- Advocate for the delivery of 'Road B' (Primary Regional Road connection in Lakelands to connect Mandurah Road and Mandjoogoordap Road and provides for improved access to the Kwinana Freeway for Mandurah's northern suburbs).

- Advocate for connection points from Gordon Road and Meadow Springs Drive to Mandjoogoordap Drive.

- Advocate for the extension of the Tonkin Highway to Forrest Highway.

- Manage the demand for car travel on inner city streets consistent with the capacity of the street network.

- Enhance that the Mandurah Strategic Centre's grid-based street network to maximise opportunities to share transport modes across the network as many streets have moderate levels of traffic.

- Update the Local Planning Strategy and relevant actions relating to Transport and Infrastructure to align with this Strategy together with an alignment of plans with relevant geographic information systems and networks.

- Use the Strategy as the core reference point for key road hierarchy descriptors with the support of detailed strategic traffic modelling as an input into plans and projects to progress to a Movement and Place method of classifying streets and roads.

- Prepare District Level Active Transport Plans to guide the planning and prioritisation of path network plans as part of the implementation of the Long-Term Cycle Network.

Importantly, the Strategy combines plans relating to long-term cycle network, public transport priorities, and road network hierarchy and priority upgrades into one document as a single reference point for further transport planning.

MEAG Comment

The Strategy does not have any direct impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group (MEAG) for comment. MEAG will be provided an opportunity to comment on the Strategy during the advertising period, and, if relevant, as part of any specific project delivery.

Consultation

If adopted, the Strategy will be advertised for comment for at least 28 days through a range of channels including use of Mandurah Matters and social media. Relevant State Government agencies will also be invited to make comment.

Statutory Environment

The provision and maintenance of local roads, pathways and transport related matters are core functions of Local Government.

Policy Implications

Nil

Financial Implications

There are no financial implications associated with advertising the draft Strategy for public comment. The proposed public consultation and finalisation of the Strategy are being completed in house within the current operating budget.

Infrastructure improvements are recommended within the Strategy and will be considered as part of the City's Long Term Financial Plan review process with approved projects incorporated into the Corpoate Business Plan.

A significant number of projects already form part of the City's Long Term Financial Plan over a 10 year period, including:

- $84.20 million (Road Projects)
- $16.35 million (Path Projects)
- $18.13 million (Other Transport Related Projects).

Many of the projects are dependent on receiving external State Government grant funding.

Risk Analysis

The Strategy will seek to address strategic risk in regard to failure to adequately plan for and develop essential transport related infrastructure in a holistic way.

Should the adequate provision of transport related infrastructure not be provided in a coordinated and timely manner, there will be substantial adverse impacts on:

- all transport modes and connectivity throughout the City;
- safety and accessibility issues to residents and visitors; and
- the overall wellbeing of the community.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Social:
1. Promote and encourage community connection to create social interaction and a strong sense of belonging.
2. Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
3. Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.

Organisational Excellence:
4. Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.

Conclusion

The Integrated Transport Strategy provides a holistic approach to transport planning across multiple transport modes and will be the guiding document for the City's various transport plans and projects.

Private car use will remain the dominant mode of transport in the foreseeable future, however a goal of the Strategy is to encourage a shift towards active modes of travel, thereby boosting daily physical activity levels, reducing transport-related greenhouse gas and particulate emissions, improving social wellbeing, enhancing built form outcomes, and strengthening connections between all modes.

Pending Council endorsement, the Strategy will be advertised for public comment giving the community and key stakeholders the opportunity to provide feedback.

- Refer ***Attachment 3.1 – Draft Integrated Transport Strategy***

Officer Recommendation

RECOMMENDATION

That Council endorses the draft Integrated Transport Strategy (as shown in Attachment 3.1) for the purposes of undertaking consultation with the wider community and related State Government agencies for a minimum period of 28 days.

Integrated Transport Strategy: Connecting Mandurah

ATTACHMENT 3.1



to provide for a safe, accessible and connected transport network that enables sustainable travel choices

December 2023

CITY OF MANDURAH

Record of Adoption

Stage	Version No	Document Date	Approval Date
Draft for Internal Review	2	April 2023	
Revised Draft for Internal Review	3A	August 2023	
Revised Draft for Internal Review	3B	August 2023	
Revised Draft for Peer Review	3C	September 2023	
Final Draft (Adopt for Advertising)	4	December 2023	

Schedule of Modifications

No	Description	Version No	Document Date	Approval Date

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Key Terms

Key Term	Description
Active Transport	Active transport refers to the transport of people or goods through predominantly non-motorised means, thereby requiring an element of physical activity. Or put simply, human powered forms of travel. Walking and bike riding are the most common, but running, skateboarding, skating, mobility devices for seniors / people with a disability, paddling, electric bicycles, and eRideables such as e-scooters and other devices can all be considered types of active transport.
City Centre	The City Centre is a sub-precinct within the Mandurah Strategic Centre and is the historical town / city centre with a focus on Mandurah Terrace, extended north to Peel Street, east to Sutton Street, to the southern side of Pinjarra Road and extends westwards to including the Mandurah Ocean Marina, Civic Precinct and the Eastern and Western Foreshore (Hall Park).
Emerging Technologies	'Emerging technologies' refers to new technology that is currently in the process of being developed or is expected to be developed / refined over the next 5-10 years. Transport examples relevant to this Strategy include electric vehicles, autonomous / driverless vehicles and trackless trams.
End of Trip Facilities	End of trip facilities is a term used to describe infrastructure provisions in buildings or communal locations (e.g. workplaces, schools, community hubs) that support and facilitate the use of active transport modes, such as walking and cycling. Examples of 'end of trip facilities' include bicycle parking, showers, change rooms and lockers.
Mandurah Strategic Centre	Mandurah has been identified as a Strategic Metropolitan Centre and provides for a mix of retail, office, community, entertainment, residential and employments activities. The area comprises a number of sub-precincts including the Mandurah Forum, City Centre, Mandurah Station and includes the key streets and residential areas that connect these key precincts.
Mode	'Mode' refers to the various transport options that people use to travel from one place to another. Examples include walking, cycling, catching the bus or train, as well as driving a car. Some people may engage in a combination of travel methods as part of their journey, which is referred to as a 'multi–modal' trip.
Mode Shift	Mode shift is used to describe changes in travel patterns, in terms of the mode of transport used by people, over a period of time.

Executive Summary

The Integrated Transport Strategy ('Strategy') provides the vision and high-level direction for the management and development of the City's transport network for the next 10 to 20 years.

The Strategy has been developed with consideration of the objectives from the *Strategic Community Plan* and *Local Planning Strategy*, as well as various other City plans and strategies.

The Strategic Goal of the Strategy is:

'to provide for a safe, accessible and connected transport network that enables sustainable travel choices'.

As a result, the Strategy will be the guiding document for the City's various transport plans and projects.

With the progress of the Local Planning Strategy and many elements of the transport network at a regional level having been completed, the timing is right to readdress a holistic transport strategy as Mandurah's development progresses from rapid suburban growth to managing and renewing existing assets and an infill / redevelopment phase to cater for future residential growth.

Key themes of the Strategy include:

- *A safe movement network;*
- *An accessible movement network; and*
- *A connected movement network.*

Key outcomes and purpose of the Strategy is to:

- Provide a holistic approach to transport movement and integration including the ***consolidation of priorities and transport plans***;
- Provide a focus on the ***delivery of active transport*** modes;
- Advocate for and seek to ***improve Inter and Intra-City Public Transport***;
- Ensure transport infrastructure delivery meets the ***desired urban form*** that contributes to place outcomes.
- Investigate opportunities to provide ***higher quality, safer street spaces for all users*** by developing and applying a design guideline template.
- Ensure a ***master plan approach*** to significant road and street upgrades to drive design, funding, and infrastructure outcomes.

To enable people and businesses to reduce their reliance on private vehicles, they need access to alternative modes of transport and safe, connected infrastructure.

Strategically developing areas that are close to public transport, especially in and around the Mandurah City Centre and other activity

centres, will make it easier for more people to walk, cycle and take public transport.

A goal of this Strategy is to encourage a shift towards active modes of travel, thereby boosting daily physical activity levels, reducing transport-related greenhouse gas and particulate emissions, improving social wellbeing, enhancing built form outcomes, and strengthening important first- and last-mile connections between other modes.

Implementation

The Strategy, works in conjunction with a suite of strategic and operational documents.

The Strategic Community Plan (2020-2040) is the City's long-term direction that expresses the community's vision for the future together with the strategies to address planned community outcomes. This drives the Council's Corporate Business Plan 2022-2026, which is the detailed implementation plan for services, key projects and capital investments over the next four years.

The Integrated Transport Strategy is one of the actions of the Corporate Business Plan and is intended to identify and shape the City's transport priorities, projects, programs and service delivery to meet the outcomes of the Strategic Community Plan.

The following plans ensure the actions of the Strategy are delivered:

- Long Term Financial Plan (LTFP) - This demonstrates how Council will fund all strategies, services, and programs over the next 10 years.

- Infrastructure Asset Management Plans - These plans provide guidance on the cost service provision and whole of life cost information that will assist Council in planning for the future.

The Local Planning Strategy is the spatial response to the Strategic Community Plan, providing the mechanism for implementing the Council's vision and providing the strategic basis for Local Planning Scheme 12.

It is intended that the Integrated Transport Strategy be a live document that is actively implemented, with minor revisions every three to five years and progress reviewed annually. A complete refresh of the Strategy would only be expected every ten years.

Key Aspirations	
	**Active Transport** Mandurah to be a location where walking and bike riding are safe, connected, convenient and it is a widely accepted forms of transport.
	**Public Transport** Mandurah to be a location with high quality, sustainable public transport options that connect key activity centres; and where east-west regional connectivity is consistent with the South Metropolitan Peel Sub-Regional Framework.
	**Road Network** Mandurah to be a destination rather than a through route with a network of roads facilitating the efficient movement of people, goods and services throughout the whole City. Roadway space will be designed and used more efficiently to provide a safe, friendly and attractive environment for all road users.
	**Car Parking** Car parking requirements are appropriate to the land use and urban form in key activity areas by exploring intervention options, active management and encouraging different modes of transport where required.
	**Marine Transport** Plan and advocate for additional facilities to support marine travel for recreation, tourism and as an alternative form of transport.

Key Recommendations and Actions	Theme &/or Purpose	City Role
Plan for the delivery of a network of safe bicycle facilities linking the City Centre, train stations, health services, education facilities and district level centres.	Safe; Consolidated Priorities	Plan; Deliver
Advocate for priority public transport routes linking the City Centre, railway station and major health, education, employment, tourism and retail destinations.	Accessible; Connected; Consolidated Priorities	Plan; Advocate
Plan for high frequency public transport services on major corridors that link Mandurah's suburban areas to the City Centre and major health, education, employment, and retail destinations.	Connected; Consolidated Priorities	Plan; Advocate
Refine Policies and Standards relating to Transport Infrastructure by developing Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users that align with urban form outcomes.	Safe; Accessible; Consolidated Plans	Plan; Design; Deliver
Develop a Master Plan for significant district and local road network upgrades and renewals that align the desired Urban Form of the location, Street Design Guidelines and Traffic Modelling outputs.	Safe; Consolidated Plans	Plan; Engage; Collaborate; Deliver:
Advocate for the delivery of 'Road B'.	Connected; Consolidated Priorities	Plan; Advocate
Advocate for connections points from Gordon Road and Meadow Springs Drive to Mandjoogoordap Drive.	Connected Consolidated Priorities	Plan; Advocate
Advocate for the extension of the Tonkin Highway to Forrest Highway.	Connected	Advocate

Key Recommendations and Actions	Theme &/or Purpose	City Role
Manage the demand for car travel on inner city streets consistent with the capacity of the street network.	Consolidated Priorities	Plan; Design; Delivery
Enhance the Mandurah Strategic Centre's grid-based street network to maximise opportunities to share transport modes across the network as many streets have moderate levels of traffic.	Consolidated Priorities	Plan; Design; Deliver.
Update the Local Planning Strategy and relevant actions relating to Transport and Infrastructure to align with this Strategy together with an alignment of plans with relevant geographic information systems and networks.	Consolidated Plans	Approve; Deliver
Use the Strategy as the core reference point for key road hierarchy descriptors with the support of detailed strategic traffic modelling as an input into plans and projects to progress to a Movement and Place method of classifying streets and roads.	Consolidated Plans	Reference;
Prepare District Level Active Transport Plans to guide the planning and prioritisation of path network plans as part of the implementation of the Long-Term Cycle Network.	Consolidated Plans	Plan; Deliver

1. Introduction

1.1 Purpose

Connecting Mandurah, the City of Mandurah's Integrated Transport Strategy ('Strategy') has been developed to articulate the Council's long-term aspirations for the way it plans for movement around Mandurah, to highlight transport opportunities and to outline how it will progress towards the future.

The Strategy has been developed in recognition of the evolution of Mandurah's growth and maturity in regard to a change in focus from a high-growth coastal corridor through an expanding suburban urban form, to a maturing city that requires focus due to a range of challenges.

Importantly, this Strategy is to be read in conjunction with key strategic and operational plans such as the Local Planning Strategy, Strategic Community Plan and Long Term Financial Plan.

As outlined in the key Strategic Direction and Key Actions, this Strategy, in order to remain relevant and consistent in planning decision making, will be updated as other related strategies, plans and proposals by the State Government and Council are considered. It will seek to consolidate various plans and strategies relating to transport in an integrated manner.

It is intended that the Strategy is a 30-year plan, however will be subject to review after 10 years. Critically, its outcomes will be included in the Local Planning Strategy which is subject to refinement as required by regulation to ensure alignment with state and regional planning requirements and Strategic Community Plans.

1.2 Function of the Strategy

The City's Integrated Transport Strategy seeks to provide for a safe, accessible and connected transport network that enables sustainable choices through the following key outcomes:

- Provide a holistic and integrated network as Mandurah's development progresses from rapid suburban growth to managing and renewing existing assets and an infill / redevelopment phase;
- Encourage and provide more opportunities for people to walk, cycle and use public transport for increased health, social, environmental, and economic benefits;
- Examine the regional movement network as it relates to Mandurah and develop a local movement framework that responds to the regional framework;
- Identify the role of the City and its stakeholders;
- Identify important issues the City will advocate for;
- Detail various actions relating to how Mandurah's transport system can be improved; and
- Shape Council's long-term financial planning and capital works program by guiding implementation planning and providing evidence in decision making.

1.3 Strategy Area

The Strategy covers the City of Mandurah's Local Government Area which has an area of 173.5 square kilometres and extends from Madora Bay and Lakelands in the north to Herron and Lake Clifton in the south.

Mandurah's Local Government Area is approximately 50km long, yet only 8km wide at its widest point which provides for significant challenges and opportunities in planning and managing transport.

The Strategy area is depicted within Plan 1 however as reflected in the Local Planning Strategy, will focus on the urban areas of Mandurah with a particular focus on the Mandurah's Strategic Centre, including City Centre and surrounds as reflected in various State Government plans and strategies.

1.4 Alignment to Existing Plans and Strategies

Strategic Community Plan Alignment

Council's Strategic Community Plan 2020 - 2040 provides a framework for ensuring that the activities and services that the City delivers are prioritised in line with the expectations and aspirations of the community.

The Strategic Community Plan advises how to respond to the major challenges Mandurah will face in the future including addressing climate change and environmental changes, education and economic outcomes, adequate provision of community infrastructure, and ensuring that we maintain the social fabric that makes Mandurah such a great place to live.

This Strategy provides a mechanism for implementing the Council's community vision within the City's Strategic Community Plan.

The purpose of this Strategy is:

To provide the movement network and framework necessary to achieve the Place Aspiration, Place Vision and deliver the objectives of the Key Focus Areas for Mandurah as stated in Council's Strategic Community Plan 2020 – 2040:

Place Aspiration:

"Woven by waterways, a city with a village heart"

Place Vision:

"We are built in nature - a meeting place surrounded by unique waterways, where the wellbeing of our people and our environment are nurtured; where business in the community can thrive and entrepreneurship is celebrated.

We will be the place where a thriving regional city and the heart of a village meet. This is our Mandjoogoordap."

Key Focus Areas:

Economic:	*Growing our economy;*
Social:	*Creating a better community;*
Health:	*Creating a healthy community; and*
Environment:	*Nature has a voice at the table in all decisions.*

Underpinned by Organisational Excellence:

City of Mandurah being a high performing organisation.

Plan 1 Strategy Area

Further, this Strategy is identified as a key supporting strategy within the Strategic Community Plan that includes the following objectives that are relevant to transport and movement:

Economic - Growing our economy:

1.1 Promote and foster investment aimed at stimulating sustainable economic growth.

1.2 Facilitate and advocate for sustainable local job creation, and industry growth and diversification.

1.4 Advocate for and facilitate opportunities for improved education, training and skill development opportunities in Mandurah.

Social - Creating a better community:

2.1 Promote safety within the community through urban design.

2.4. Promote and encourage community connection to create social interaction and a strong sense of belonging.

2.6. Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health - Creating a healthy community.

3.3. Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.

Environment - Nature has a voice at the table in all decisions

4.1. Advocate for and partner with key stakeholders to ensure environmental impacts are considered in all planning, strategy development and decision making.

Organisational Excellence

5.1. Demonstrate regional leadership and advocate for the needs of our community.

5.2. Provide professional customer service and engage our community in the decision-making process.

5.4. Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.

5.5. Ensure that our actions maintain a sustainable balance between economic growth, the environment, and social values.

This Strategy has been prepared in response to the community's shared vision where the health and wellbeing of our people and our environment are nurtured; where business and the local economy can grow; and where a thriving regional city and the heart of a village meet.

Mandurah's urban form influences the way we move around – which in turn affects our physical and mental wellbeing, our household budget and the wider economic and natural environments. Council is striving for transformational change. A more suitable, balanced and diversified economy is sought from the health, education, tourism, and knowledge sectors to strengthen job creation, employment and education levels and improve the socio-economic status of Mandurah.

The growth in residential population, employment generating land uses and commercial activities provides an opportunity for Mandurah to function as a more sustainable city. More people living closer to employment and other services, and a greater concentration of employment in central Mandurah will deliver significant transport and health benefits, providing opportunities for walking and cycling. Where people live further from employment and other services, there is an opportunity to reduce private car use by promoting public transport and creating efficient transport networks.

Corporate Business Plan 2023 – 2027 Alignment

Critically, this Strategy is a key action of the Corporate Business Plan, that outlines the City will deliver:

Ec14 Integrated Transport Strategy
Develop and implement an Integrated Transport Strategy and underpinning Transport Plans.

In addition, the following key projects and strategies identified in the Corporate Business Plan support and compliment this Strategy and plans and projects relevant to transport and movement:

Focus Area: Economic

Major Roads and Transport Renewal Projects

Ec05 Peel Street Upgrade including the construction of the completion of the upgrade of Peel Street between Anstruther Road and Sutton Street.

Ec06 Falcon Coastal Shared Path including the planning, design and construction of the new coastal shared path between from Mercedes Avenue (Falcon) to Cesia Lane (Wannanup)

Ec08 Pinjarra Road Upgrade including the planning, design and construction of the continued upgrade of Pinjarra Road between Dower Street and the City Centre

*Ec10 **Trails Development***
Plan and develop a network of new eco-tourism and recreational trails around Mandurah and the Peel-Harvey Estuary.

*Ec11 **City Centre Parking Plan***
Review the City Centre Parking Strategy and develop a new City Centre Parking Plan focused on timed parking options, signage and wayfinding and lighting with implementation to follow.

*Ec12 **Waterfront Waterways Master Plan***
Develop a Master Plan for jetty and water infrastructure in the City Centre.

*Ec15 **City Centre Master Plan***
Implement key actions of the City Centre Master Plan.

*Ec18 **Economic Strategy***
Develop and commence implementation of the new Economic Strategy including the process to identify future projects to guide the growth and development of Mandurah's economy.

Focus Area: Health

H22 Peel Health Campus Structure Plan Review
Progress a review of the Mandurah East Structure Plan, including land uses and transport networks in and around the Peel Health Campus arising from the proposed redevelopment of the site.

Services (Business as Usual Functions)

Strategic Planning and Urban Planning

- **Urban design best practice**
  Implement Design WA and other urban design best practice in development approvals and City Infrastructure Projects.
- **Local Planning Strategy**
  Implement the Local Planning Strategy Actions and ensure the City's land use planning framework responds and adapts to evolving urban environments and regional initiatives.

Technical Services

- **Traffic and Transport Planning**
  Integrated transport planning to ensure a safe, efficient and effective integrated local road and transport network with connectivity to the State Government's regional transport network including public transport (including the planning of roads, car parks, paths and associated public area lighting infrastructure) and traffic engineering services including local area traffic management (LATM)
- **Traffic Management**
  Traffic Management Program & LATM investigation and implementation programmes to enable appropriate planning of road safety improvements including blackspot projects.
- **Tactical Asset Management**
  Planning for Road and Transport, Building and Community and Stormwater Drainage Infrastructure Assets. Tactical planning for the management of the City's road and transport, building and community and stormwater drainage infrastructure assets through asset condition monitoring the planning and programming of forward works for replacement, renewal, upgrade and new infrastructure assets including the development of ten-year capital works plans to meet agreed performance targets, aligned with strategic asset management planning and the Long Term Financial Plan.
- **Civil Infrastructure Design:**
  Survey and design of local road and transport and stormwater drainage infrastructure assets including roads, car parks, local area traffic management (LATM), paths, public area lighting and stormwater drainage infrastructure and management of private works within subdivision development and local road reserves aligned to agreed performance targets, tactical and operational asset management planning and the LTFP.

Environmental Services

- **Environmental Planning**
  Environmental planning and custodianship to ensure the protection and enhancement of the City's landscaped and natural environment.

Development and Compliance

- **Implement the Public Health Plan**
  Promote the health benefits linked to connecting people with and protecting the natural environment. Increase cross promotion of community programs and services to improve connections and partnerships across the community.

South Metropolitan Peel Sub-Regional Planning Framework

In March 2018, the Western Australian Planning Commission (WAPC) released the South Metropolitan Peel Sub-Regional Planning Framework as part of the 'Perth and Peel@3.5million' suite of land use planning and infrastructure frameworks. The frameworks seek to ensure that Perth and Peel grow into the communities of tomorrow and have a key focus on an integrated public transport network while staging and sequencing urban development to inform public and private investment. The frameworks provide strategic guidance to government agencies and local governments on land use, land supply, land development, environmental protection, infrastructure investment and the delivery of physical and community/social infrastructure for each sub-region.

This Strategy aligns with the overall framework. One transport related action within the framework is to investigate and confirm alignments for transit corridors, in conjunction with any central area transit services, for central Mandurah and approaches, including options for a bus layover facility in the Mandurah City Centre. This work will be undertaken by the Department of Transport, Public Transport Authority, WAPC and the City of Mandurah.

Local Planning Strategy

The Local Planning Strategy provides the framework for planning within a local government area and sets the strategic basis for a Local Planning Scheme.

It sets out a spatial plan for the urban areas of Mandurah as shown in Plan 2. This Strategy is to be read in conjunction with the Local Planning Strategy and will likely inform updates and modifications over time to the Local Planning Strategy.

This spatial plan provides an overview of the key outcomes arising from the structural elements that are addressed in the Local Planning Strategy which includes transport and movement together with the following key actions and outcomes:

Activity Centres

- Focus sub-regional functions of activity, employment, transport and amenities (including recreation) within the Mandurah Strategic Centre.

- Focus further retail and commercial activity within identified activity centres allowing for the development of diverse intense notes of activity that, along with targeted economic development interventions, will foster the development of mature local economies.

- Continue to liaise with relevant authorities to ensure future development of the Peel Health Campus and Mandurah Education Campus is well connected to the Mandurah Strategic Centre through road and transport networks.

Urban Form

- Recognise that Mandurah has a point of difference due to the natural assets, extensive coast line and waterways (natural and artificial), existing urban form and infrastructure, and ensure that there is a variety of development outcomes and scale to avoid being a continuation of suburban sprawl. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and to support centre facilities.

- Ensure sufficient development intensity and land use mix is provided in centres and corridors to support high-frequency public transport.

Infrastructure

Plan and lobby for improvements to:

- the existing Mandurah passenger rail line and prioritisation of the east-west connection between Mandurah and Pinjarra;

- the provision of a high frequency street based transit system within the Mandurah Strategic Centre as a catalyst for infill development and regeneration; and

- the resetting of the existing bus system to provide a bus transit system along Mandurah Road between the northern suburbs of Mandurah and the Mandurah Transit Station; and along Old Coast Road between the southern suburbs of Mandurah and the Mandurah Station.

- Seek to ensure a priority on the delivery of 'safe active streets' in Mandurah's Strategic Centre for a mix of transport users, with enhanced attention given to pedestrians, bike riders and transit.

- Ensure modern and contemporary provisions are continued for onsite car parking and bicycle facilities to facilitate new commercial and mixed-use developments.

The Strategy's Spatial Plan (as shown on Plan 2) outlines the following elements of the transport network as follows:

- Freeway / Highways;
- Major Roads;
- District Integrator Roads;
- Neighbourhood Connector Roads;
- Perth to Mandurah Rail and Stations at Mandurah and Lakelands
- Priority Bus Networks

These elements will be further outlined in the Strategy.

Importantly, the spatial plan also outlines key activity centres and locations of community infrastructure that are attractors for transport and movement together with areas for future higher density and infill development, and as a result, it is important that these areas are well connected and accessible.

Plan 2 - Local Planning Strategy Spatial Plan (Urban)

Urban Form

- Urban Core
- Mixed Use Precinct
- Urban Neighbourhood
- Suburban (Infill)
- Suburban (Future)
- Suburban (Existing)
- Suburban (Large Lot)
- Rural Living
- Mixed Business

Open Space

- Regional Open Space
- Conservation
- Active
- District Parks / Golf Course

Transport Network

- Freeway
- Major Road
- District Integrator Road
- Neighbourhood Connector Roads
- Perth to Mandurah Rail & Stations
- Priority Bus Networks

Activity Centres

- Strategic Centre
- Strategic Centre Precinct
- District Centre
- Neighbourhood Centre
- Peel Business Park

Community Infrastructure

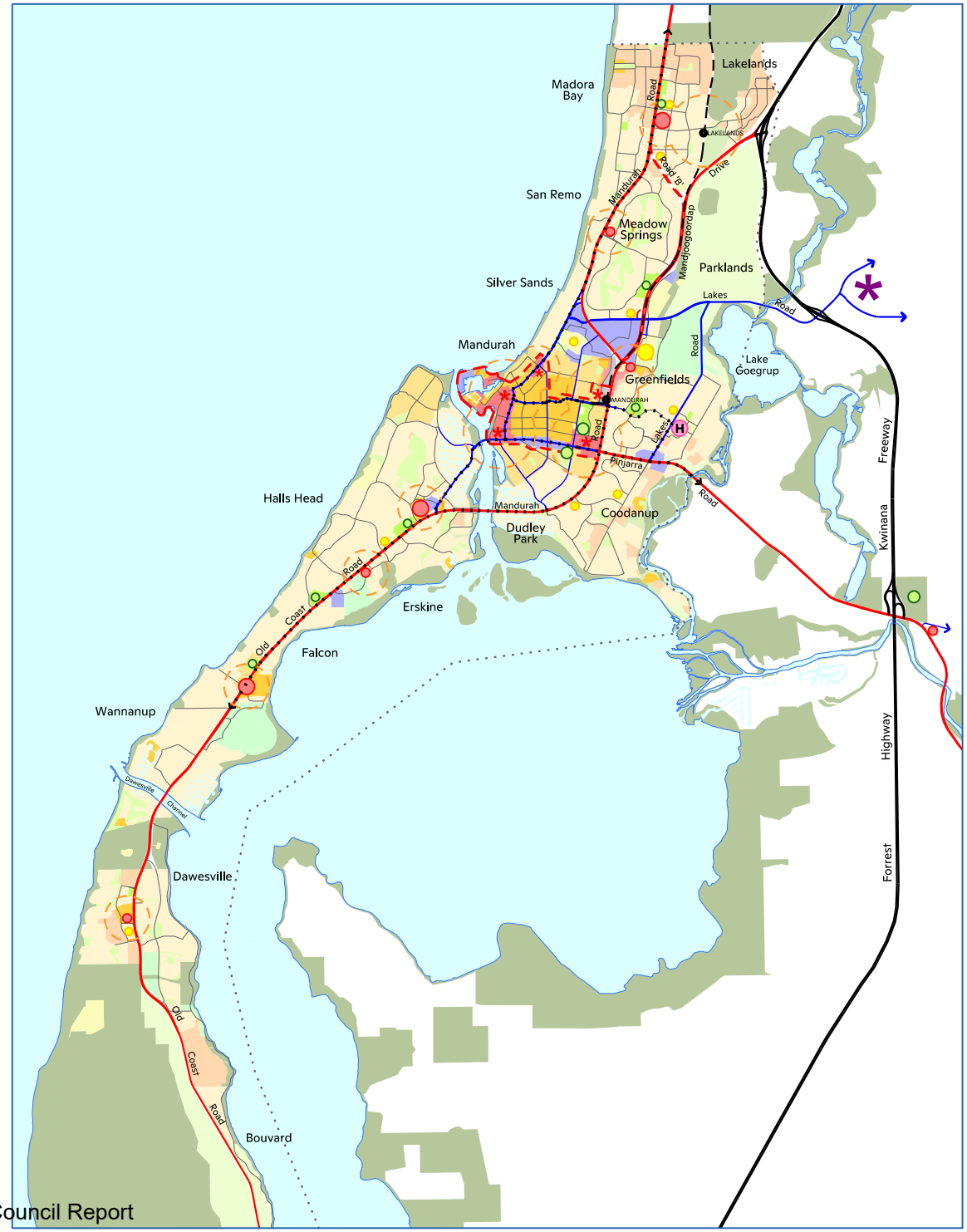
- Tertiary Education
- Regional Hospital
- Regional Recreation
- High Schools
- District Recreation

Walkable Catchments to Centres and Transit

City of Mandurah Boundary

0 1.5 3km

11 May 2021 | 22/ITS/PLN2 | 1:100 000 @ A3
1:140 000 @ A4



Local Planning Scheme 12

Local Planning Scheme No 12 ('Scheme 12') is the City of Mandurah's development control plan outlining zones and reserved land, together with requirements for approval. Scheme 12 also provides for the regional reserved land provided for in the Peel Region Scheme, a regional planning scheme administered by the Western Australian Planning Commission.

Major transport implications in Scheme 12 are provided as follows and as shown in Plan 3:

- Primary Regional Roads

  Key roads where the planning responsibility and management of the road generally is provided to Main Roads WA and any development proposals assessed by the City of Mandurah with direct access and / or frontages to these roads requires referral to Main Roads WA;

- Other Regional Roads

  Important regional roads where the planning control and land acquisition matters are the responsibility of the Western Australian Planning Commission. Any development proposal assessed by the City of Mandurah with direct access and / or frontages to these roads require referral to Department of Planning, Lands and Heritage;

- Railways

  Land identified and required for existing and future railways. Any development proposals on these lands require approval under the Peel Region Scheme and will be assessed by the Western Australian Planning Commission;

- Local Distributor Roads

  These lands are reserved in Scheme 12 (as required under the Model Provisions for Local Planning Schemes) and identified to set aside land required for a local distributor road classified as a Local Distributor in accordance with the Western Australian Road Hierarchy. There are no direct implications on development assessment or control in the Scheme and no privately owned land forms part of this reservation.

  Notably, District Distributor Roads are not identified in Scheme 12.

The use of these terms in the planning system often cause confusion with the traditional road network hierarchy terms, and further details are provided in Table 5.

Plan 3 - Local Planning Scheme No 12 Transport Networks

Peel Region Scheme Reserved Land

- **Primary Regional Roads**
- **Other Regional Roads**
- **Railways**

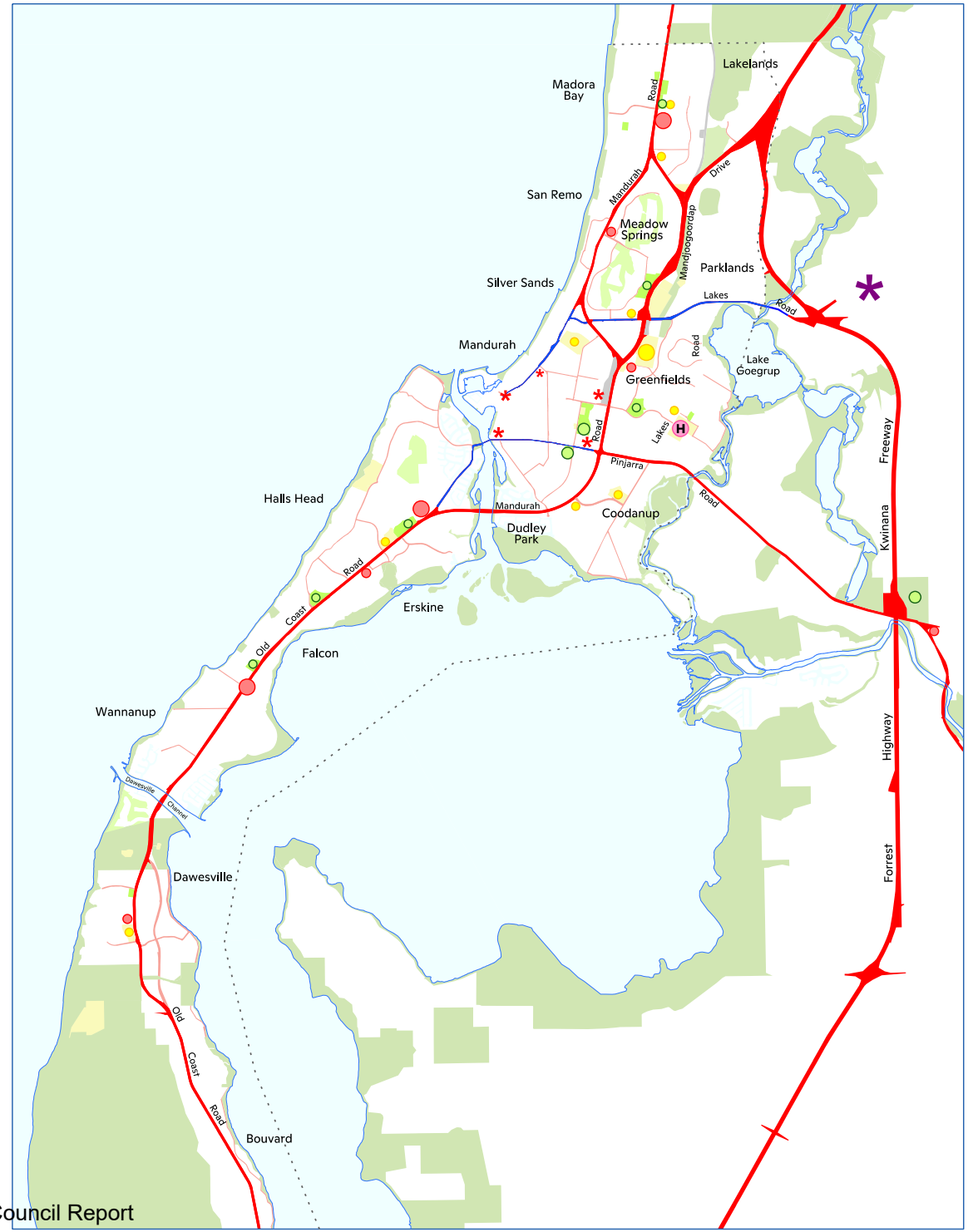
Local Reserved Land

- **Local Distributor Road**

Activity Centres & Attractors

- Strategic Centre Precinct
- District Town Centres
- Neighbourhood Centres
- Peel Business Park
- Tertiary Education
- Regional Hospital
- Regional & District Recreation
- High Schools

- **City of Mandurah Boundary**



28 August 2023 | 22/ITS/PLN3 | 1:100 000 @ A3
1:140 000 @ A4

Long Term Financial Plan

The Council's Long Term Financial Plan (LTFP) is a 10-year rolling plan that informs the Corporate Business Plan and allocates the necessary resources to ensure that the Strategic Community Plan priorities are achieved. A number of the transport related projects are dependent on receiving external grant funding (shown in green text) as indicated below:

Road Projects: **Total $84.2 million**

- Road Renewal Resurface Program: $37.4 million
  $3.75m each year until 2032/33
- Road Renewal Rehabilitation Program: $18.2 million
  $1.46m in 2023/24 followed by
  $1.86m each year until 2032/33
- Road Upgrade Program: $28.6 million
  $1.65m in 2023/24 followed by
  $3m each year until 2032/33

Path Projects: **Total $16.35 million**

- Shared Paths New Program: $5.86 million
  $100,000 per year (years 1-3);
  $500,000 per year (years 5-7) and
  $1 million per year (years 8 to 10).
- Path Renewal: $1.2 million
  (average $120,000 per year)
- Cycle Path New Program: $6.5 million
  $1.1m in 2023/23 and $1.4M in 2024/25 followed by $500,000 each year until 2032/33.
- Boardwalk Renewal $2.79 million
  average $279,000 per year

Other Transport Related Projects: **Total $18.13 million**

- Street Lighting Renewal $8.8 million
  (average $880,000 per year)
- Street Lighting New $1.35 million
  (average $135,000 per year)
- Street Furniture: $580,000
  (average $58,000 per year)
- Trails Projects $350,000
- Mandurah Road Pedestrian Bridge (2026/27): $5 million
- Carparks Renewal $920,000
  (average 92,000 per year)
- Sutton Farm Car Parking (2024/25): $770,000
- Sutton Farm Public Jetties (2024/25) $364,000

Place Enrichment Strategy

The Place Enrichment Strategy aims to build an overarching framework that will guide decision making, corporate collaboration and resource allocation for the community development services activities and programs.

The Place Enrichment Strategy builds on the Council's 2020 endorsed place-based model approach deploying Community Development Officers in the North, South and Central neighbourhoods. This included a phased transition towards a strengths-based approach focused on enabling and empowering community to develop community-led solutions and moving away from traditional City-led service delivery.

Core to this idea, is a place approach which utilises the principles of Asset Based Community Development (ABCD) - which aims to reduce community dependency on external organisations. ABCD recognises that whilst social problems exist, all communities have social, cultural, and material assets to address them, including the skills, passions, and capacities of residents.

One action of the Place Enrichment Strategy is to advocate for improved transport to connect suburbs to the City Centre. This action will allow more people to access facilities, services, and events in the City Centre.

Environment Strategy

The Environment Strategy has the following objectives relating to transport:

- Champion sustainable and active transport opportunities to deliver an accessible, pedestrian-linked, eco-centric city that maximises nature's place in our urban environment; and

- Ensure our planning mechanisms are designed and used in a way that protects ecological values and maximises environmental outcomes.

The community aspires to have more sustainable and active transport options, such as walking, public transport, cycling or using electric vehicles, to reduce their environmental impact while also enjoying their travel through the City. However, these options need to be accessible and safe for people to enjoy their use. Connected walking and cycling paths, bus routes, mobility devices and electric vehicle charging stations allow the community to give their car a rest and take in the sights of the whole City.

A priority of the Environment Strategy is to develop greener transport and pathway networks, including the planting of additional vegetation within road reserves.

Public Health and Wellbeing Plan

The City is currently reviewing the 2020-2023 Public Health and Wellbeing Plan. It is anticipated the new plan will include a focus on active transport, recognising the healthier lifestyle benefits.

The City has recently joined the Department of Transport's '*Your Move*' program. The program supports individuals, schools and workplaces to start swapping a few car trips each week for walking, riding a bike or catching public transport. Incentives to earn points and to redeem for rewards are included as part of the program. Rewards include leadership team t-shirts, bike and scooter racks and bike education sessions.

Street Tree Masterplan

In 2019, the City undertook a city-wide public engagement survey to assist the development of a Street Tree Masterplan. The top five community values identified in the survey were:

1. Increasing habitat and biodiversity
2. Provide shade and cooling
3. Improved air quality
4. Absorbing carbon dioxide
5. Community health and wellbeing

Following the survey, tree species for 22 precincts across Mandurah and each street were chosen based on community consultation, technical knowledge, and specific benefits including shade, size, use for wildlife and more.

Planting additional street trees provides multiple transport related benefits, including:

- increasing shade;
- improved air quality and adsorbing carbon dioxide; and
- making neighbourhoods more beautiful and pleasant to walk and cycle.

All these factors will contribute to making active transport more desirable and in reducing private car use.

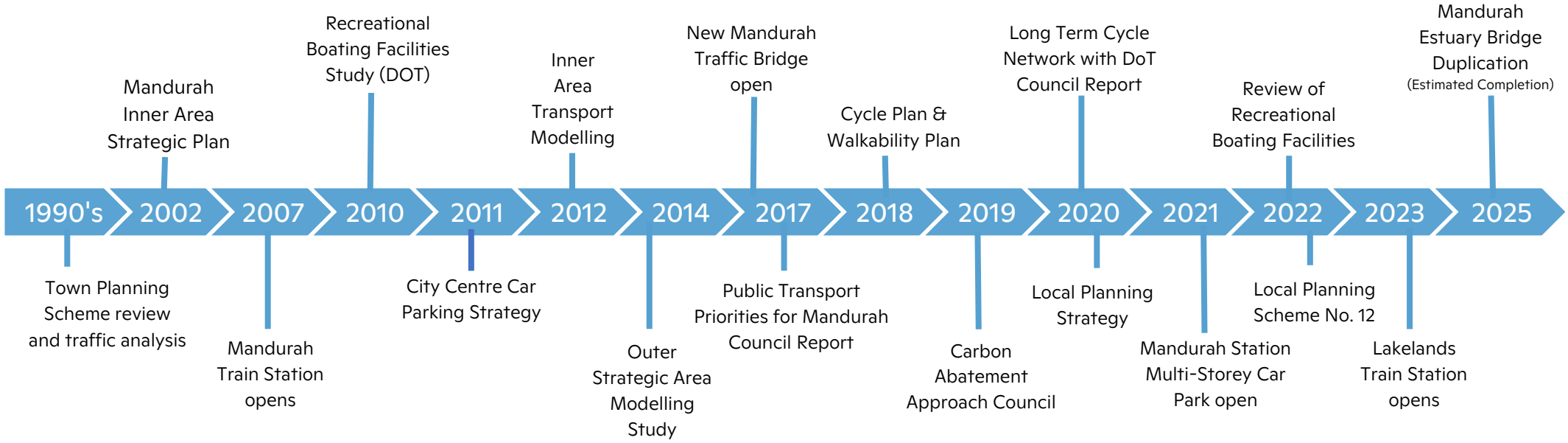
2. Existing Context

2.1 The Story So Far

The City has a long history of planning for land use and transport through integrated plans and strategies – some in partnership with the State Government, others to lobby for upgraded infrastructure, and responding to regulatory approvals undertaken for new development.

With the progress of the Local Planning Strategy and many elements of the transport network at a regional level having been completed, the timing is right to readdress a holistic transport strategy as Mandurah's development progresses from rapid suburban growth to managing and renewing existing assets and an infill / redevelopment phase.

Figure 1 Transport and Planning Projects Timeline



2.2 Existing Transport Network

Mandurah's existing public transport and road network are described as follows:

Public Transport

The Perth to Mandurah rail line, serviced by stations at Mandurah and Lakelands, is the key public transport highlight.

Mandurah Station is removed from the core of Mandurah's City Centre, however, is centrally located for the regional population base. Multiple forms of transport are required to access the rail network to travel north to Perth. Recent upgrades were made to the station parking provision with a multi-storey car park increasing the number of car parking bays from 782 to 1,886.

Bus routes 588 and 589 provide a circle route around the Strategic Centre in both directions with a bus departing every 10 to 15 minutes in peak periods. This route is within 400m of most of the retail and service areas within the Mandurah Strategic Centre.

Bus services in and out of the City Centre are limited with no high frequency services linking suburban communities to the north, south and east and all services commencing or finishing at the Mandurah Station.

The existing network exhibits relatively low patronage. This is due in part to the winding suburban routes and a lack of priority at key intersections and corridors leading to longer journey times than for private vehicles and cycling trips.

Road Network

Mandurah has an extensive regional and local road network that services transport needs with key roads including:

- Mandjoorgoordap Drive which links Mandurah to the Kwinana Freeway;
- Mandurah Road / Old Coast Road as the historic and retained north-south corridor 'Highway One';
- Pinjarra Road and Gordon/Lakes Road as key linkages through Mandurah to the north, south, east; and
- Key entry points into the City Centre include Mandurah Terrace from the north, Peel/Allnutt Street and Pinjarra Road from the East and Leslie Street and Old Coast Road/Pinjarra Road from the South.

Mandurah has over 800 km of roads with a breakdown as follows:

Primary Regional Roads	53 km
Other Regional Roads	11 km
Distributor A	23 km
Distributor B	19 km
Local Distributor	98 km
Local Access Roads	606 km

With the exception of 'Road B', which forms the final piece of the original Northern Mandurah Bypass, the regional and district network of roads is largely complete, noting previous plans and strategies focused on the planning and delivery.

Further, given the now largely developed nature of Mandurah, there are limited opportunities for expansion or major alteration to the road network without significant disruption to the built and natural environments.

Path / Trail Network

The City of Mandurah currently maintains a network of 580 kilometres of paths with a mix of on-street cycle lanes and concrete or red asphalt paths running beside existing roads.

Over 1,000 pedestrian crossing locations are included within this network.

Many new paths have been added in recent years, although there are some significant sections of the network still requiring construction or upgrading. Eliminating gaps in the network will provide safe, connected, and continuous routes to link the key destinations and the wider active transport network.

The most common trips people undertake by walking and cycling are to go shopping, to visit family and friends, to visit key activity attractors like parks, rivers or beaches, and for general fitness - particularly in close proximity to high activity waterfront locations.

The recent rise in popularity of eRideables has seen increased demand for high-quality paths and trails and has opened the door to a wider variety of people taking more and longer trips by active modes. Future network planning should consider these modes alongside traditional walking / cycling.

The City of Mandurah has an adopted standard concrete path width of 2.0 metres. This accommodates the minimum recommended width for two wheelchairs passing. This should be reviewed and increased as the current best practice is a minimum width of 2.5 metres for a shared path as prescribed in the Department of Transport's Shared and Separated Path Guidelines.

The City of Mandurah is also developing trails for people to experience the beauty of the City's natural coastal and estuarine landscape. The trails aim to create a tourism and recreational experience for visitors and residents.

What's an eRideable?

An eRideable is an electric rideable device, such as a scooter, skateboard or other vehicle, that: as at least one wheel; is designed to be used by only one person, is no more than 125cm long, 70cm wide and 135cm high and is 25kg or less; is not capable of travelling faster than 25km/h on level ground.

There is no restriction on power output for eRideables as long as it is compliant with the speed, size and weight limits outlined above. However, the 200w limit still applies to children (under the age of 16) riding low-powered motorised scooters.

What's not an eRideable?

An eBike or power assisted pedal cycle; an electric personal transporter (e.g. Segway) ; a motorised wheelchair or mobility scooter; motorised scooters 200w or less with a top speed of 10 km/h. These devices are already governed by their own regulations under the Road Traffic Code 2000 and are not included in the eRideable rules.

Source: Road Safety Commission

2.3 Challenges and Opportunities

In addition to being a growing population centre serving a broad catchment, Mandurah is also an important tourist destination for Western Australians, as well as interstate and international visitors. From a transport perspective, Mandurah has a number of specific challenges and potential opportunities.

Spatial Layout

Mandurah's long, narrow footprint makes accessibility and connectivity a challenge on a number of fronts:

- Bus routes are long, convoluted, suburban based routes resulting in slow trip times and a lack of direct connection to locations other than the Mandurah Station; and there are no bus priority lanes or high-frequency services to assist in improving connectivity and efficiency.
- Bicycle trips are attractive and travel times are competitive, however, dispersed employment and education locations make prioritising quality, attractive cycling infrastructure a challenge. The high level strategic planning of key cycle networks has been addressed through the endorsement of the Long Term Cycle Network with the Department of Transport.
- The centrepiece of public transport infrastructure is the Mandurah Station which is segregated and separated from the City Centre at a distance of 2.5 kilometres, but located centrally to the broad population catchment. The Station is the origin and destination for all bus routes in Mandurah.

These factors make getting around by modes of transport other than the private vehicle, challenging and potentially unattractive to users.

Existing Transport Behaviour

ABS Census data shows that a clear majority of people commute by private car (see table below).

Method of Travel to Work	2016	2021	Variance
Private Car	68.3%	65.4%	-2.9%
Public Transport	7.5%	6.0%	-1.5%
Bicycle or Walk	2.1%	1.6%	-0.5%
Other (e.g., e-eRideables)	2.9%	3.4%	+0.5%
Work at Home	3.9%	6.3%	+2.4%
Did not go to Work	12.7%	15.7%	+3.0%

COVID-19 pandemic restrictions impacted people travelling to work and many workplaces continue to offer flexibility in allowing employees to work from home.

Analysis of car ownership in 2016 and 2021 indicates 52% of households in Mandurah had access to two or more motor vehicles, compared to 57% in Greater Perth.

From the 2021 census data, approximately 70% of households within the Mandurah Strategic Centre only have 1 motor vehicle or less compared to 35% in Greater Perth. In addition, around 7% of people in this area walk to work, compared to 1.6% in Greater Perth.

Economic Growth

Mandurah's Economic Strategy seeks to focus on medium to long term projects and opportunities for economic opportunities in the region, aligned with the City's broader 20-year strategic objectives.

The key economic opportunities for Mandurah's future economic development lie at the intersection of its existing economic advantages and disadvantages and the global drivers of change that are both likely to occur and likely to have a significant impact. Opportunities were initially developed based on the synthesis of these two sets of findings, and subsequently refined and consolidated.

A total of eight opportunities were identified, each of which represents a potential area of focus to guide future policy decisions, objectives, and investment decisions for the Mandurah region.

The opportunities also consider existing programs and infrastructure currently in place, to ensure that they build from the current state.

The eight opportunities include:

1. Capitalise on Manudrah's lifestyle offering;
2. Develop Mandurah into a world-class Hospitality Education Precinct;
3. Build the capacity of the aged-care workforce;
4. Make Mandurah a hub for 'Blue Collar Tech' training and industries;
5. Innovation in healthcare delivery;
6. Innovative social interventions to support Mandurah's structurally unemployed;
7. A hub to lead industry decarbonisation, climate resilience and adaption;
8. Increase the base of professional workers in Mandurah.

Many of these opportunities will support and require an integrated transport network throughout Mandurah to be successful as the economic impact of the efficient movement of people, goods and services together with reduced operating costs through a road network that is well maintained.

Amenity

Poor streetscapes, traffic congestion, noise, and air pollution negatively impact amenity for residents, workers, and visitors and can detrimentally affect the perception of safety and the uptake of active transport modes.

High quality streetscapes are a core ingredient of a successful public realm. Improving a street's amenity through appropriate infrastructure that considers both the movement and place functions has a strong influence on uptake of active transport, increases the land value of adjacent properties and induces additional economic activity.

Mandurah's waterways and natural environment have a high amenity that attract residents and visitors. Extension and improvement to the path network is currently being undertaken within the Island area.

Many street trees in the older suburbs, such as the Mandurah Strategic Centre are required to be pruned and are unable to grow to their full height due to overhead power lines.

Progressing the undergrounding of power lines can contribute to improving streetscapes by removing barriers to tree canopies and the shade they provide road users.

Access and Inclusion

As recognised in the City's Access and Inclusion Plan 2021-2026, the City of Mandurah is committed to ensuring that spaces and places are accessible, inclusive and welcoming for people with disability, our aging population, their families and carers.

To ensure accessibility within Mandurah for a diverse range of residents with varying resources, needs, and abilities, Mandurah's transport and land use patterns must be well integrated, and provide the most opportunities for mode choice within parallel and overlapping transport networks.

Health and Safety

The transport network must focus on road safety issues for all users especially where different modes share spaces. Active transport can also deliver substantial public health benefits with more people walking and cycling.

Public transport usage also delivers a positive health benefit by encouraging walking and cycling to and from stops and stations. Together, these modes can reduce private car usage, reducing congestion as well as harmful emissions, thus having a significant long-term benefit on public health.

Road safety issues can be mitigated through the thoughtful integration of land use, transport, and urban design. Safe streets can also encourage the uptake of active transport.

Within Mandurah, the Department of Transport's '*Your Move*' program is gaining momentum in educating and providing incentives for people to cycle, walk or catch public transport to work or school 1 or 2 days per week instead of using a private car.

This has significant health benefits, however some of the routes and crossing points can be upgraded to improve the overall safety.

Population Growth and Further Development

Mandurah has a population of 90,000 (Census 2021), and is expected to grow steadily, to reach approximately 120,000 residents sometime in the next 20 years.

This means Mandurah will become home to almost 30,000 new residents, who will need around 12,000 additional dwellings to be built.

To accommodate the predicted population growth within Mandurah, approximately 8,000 dwellings will be accommodated in the Mandurah Strategic Centre, through identified infill development. Significant areas of land have already been zoned to allow for this to occur.

The balance of 4,000 dwellings will be predominately located in new suburban areas such as Lakelands and Madora Bay that have already undergone substantial structure planning.

Climate Change

Transport is Australia's second-largest source of greenhouse gas emissions (18%). Transport-related emissions have the highest rate of growth of any sector since 1990.

With no action, transport emissions are projected to continue growing. There are solutions available now to drive down greenhouse gas pollution from transport. These include:

- Providing viable alternatives to driving, such as expanding access to reliable, comfortable public transport, cycling and walking alternatives.
- Electrifying and powering cars, buses, trains and light rail with renewable energy.
- Adopting policies and incentives to encourage lower emitting vehicles, such as mandatory greenhouse gas emissions standards and electric vehicle targets.
- Technological advancements to make vehicles more fuel efficient.

Technological Change

Changes in lifestyle related to advancing technology will have implications for transport and land use patterns within the City. The uptake of autonomous vehicles and other more sustainable technologies such as electric bicycles and scooters are expected to have a substantial impact on private car ownership and use, congestion and parking requirements.

The use of eRideables are on the rise. Whilst the State Government has recently amended road laws to accommodate these forms of transport, there are concerns that some users frequently exceed the 25 km/h speed limit, do not adequately warn pedestrians on shared paths of their presence and travel on roads without sufficient safety equipment.

Additional challenges to accommodate eRideables include changes to infrastructure such as shared paths and charging stations, and the provision of fit for purpose parking may be required so that this form of mobility can be encouraged and integrated into the existing transport network in a safe way.

The advancement in alternative fuels such as hydrogen, the increase in use of electric vehicles (EVs) and the increasing availability of EV charging stations and improvements to public transport will result in changes to travel and transport behaviour.

Behavioural issues such as working from home and / or remote and satellite working rather than a large commute to the centre of Perth has been possible due to easier access to computers and higher internet speeds. Flexible working arrangements, including working from home increased in popularity due to the recent COVID-19 pandemic and has continued for many workers.

These implications must be monitored and considered as they relate to infrastructure and policy development over the next 10-30 years.

Integrated Land Use and Transport Planning

Integrated land use and transport planning ensures that land uses are compatible and that the roads, public and active transport networks are appropriate for the type and intensity of local and regional needs.

With the planned infill development within the Mandurah Strategic Centre to accommodate the majority of the population growth, the ability to increase the capacity of the existing road network is limited.

There is an increasing need to reduce reliance on private vehicles and focus on encouraging a shift in travel behaviours towards more sustainable modes of travel.

While it is acknowledged that private vehicles will continue to play a major role in Mandurah's movement network, there is a need for the City to create more walkable neighbourhoods, more connected and accessible active transport routes, and to advocate for more integrated public transport through a coordinated approach to transport and land use.

2.4 Roles and Responsibilities

Responsibility for transport planning is shared between Local Government and State Government agencies as outlined in Table 1.

Both levels of government must work together to provide a transport network that caters for the community.

High level land use planning policy, public transport and the arterial road network is the responsibility of State Government.

The City manages the local road network and the majority of the pedestrian and bicycle networks.

State and Federal Government funding for major projects and transport infrastructure has been provided for projects such as bridges and train stations, however this is often provided on an ad hoc basis and as an election commitment.

Table 1 Transport Roles and Responsibilities

Organisation/Agency	Role and influence in Mandurah	Relevant Strategies, Plans and Programs
City of Mandurah	Local Government authority responsible for the management and operation of the local street and path network, public realm and public assets such as community facilities, parks, foreshores etc.	• Connecting Mandurah: Integrated Transport Strategy; • Local Planning Strategy; • Cycle Plan 2018; Walkability Plan 2018; • City Centre Car Parking Strategy; • Precinct Structure Plans to guide land use and built form in activity centres and infill precincts.
Department of Transport (DoT)	State Government Agency responsible for wider transport planning and policy development, cycle path funding, boat and vehicle licencing, and recommendations on Road Traffic Act modifications.	• Perth and Peel @ 3.5 million: Transport Network • WA Long Term Cycle Network • Peel Region Recreational Boating Facilities Study Review 2020 • Your Move Program • WA Bicycle Network Grants (includes Safe Active Streets Program)
Main Roads WA (MRWA)	State Government Agency responsible for the management of the major road network, regional connections, high wide load routes, approval of changes to the road network and traffic signalling, speed limits and regulatory signage and line-marking.	• Perth and Peel @ 3.5 million: Transport Network • Planning Control and Management for Primary Regional Roads identified in Peel Region Scheme
Public Transport Authority (PTA)	State Government Agency responsible for the provision and operation of the public transport system, including rail and bus services.	• Perth and Peel @ 3.5 million: Transport Network • Station Access Strategies

Organisation/Agency	Role and influence in Mandurah	Relevant Strategies, Plans and Programs
Road Safety Commission	Business unit within WA Police that reports to the Minister for Road Safety. The unit strives to improve road safety and reduce road trauma.	• Driving Change – Road Safety Strategy 2020-2030
Western Australian Planning Commission (WAPC)	State Government Agency responsible for land use and spatial planning	• Perth and Peel @ 3.5 million • South Metropolitan Peel Sub-Regional Strategy • Planning Control for Other Regional Roads identified in Peel Region Scheme
Neighbouring Local Governments	Local Governments with an important interface relationship with Mandurah and in particular, inter-city connectivity of the road and path network.	Various planning schemes and strategies, transport and urban design plans and policies, parking management approaches and economic development initiatives to improve the region.

3. Strategic Direction

The Strategy's Goal is:

to provide for a safe, accessible and connected transport network that enables sustainable choices.

3.1 Key Theme 1 A Safe Movement Network

A Safe Movement Network is a vital component of the comprehensive transport strategy aimed at ensuring the safety of all road users, promoting sustainable transportation options, and enhancing overall urban mobility. The Strategy seeks to encompass a range of infrastructure, policies, and initiatives designed to prioritise safety, reduce accidents, and create an environment conducive to walking, cycling, and using public transport.

This can be achieved in various forms such as:

- Infrastructure Development, such as dedicated spaces for cyclists and pedestrians; traffic calming measures; design of intersections and enhancing public transport facilities such as bus stops and transit hubs.
- Safety Education and Awareness, such as campaigns to educate drivers, cyclists, and pedestrians about road safety and sharing the road responsibly together with school programs.
- Having appropriate design standards and guidelines that considers the needs of all road users and incorporates safety features into street design; and integrating universal design principles to ensure that infrastructure is accessible to people of all ages and abilities.

Key Outcomes and Actions

- *The delivery of a network of safe bicycle facilities linking the City Centre, train stations, health services, education facilities and district level centres; (*)*
- *Refine Policies and Standards relating to Transport Infrastructure by developing Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users that align with urban form outcomes; (*)*
- *Develop a Master Plan for significant district and local road network upgrades and Renewals that align the desired Urban Form of the location, Street Design Guidelines and Traffic Modelling outputs. (*)*

** where repeated across themes and priorities*

3.2 Key Theme 2 An Accessible Movement Network

An Accessible Movement Network provides equitable and convenient transportation options for all residents and workers in Mandurah, regardless of their physical abilities, age, or socio-economic background. This includes not only the physical infrastructure but also policies, technologies, and community engagement efforts that collectively create an inclusive environment.

Primarily, having an Accessible Movement Network seeks to break down the barriers to those in the community that have limited mobility and ensures a priority to universally designed infrastructure and making non-car based trips easily navigable for everyone.

Having an Accessible Movement Network promotes the importance of inclusivity and diversity in the Strategy and becomes a central theme that guides decision-making from the outset. This proactive approach acknowledges that accessibility is about fostering an environment where everyone benefits. An accessible network can provide benefits to parents with strollers, seniors, tourists, people with disabilities, thus promoting a more welcoming and vibrant community.

By doing so, the Transport Strategy aligns with key Council strategies such as Access and Inclusion, Youth and being an Age-Friendly City.

Key Outcomes and Actions

- *Priority public transport routes linking the City Centre, railway station and major health, education, employment, tourism and retail destinations; (*)*
- *Refine Policies and Standards relating to Transport Infrastructure by developing Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users that align with urban form outcomes; (*)*

** where repeated across themes and priorities*

3.3 Key Theme 3 A Connected Movement Network

A Connected Movement Network will ensure there is efficiency, accessibility, and sustainability in the network. The Strategy seeks to integrate the various modes of transport, infrastructure, and plans together to create a seamless and user-friendly experience for people and goods moving within Mandurah and to surrounding areas which includes the following elements:

- Multi-Modal Integration, by planning for all modes of transport; and developing hubs that facilitate easy transfers between different modes of transport, reducing travel time and improving connectivity.
- Using Infrastructure and Technology to collect data to manage traffic flow, monitor vehicles, and provide real-time information as inputs into plans and projects.
- Prioritise the delivery of active transport by ensuring pedestrian-friendly streets, precincts and opens spaces, encourage walking as a viable mode of transport and promote cycling by building dedicated infrastructure.
- Ensuring that the movement network aligns with areas of density, amenity, activity and employment, so that the urban form of the City can be realised and is connected. Implement zoning policies that incentivise the creation of affordable housing near transportation hubs.

By integrating these elements, a connected movement network can enhance mobility, manage congestion, promote sustainable transportation, and provide positive benefits for the City.

Key Outcomes and Actions:

- *Advocate for the delivery of 'Road B';*
- *Advocate for connection points from Gordon Road and Meadow Springs Drive to Manjoogoordap Drive;*
- *Advocate for the extension of the Tonkin Highway to Forrest Highway to ensure that Mandurah is connected to the eastern part of the Perth Metropolitan Region; (*)*
- *Priority public transport and active transport networks linking the City Centre, railway station and major health, education, employment, tourist and retail destinations; (*)*
- *Plan for high frequency public transport services on major corridors that link Mandurah's suburban areas to the City Centre and major health, education, employment, and retail destinations. (*)*

** where repeated across themes and priorities*

3.4 Key Purpose 1 Consolidation of Priorities

The key outcome is that of consolidation as the extent of suburban development is largely complete and significant high-level network infrastructure has been delivered (or is being delivered). Over the last 15 years, this has included projects such as the Perth to Mandurah rail line, Mandurah Bridge replacement, Mandurah Estuary Bridge duplication, Mandjoorgoordap Drive and Kwinana Freeway and Forrest Highway extension.

The only remaining element of the regional network is a regional road link between Lakelands and Meadow Springs connecting Mandurah Road and Mandjoorgoordap Drive known as 'Road B'. Based on recent modelling undertaken Road B will be beneficial before 2041. If this link is not constructed, the longer distance trips are likely to cause more congestion, especially on Mandurah Road and saturate this corridor. Therefore, advocacy to the State Government to allocate the necessary funds for construction in a timely manner is required.

As a result, as a key outcome of this Strategy, the priorities for transport in Mandurah need to change to focus on those areas of future economic growth and redevelopment, primarily within the Mandurah Strategic Centre. The priority will also incorporate maximising access to the City Centre by public transport, walking and cycling.

Key Outcomes and Actions:

- *Advocate for the delivery of 'Road B';*
- *Advocate for connections from Gordon Road and Meadow Springs Drive to Manjoogoordap Drive;*
- *Advocate for the extension of the Tonkin Highway to Forrest Highway to ensure that Mandurah is connected to the eastern part of the Perth Metropolitan Region; (*)*
- *Prioritypublic transport routes linking the City Centre, railway station and major health, education, employment, tourist and retail destinations; (*)*
- *Plan for high frequency public transport services on major corridors that link Mandurah's suburban areas; (*)*
- *Ensure the delivery of a network of safe bicycle facilities linking the City Centre, train stations, health services, education facilities and district level centres; (*)*
- *Manage the demand of car travel on inner city streets consistent with the capacity of the street network; and*
- *Enhance that the Mandurah Strategic Centre's grid-based street network by maximising the opportunities to share transport modes across the network as many streets have moderate levels of traffic.*

** where repeated across themes and priorities*

Key Purpose 2 Consolidation of Plans

This Strategy aims to consolidate the following plans:

- Local Planning Strategy and Local Planning Scheme;
- Walkability Plan;
- Cycle Plan;
- Long Term Cycle Network Plan; and
- Strategic Transport Model and Road Hierarchy Plans.

The consolidation has been broadly reflected in the Local Planning Strategy with more localised or district level plans required for each mode of transport. These shall be reflected in the Key Actions.

Local Planning Strategy and Local Planning Scheme

The City of Mandurah Local Planning Strategy was certified for advertising in August 2018, adopted for final approval in June 2020, and endorsed by the Western Australian Planning Commission in April 2022.

The Local Planning Strategy provides the framework for planning within a local government area and sets the strategic basis for a Local Planning Scheme.

The Local Planning Strategy is referenced in the City of Mandurah Local Planning Scheme No. 12, gazetted on 11 April 2022. To ensure that the Strategy remains relevant and consistent in planning decision making, it will be updated as strategies, plans and proposals by the State Government and the City of Mandurah are considered on identified issues.

Key Outcomes and Actions

- *Update the Local Planning Strategy and relevant actions relating to Transport and Infrastructure to align with this Strategy together with an alignment of plans with relevant geographic information systems and networks;*

- *Use the Strategy as the core reference point for key road hierarchy descriptors with the support of detailed strategic traffic modelling as an input into plans and projects to progress to a Movement and Place method of classifying streets and roads;*

- *Prepare District Level Active Transport Plans to guide the planning and prioritisation of path network plans as part of the implementation of the Long Term Cycle Network;*

- *Refine Policies and Standards relating to Transport Infrastructure by developing Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users that align with urban form outcomes; (*)*

- *Develop Master Plans for significant district and local road network upgrades and renewals that align the desired urban form of the location, Street Design Guidelines and traffic modelling outputs. (*)*

Walkability Plan and Cycle Plan 2018

In 2018, the Council endorsed a Walkability Plan and Cycle Plan. These plans separately considered the City's approach to improving the walking environment and the commitments from the City in its cycling program delivery and infrastructure programs.

The Walkability Plan set the following key objectives:

- Target spending on capital works projects that improve walkability;
- Emphasise the importance of accessibility and increased mobility for people of all ages and abilities;
- Improve pedestrian safety in the road and traffic environment;
- Create well designed and managed spaces and places for people with improved integration of networks;
- Highlight improvements to walkability, such as reduced traffic signal cycle times and modified intersection design, and the potential benefits of implementing these improvements;
- Focus stakeholder liaison on how walkability can be improved and the benefits of this approach; and
- Create a culture of walking.

The walkability plan had a 4 year focus and review timeframe which aligns with the preparation of this Strategy.

The key objectives of the Cycle Plan included:

- Invest in providing dedicated cycling infrastructure along strategic routes identified using a multi criteria analysis method;
- Align development programs with Department of Transport cycle programs for funding;
- Develop strategic wayfinding signage throughout the City to help identify the cycle network;
- The promotion of Mandurah as a 'Cycling Tour' destination; and
- Reduction of emissions by reducing the number of cars for trips less than 5km.

The Cycle Plan had a 2 year focus, which aligns with the preparation of this Strategy and similarly to the Walkability Plan.

Long Term Cycle Network Plan

In 2016, as part of the State Governments long term transport strategy (Transport @3.5M), the Department of Transport released the Long Term Cycle Network Plan (LTCN). The aspirational long-term bicycle network was based on a robust methodology of connecting all key activity centres in Perth and Peel. The LTCN details a vision for a continuous bicycle network that links parks, schools, community facilities and transport services across the Perth and Peel regions. The State Government will use the routes identified in the LTCN to allocate funding for cycling infrastructure and shared paths (for both people-on-bikes and pedestrians) to local governments.

In June 2020, Council endorsed a Long-Term Cycle Network for Mandurah and this network is included in this Strategy as Plan 4. Routes have been categorised into a three-tier hierarchy of primary, secondary and local routes similar to a road network, that is based on function. The principle of having a hierarchical network of cycle routes was confirmed to align with the Department of Transport's Public Transport for Perth in 2031. A dedicated cycling infrastructure network that is well designed and connected to major activity centres and transport generators to encourage the community to accept cycling as a viable and safe mode of transport and an enjoyable recreation activity to cater for the level of demand.

The categorisation of routes has been based on the function of a given route within the network:



Primary Routes are high demand corridors that connect to major destinations. They provide high-quality, safe, convenient (and where possible uninterrupted) routes that form the spine of the cycle network. These routes are conducive to medium or long-distance commuting/utility, recreational, training and tourism trips.



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



Local routes – Local routes are low demand and are predominantly located in local residential areas. They provide access to higher order routes and local amenities and recreational spaces. Changes to traffic management devices and cul-de-sacs may also be proposed, where these have not been designed with cycling in mind, particularly in the use of safe active streets.

Strategic Transport Model and Road Hierarchy Plans

The Mandurah Strategic Transport Modelling (Inner & Outer Area) Report was endorsed by Council as a guiding document in 2014. The report included traffic modelling and a road hierarchy plan providing forecast traffic volumes for the outer area of the City in 2031. The work complimented the modelling completed in 2012 on the Mandurah Inner Area Precinct.

The modelling proposed a road hierarchy and provides guidance for the development of the future road network based on forecast traffic predictions. Traffic can be monitored and planned intervention undertaken as and when necessary.

The traffic model and road hierarchy plan provided the City with the flexibility to plan and cater for the future transport needs of the municipality.

The City updated to the Mandurah Strategic Transport Model in July 2023. The purpose of the report was to describe and summarise the assumptions and outputs from the 2041 and 2051 future year scenarios in the Mandurah Strategic Transport Model to represent medium- and long-term planning horizons within Mandurah.

A main finding of the report included that the construction of 'Road B' connecting Mandurah Road and Mandjoogoordap Drive is required prior to 2041. Without 'Road B' being constructed, high levels of congestion will occur. As there is no effective route between the Lakelands / Madora Bay area to Mandjoogoordap Drive, longer distance trips to and from Mandurah are likely to saturate this corridor.

Emerging Technology

Non-electric vehicles contribute to air pollution and produce approximately 177g of CO2 emissions per kilometre. The City has a significant role in contributing to the national goal of achieving net zero CO2 emissions by 2050.

Matters such as supporting the following elements are opportunities to support emerging technology in relation to transport:

- Supporting EV Charing Stations which include having a supportive regulatory land use environment regarding proposals on private land and a consistent approach to proposals on public land to include matters such as:

    - Applications will be assessed on a case-by-case basis;
    - Selected locations must provide economic benefit to the community;
    - Infrastructure must service ccs / type 2 charging;
    - Signage is to be minimal;
    - Commercial lease terms are to be applied;
    - Lease terms will be for short periods given the changing nature of charging infrastructure.

- Having a Sustainable Fleet Selection; and

- Providing positive Community Education and Engagement

4. Key Actions by Transport Mode

Arising from the Strategic Direction, key analysis and outcomes by each transport mode are addressed in this Section.

4.1 Active Transport

Creating communities that encourage people to choose walking and cycling as modes of transport is a way to foster sustainable, healthy, connected and safe communities. It is considered a key outcome of this Strategy that everyone in the Mandurah community can access and enjoy their streets.

Mandurah has numerous key attractors, including the City Centre, District Centres and a range of Neighbourhood and Local Centres providing for retail needs of the community, and are the main transport generators.

In addition, there are other key attractors such as education facilities, recreation precincts, the Peel Heath Campus, the transport nodes of the existing Mandurah Train Station and Lakelands Train Station together with significant environmental and lifestyle assets of foreshores, beaches and natural areas.

It is important that we focus on these areas to ensure connectivity to these nodes from surrounding suburbs and that the City targets spending on capital works projects that improve the infrastructure for walking and cycling to, and around, these precincts.

The City's role in providing walking and cycling infrastructure is critical. By improving the safety and legibility of its streets, this increases the attractiveness of walking and cycling for a greater number of people. This in turn will encourage more people to walk and cycle, easing pressure on other modes of transport and delivering significant environmental and public health benefits, such as improved air quality, reduced emissions and less traffic.

There are a number of ways to improve the walking and cycling experience which include the provision of dedicated street space, shade, wayfinding, lighting, considering safety, providing time for walking at signalised intersections, frequent street crossing opportunities and addressing gaps in the network. There are a range relating to social, environmental and personal health.

The City's direction in recent years has been underpinned by its Strategic Community Plan 2020-2040, which was informed through an extensive public engagement process. Council included with 'Health' and 'Environment' emerging as consistent key priorities for residents which has led to a Public Health Plan in 2020 and the Environment Strategy in 2023.

In addition to recognising key destinations and trip purposes, it is important to understand some of the differing needs and abilities of people including children, older people and people with disabilities. Children riding to school, elderly bike riders on motorised bicycles or personal mobility devices may not practically share the same infrastructure as the commuter cyclist. Planning needs to accommodate the whole range of bike riders in such a way that is complementary to pedestrians and other transport modes.

Your Move Program

Encouraging people to walk or cycle to school rather than being dropped off and picked up by car is being promoted by the Department of Transport 'Your Move' program. This mode shift not only tackles parking and traffic issues, but also has health benefits and provides practical ways to teach and develop sustainable transport.

The City will continue to be involved in community awareness campaigns to encourage behaviour change and mode shift towards active forms of transport.

District Level Active Transport Plans

The preparation of District Level Active Transport Plans to guide the planning and prioritisation of path network plans should be undertaken to implement the Long-Term Cycle Network, Path Network and Trails Network.

The plans will consider and include:

- Existing path audits from asset data and condition monitoring;
- Assess opportunities to seek data on walking and cycling including surveys and pedestrian / bike rider counts;
- Community Engagement; and
- Path Prioritisation.

It is recommended that one District Level Active Transport Plan will be prepared and implementation commenced per financial year in the following priority district areas:

- Strategic Centre
- East
- North
- Island
- Dawesville

Recommendations of the Plans will be included within the Long Term Financial Plan, Capital Budgets and Asset Management Plans. Aligning the movement and place framework creates strong synergies to the strategic aims.

City Wide and City Centre Aspirations

The key theme of improving the environment for active transport modes and prioritising in the City Centre and surrounding suburbs requires some further consideration in design outcomes for the existing street network.

This can be achieved by several means including:

- Bicycle only, shared and/or separated paths;
- Protected bicycle lanes;
- Redesigned streets where bicycle routes are provided on local streets in a slower speed environment as a safer shared street space.
- Explore opportunities for crossings and connections to complete the Mandjar Bay Circuit as identified in the City Centre Master Plan.

With lower traffic speeds and lower traffic volumes, the streets are much safer for pedestrians and riders of all ages and abilities, as well as for people driving.

Plan 6 - Long Term Cycle Network

Primary Route

Secondary Route

Local Route

Activity Centres & Attractors

- Strategic Centre Precinct
- District Town Centres
- Neighbourhood Centres
- Peel Business Park
- Tertiary Education
- Regional Hospital
- Regional & District Recreation
- High Schools

City of Mandurah Boundary



0 1.5 3km

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End of Trip Facilities

To improve the desirability of active modes of transport, it is essential to consider the whole of trip infrastructure. For commuter cyclists this might mean the provision of certain facilities, such as secure bike parking, showers, change rooms and lockers. The better the facilities, the more likely people are to choose cycling.

For recreational bike riders, the provision of cycle parking facilities is most likely to be the most important at accessible, high demand locations.

For all types of bike riders, the ability to undertake a multi-mode journey, via bus and train would be highly desirable and would significantly broaden accessibility to a much wider range of destinations and locations. Opportunity to seek advocacy and improvements to improve these outcomes are a key outcome of the Strategy.

For development assessment, ensuring provisions requiring end of trip facilities have been included in Precinct Structure Plans and the DesignWA suite of documents which includes updates to the Residential Deign Codes. It will be important to ensure the requirements are provided in new development to support the network of infrastructure and to support medium density infill development in the Strategic Centre.

Technology Changes

Innovation in technology is presenting new opportunities and challenges relevant to the planning and delivery of our infrastructure networks.

Electric bicycles and eRideable devices increase the viability of active transport for many people, as they can help reduce impediments such as long distances, hilly terrain and excessive heat.

Due to their speed and size, these devices have the potential to create conflict points across the existing network, particularly based on older style narrow paths and at intersection crossing points.

Future infrastructure and network design will need to respond to the different requirements of these technologies, so as to support their uptake, which will assist in achieving the public health, environmental and accessibility benefits of these forms of transport.

Figure 2 **Benefits of Active Transport**

Walking and bike riding are the most sustainable modes of transport. They not only contribute to great places, cleaner local environments and healthier lifestyles, they also provide economic benefits. Many of the benefits of walking and bike riding are interrelated.

Cleaner Environments

- The most sustainable modes of transport
- Contributes to the goal of net zero by 2050
- Reduces noise pollution
- Reduces air pollution
  - Substituting vehicle trips with walking and riding reduces CO2e emission by approximately 177g per kilometre
- Reduces polluted water run-off





Great Places

- People of all abilities can enjoy walking or riding
- Easier to get to school and work
- More local opportunities for fun and recreation
- Creates a sense of community
- Adds vitality and vibrancy to places
- Increases range and availability of public transport





Healthy Lifestyle

- Great form of physical activity
- More engagement with the local community
- Children who walk or ride to schools are more independent and more likely to continue to lead healthier lifestyles
- Healthier communities reduce the impacts on our health care system
- Helps manage weight and reduces the chance of heart disease
- Improves mental wellbeing with links to reduced anxiety and depression
- Enhances social connections.

Economic Benefits

- Boosts productivity
- Reduces congestion
- More foot traffic for local business
- Lowers cost of living
- Provides regeneration benefits
- Influences property uplift
- Benefits derived by per kilometre travelled by an individual:
  - **Walking**: $6.21 (rural) to $6.52 (urban)
  - **Cycling**: $1.94 (rural) to $2.25 (urban)
  - **E-bike**: $1.80 (rural) to $2.11 (urban)

Adapted from NSW Active Transport Strategy

Table 2 Active Transport Action Plan

ASPIRATION: Mandurah to be a location where walking and cycling is safe, connected, convenient and a widely accepted form of transport

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
AT1	Consolidate the existing Walkability Plan and Cycle Plans by preparing District Level Active Transport Plans to guide the planning and prioritisation of path network plans.	These plans were initially prepared and endorsed by Council in 2017 and 2018 and have a review date of 4 years. City wide plans and networks are included in this Strategy and for each mode to be planned and prepared at a City-wide level are too high level. Being prepared at a district level allows for meaningful community engagement and is consistent with the place management framework; Integration of walking and cycling networks through active transport allows a holistic planning approach to personal mobility modes of transport; Given current projects and commitments which includes two coastal projects, the trails projects, with City Centre Master Plans and Precinct Structure Plan alignment, and opening of the Lakelands Train Station, priority listing is recommended.	Strategic Planning; Technical Services	Plan; Deliver; Within existing operating budget and to support Grant Funding submissions;	1 Plan Per Financial Year in following district areas by priority order: • Strategic Centre; • East; • North; • Island; • Dawesville.

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
AT2	District Level Active Transport Plans to consider and include the following key outcomes: • Existing Path Audits; • Assess opportunities to seek data on walking and cycling; • Community Engagement; • Path Prioritisation; • Inclusion of recommendations in Asset Management Plans; Long Term Financial Plan and Capital Budgets.	Active Transport Plans will align and be integrated with District Structure Plans or Place Plans that compliment other strategic plans such as Community Infrastructure Plans and Precinct Structure Plans. The key inputs will ensure that the elements of the previous walkability and cycle plans are reviewed and planned at a more detailed district level.	Strategic Planning; Technical Services	Plan; Deliver; Within existing operating budget	As plans are prepared as per Action AT1.
AT3	In preparation of Active Transport Plans ensure the following locations are given priority in the implementation: • Mandurah Road / Waterside Drive from Mandurah Station to Mandurah Estuary Bridge; • Northern Beaches Trail / Ormsby Terrace link to City Centre;	The June 2020 Council report on the cycle plan when adopting the Long Term Cycle Network identified a number of priority missing links and upgrades. Many of these have now been identified in the Halls Head Parade and Falcon Coastal Shared Paths; and Island Trails projects.	Strategic Planning; Technical Services	Plan; Deliver; Within existing operating budget	As plans are prepared as per Action AT1.

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
AT4	Prepare Design Guidelines for active transport infrastructure to achieve the following: • ensure paths on all streets in subdivisions; • have a consistent approach to location of the footpath in the street cross-section; • review turning movements at intersections to improve pedestrian desire lines across roads; • review the use of intersection control.	Many of these provisions and requirements are in place, however should be subject to review and upgrade to ensure they meet contemporary standards and to ensure the appropriate priority is placed on the form of transport that can have a positive impact on the safety, health and convenience of the most transport users. Significantly, these guidelines and are important as upgrade and renewals works are prepared as part rolling works that are identified in the Long Term Financial Plan and using these opportunities to make small but significant improvements to the delivery of the transport network.	Technical Services	Policy Development; Deliver; To guide Design within existing operating budget.	Annual Policy Review and Ongoing as part of Design and Development of Road and Street upgrades and renewals.
AT5	Ensure commitments to the delivery of active transport infrastructure is a key priority in the Long Term Financial Plan and Funding Opportunities.	Without commitments for the delivery of improved infrastructure in the budget and Long Term Financial Plan, seeking additional funding opportunities such as the Western Australian Bicycle Network (WABN) Grants Program, the priority to improve active transport may be lost.	Council; Technical Services;	Budget and advocacy within existing operating budget	Ongoing
AT6	Ensure cycle facilities and end of trip facilities are considered in key landscape	The delivery and requirement to provide end of trip facilities as part of key activities and attractors is an important piece of the	Strategic Planning; Landscape Services;	Design and Assess Proposals within existing	Ongoing

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
	master plan upgrades, community infrastructure projects and within development assessment of major proposals.	commitment to improve active transport.	Statutory Planning;	operating budget	
AT7	Ensure that the suitability of the cycling network is constantly reviewed considering technological advancements in bicycle design, such as e-rideables and feedback received from bike riders.	It is necessary to monitor the suitability of the cycle network and supporting infrastructure in relation to advancements in technology for active transport to ensure safety and encourage more frequent use.	Strategic Planning; Technical Services	Review within existing operating budget. Any minor path improvements would be from capital budget.	Ongoing
AT8	Undertake and continue to be involved in community awareness campaigns to encourage behaviour change and mode shift towards active forms of transport.	Continue supporting community awareness campaigns such as 'Your Move' Program promoted by the Department of Transport and other initiatives.	Health Services via Public Health Plan	Promote utilising existing operating budget.	Ongoing

4.2 Public Transport

Public transport has the potential to help Mandurah to sustainably continue with population growth. With Mandurah's long and narrow shape, a significant proportion of the population live within 800m or a 10-minute walk to Mandurah Road and Old Coast Road.

Due to Mandurah's future growth profile, it is likely that there will be more people living, working and visiting the City Centre, which will result in many more passenger movements to, from and within the City in the future. It is the public transport system that can shift the load from private vehicles and enable Mandurah to grow in a sustainable way.

The establishment of high capacity, high frequency public transport will be essential for the general functioning and liveability of the region. This strategy aims to identify and establish corridors linking the suburbs and the wider Peel region to the City Centre. Conceptually, this network of corridors is set out in Plan 5.

In addition, arising from sub-regional planning, connectivity between Rockingham and Mandurah and the suburbs in between; and Mandurah and Pinjarra require significant improvement beyond the commuter rail line between Mandurah and Perth and its associated stations.

Exploring the notion of a Mandurah – Pinjarra Regional City, the concept of connecting the two key components to the existing Passenger Rail Line warrants serious consideration. However, the extent of growth along this eastern corridor will determine this outcome.

Further to the potential connections to the east, further improvements to the train system to the north have been committed to, that will have a positive impact on Mandurah and the region. Current transport links that service Mandurah are primarily focused along the coastal southern corridor, linking the region to the Perth CBD.

With significant employment centres located within the eastern corridors of the metropolitan area, such as Canning Vale, Kewdale, together with the entertainment precinct at Burswood / Perth Stadium and the Perth Airport, provides the Mandurah region wider access to these services. Currently, the option of accessing these areas via public transport from Mandurah is difficult and provides an attraction to increased vehicle use.

The Thornlie-Cockburn Link will be Perth's first east-west cross line connection, to support growth and accessibility across the southern suburbs by providing direct access to employment, sporting and recreation opportunities and will be a significant improvement to the network that will benefit Mandurah's residents.

Plan 5 - Public Transport Network Priorities

Perth to Mandurah Rail & Stations

Inner City Street Based Transit

Rapid Bus Transit

Existing Bus Routes (to be reviewed)

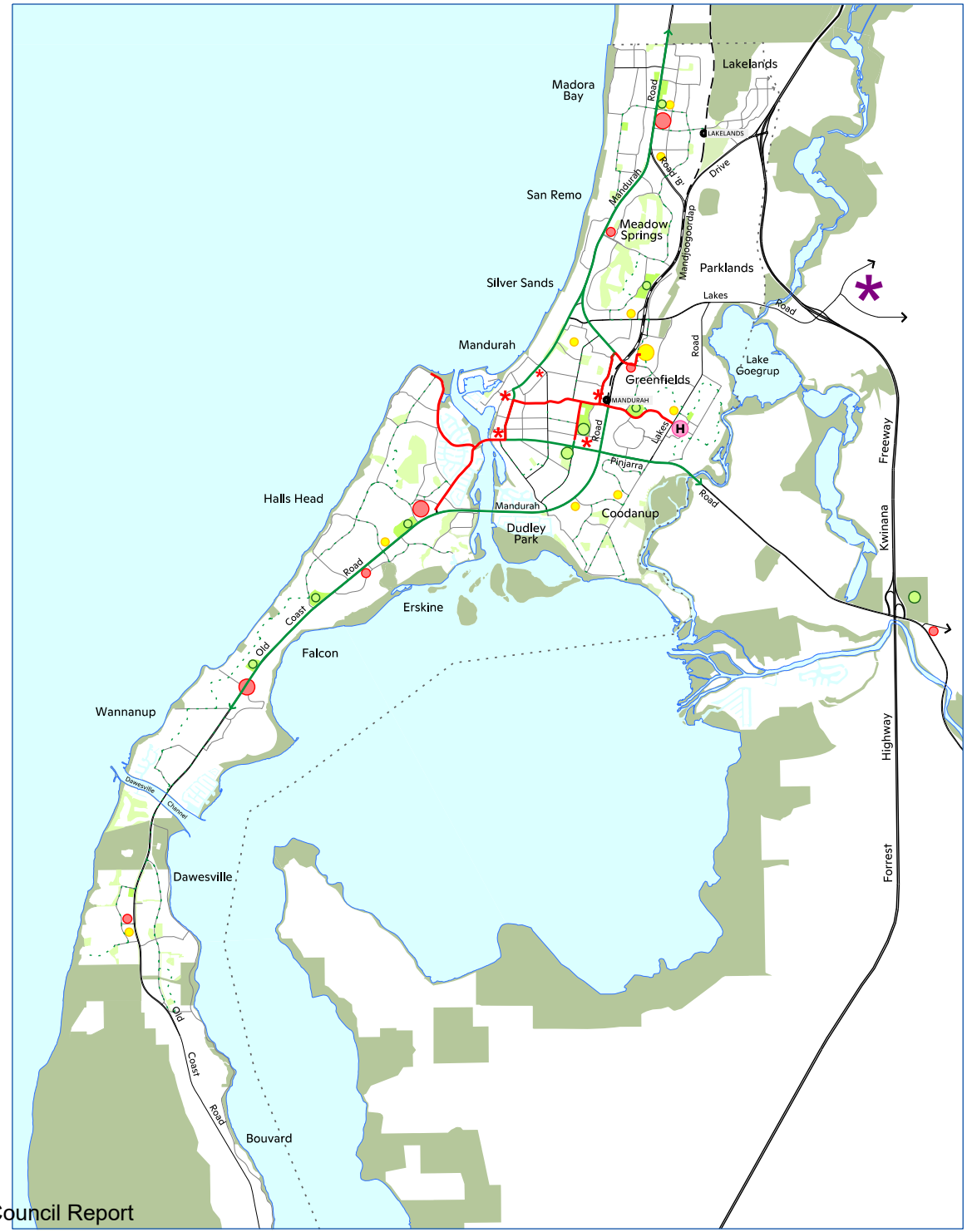
Activity Centres & Attractors

- Strategic Centre Precinct
- District Town Centres
- Neighbourhood Centre
- Peel Business Park
- Tertiary Education
- Regional Hospital
- Regional & District Recreation
- High Schools

City of Mandurah Boundary



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Additional Station(s) to the North

The original master plan for the Perth Urban Rail Development Project (South West Metropolitan Railway), that culminated in the delivery of the Perth to Mandurah Rail Line, had additional stations identified at South Perth, Mandogalup (Rowley Road), Stakehill, Karnup (Paganoni Road), Lakelands and Gordon Road. To date, two additional stations at Aubin Grove and Lakelands have been delivered.

The Lakelands Station has a site area of 1.89 hectares and is approximately 1km from Mandurah Road. This station primarily serves the immediate suburbs of Meadow Springs, Lakelands and Madora Bay and relies on accessibility via bus services as t car parking provision within the site is limited.

In the planning for Lakelands, the State Government indicated that a station at Lakelands does not negate the need for an additional station at Karnup. The site at Paganoni Road is located adjacent to Mandurah Road and is within an area of approximately 48 hectares of State Government owned land. This location has the potential to be a conduit for a bus-rapid transit line operating along Mandurah Road providing an integrated transit system for the coastal suburbs located between Mandurah and Rockingham, albeit for relatively low density suburbs.

Street Based / Mid-Tier Transit System

Street based or mid-tier transit systems represent a transport service that is a step change from the suburban bus network. They have many varied forms and functions from semi-segregated, to one that mixes with the general traffic, to a vehicle type that does not rely on



tracks, but provides a significant high degree of certainty, regularly and capacity.

One of the key elements of an integrated movement network is the delivery of a high frequency, street-based / mid-tier transit system. As Western Australia currently does not have any light rail transit (LRT) in place, there is an opportunity for trackless and autonomous trams to be implemented due to improving technologies. However, to ensure certainty and regularity, some form of the system is required to be 'fixed'.

Central Mandurah has been identified for infill development with increased residential densities. The traditional grid road layout in this area provides many opportunities for a street-based transit system to be installed.

As future growth within Mandurah will transition from predominantly suburban development to predominantly infill development. Central

Mandurah is based on a traditional grid system which provides a high level of regularity and accessibility.

There is no doubt that a full-scale LRT system is an expensive exercise with recent systems in Australia such as the Gold Coast LRT costing approximately $37M/km, Sydney CBD costing approximately $88M/km and a system in Canberra costing approximately $29M/km. A full analysis and business case of such a project would be required, but this Strategy sets out the rationale, based on the City Centre being the focus for high density residential, entertainment and employment.

The City of Striling received Australian Government funding of $2 million through the Urban Congestion Fund for a business case to trial a trackless tram system in November 2023. The trial includes a 7km connection from Glendalough Train Station to Scarborough Beach. The project is being delivered with partners Curtin University, CRRC, Shanghai Electric and Infrastructure Technology Solutions.

In January 2023, the Minister for Transport and Planning agreed to work with the Local Government Consortium (through METRONET) to prepare a Mid-Tier Transit Plan for Perth and Peel. The City of Mandurah is a member of the consortium, and the project scope includes advocating for short, medium, and long term initiatives for consideration. In addition, the City of Mandurah has an advocacy position to lobby the State Government for a high frequency street-based transit system in central Mandurah.

Rapid Bus Transit System

The development patterns within Perth and Peel are anticipated to extend eastwards from Mandurah to Pinjarra. Current planning contained within the Public Transport Plan (Transport @ 3.5 million – July 2016) describes this corridor as requiring infrastructure for a network of 3.5 million people for Perth and Peel under 'high priority public transit corridors'.



High priority public transit corridors are defined as follows:

"consisting of queue jump lanes, signal priority, or transit lanes, [corridors] may be created to improve the operating conditions of street transit and semi-rapid transit. These corridors are generally developed to serve a number of different bus routes with higher levels of patronage or where congestion is creating long and unreliable journey times."

Queue jump lanes give priority to transit vehicles at intersections, allowing them to bypass queued traffic and move through the intersection once permitted by the traffic signals. In this capacity, they are an effective and cost efficient (relative to full bus lanes) method of giving priority to transit vehicles on roads where delay at traffic signals can disrupt transit operations.

However, their effectiveness is hampered when mid-block traffic creates congestion issues outside of intersection areas, or where traffic queues exceed the length of the queue jump lane. In these circumstances, dedicated bus lanes are preferable, which can be operational all day or only in the peak periods.

Whilst not identified within the completed Perth and Peel Transport Network Plan, the delivery of a high frequency bus based system along Mandurah Road between the northern suburbs of Mandurah to the Mandurah Transit Station; and along Old Coast Road to the southern suburbs of Mandurah and the Mandurah Transit Station, would connect the balance of Mandurah's suburban population to the above-mentioned network connections.

Recent initiatives such as bus stop upgrades along Mandurah Road and Old Coast Road are a positive first step in establishing this network upgrade.

In addition to a focus on the major roads, there is scope to review the provision and frequency of service between the Halls Head District Centre and the Peel Health Campus via the City Centre and Mandurah Transit Station with scope to upgrade to future street-based transit.

This model would be based on the provision of signal priority at key intersections and building on the existing bus network, but refocused on the key corridors.

A high percentage of existing retail and secondary schools are located adjacent to this corridor and space is provided within existing road reserves to upgrade stops at key locations that increase the amenity of the service beyond the suburban network that currently exists.

A key outcome of the Strategy is to advocate for improvements to the bus network, as they have not been strategically reviewed or modified since the opening of the Mandurah Train Station in 2007. The improvements should include rapid transit routes north and south along Mandurah Road and Old Coast Road corridors to reduce travel times, whilst also improving the overall service and experience to users.

The Lakelands Train Station has resulted in modified bus routes in the northern suburbs to feed into the train station. This includes adding three bus routes and modifying seven existing routes in Meadow Springs, Lakelands and Madora Bay to connect to the Lakelands Train Station.

One disadvantage within the proposed bus route additions and modifications is that some students will have to use two or three modes of transport (bus – train – bus) to access schools as some direct bus routes are being removed. In addition, passengers in Madora Bay and Meadow Springs traveling to Rockingham will need to transfer to the train at the Lakelands Station.

Table 3 Public Transport Action Plan

ASPIRATION: Mandurah to be a location with high quality, sustainable transport options that connects key activity centres; and east-west regional connectivity consistent with South Metropolitan Peel Sub-Regional Framework

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
PT1	Plan and advocate for the provision of a high-frequency, street- based transit system for the Strategic Centre, extending to Peel Health Campus and Education Campus;	The provision of a high-frequency based transit system will improve the use of public transport and reduce travel times between key destinations.	Transform Mandurah; Strategic Planning	Plan and Advocate within existing operational budget	Include provisions in master plans and structure plans.
PT2	Advocate for rapid bus transit routes north and south along the Mandurah Road and Old Coast Road corridors; and undertake a review of the remaining bus network;	The delivery of a high frequency bus based system along Mandurah Road between the northern suburbs of Mandurah to the Mandurah Transit Station; and along Old Coast Road to the southern suburbs of Mandurah and the Mandurah Transit Station, would connect the balance of Mandurah's suburban population to the Mandurah to Perth train line.	Director, Built and Natural Environment; Strategic Planning	Plan and Advocate within existing operational budget	Align with the advocacy framework and use when required to input into state plans and strategies.
PT3	Ensure the Council continues to advocate and commit to State Government transport plans, projects and strategies; with a focus to	The City of Mandurah is a member of the Local Government consortium advocating for the State Government to prepare a Mid-Tier Transit Plan for Perth and	Director, Built and Natural Environment; Strategic Planning;	Plan and Advocate within existing operational budget	Ongoing

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
	connect inter-regional destinations such as Rockingham, Mandurah, Pinjarra; and ensuring linkages and connections to the Perth to Bunbury Fast Train project;	Peel. The project scope includes advocating for short, medium, and long-term initiatives for consideration.			
PT4	Implementation of Station Access Strategies	To assist in improving access to the Mandurah and Lakelands Station, improvements to access to these stations is important to aid in mode shift from small vehicle trips.	PTA, Technical Services	Advocate for Funding and Implementation	Ongoing
PT5	Upgrading of Bus Stop Infrastructure	The PTA upgrade a number of bus stops annually as a part of their Bus Stop Accessibility Works Program (BSAWP). The City also has a Bus Stop Infrastructure Partnership Agreement with PTA where Bus Stops can be upgraded under the Bus Shelter Subsidy Program (BSSP).	PTA, Technical Services	$50,000 per year from Capital budget for PTA Bus Shelter Subsidy Program	Annual

4.3 Road Network

Cars will continue to play an important role in Mandurah, given the spatial layout and ageing population. However, car dependency, where people have no other choice but to drive, adversely impacts public health as well as the environment.

As such, the Strategy primarily targets maximising and prioritising of modes of transport such as walking, cycling or public transport, to reduce reliance on private vehicles and provide more sustainable choices. Behaviour change programs form an integral part of this prioritisation and should continue to be promoted to help people understand their personal transport alternatives.

The Strategy adopts the outcomes and recommendations of Mandurah Strategic Transport Model (Cardno Now Stantec, dated July 2023) with regard to strategic recommendations and a revised road network hierarchy.

Modelling was undertaken with a 'do-nothing' and 'do-minimum' networks to 2041. Based on the model results, the following conclusions are reached with regards to each of the scenarios and networks modelled:

Do-Nothing Networks

- The model results show high 'volume to capacity' ('V/C') values for both Lilydale Drive, Lakelands and Sticks Boulevard, Erskine, however the volumes on these roads aren't considered sufficiently high to warrant upgrades to the roads themselves, they connect to higher-order roads with priority-controlled intersections. Over time, these intersections may warrant upgrade to ensure future satisfactory performance.
- The V/C values for Old Coast Road, Halls Head suggest that this road is approaching practical capacity. While there appears to be sufficient road reserve to widen Old Coast Road, duplication of the existing bridge would also be required. The current configuration is a critical component constraining through traffic in and out of the City centre in the future.
- Mandurah Road (north of Mandurah Terrace) showed high levels of congestion throughout the Madora Bay area. As there is no effective route between the Lakelands area to Mandjoogoordap Drive, longer distance trips to and from Mandurah are likely to saturate this corridor.
- For the 2041 Do-Nothing network, congestion has increased significantly throughout the network, resulting in significant rat-running on a large number of local roads.
- It is not considered feasible or realistic to resolve this level of congestion from an infrastructure capacity-supply perspective. The modelling outcomes are such that the integrated transport strategy emphasises the use of non-vehicle mode shares.

Do-Minimum Networks

- While there are still a large number of links in the 2041 Do-Minimum network with V/C ratio greater than 85%, the links included as part of the Do-Minimum network are shown to result

in substantially less links with V/C ratios higher than 85% when compared to the Do-Nothing network.

- A summary of the roads included in the Do-Minimum network, including their suggested priority, is included in Table 4

Table 4 Summary of Key Road Upgrades from Modelling

Road	Comment
Road B	Road B is the most impactful of the 'Do-Minimum' schemes. This model results in a re-distribution of traffic from the Mandurah Road corridor to the Mandjoogoordap Drive corridor. This outcome provides improved access to the Kwinana Freeway, allowing trips from the northern part of the model to head north on Mandjoogoordap Drive, where it connects the Freeway. Road B is considered to be a strategic critical link, with the model results suggesting that Road B will result in a substantial reduction in V/C values on adjacent roads, particularly on Mandurah Road. **Priority: High**
Galgoyl Road Extension	The Galgoyl Road extension was found to result in a redistribution of local traffic, with trips to or from the residential and commercial areas west of Galgoyl Road using this road instead of Mandurah Road. **Priority: Medium**
Ruthland Drive Extension	The Ruthland Drive extension is considered to be a relatively minor upgrade, with the model results suggesting that this extension will result in a relatively minor redistribution of trips from Peelwood Parade. **Priority: Low**

Road Network Hierarchy

Main Roads WA (MRWA) applies a hierarchy classification system to all roads within the State, whether the responsibility of local government or State government and are based on the efficient movement of vehicles and are published via Main Roads Road Information Map.

As a result of the modelling outcomes, the Strategy recommends some variations to the current published road hierarchy and provides an indication of potential localised improvements to current roads based on indicative volumes which are outlined on Plan 7 and in Table 6 and Table 7 with descriptors provided in Table 4.

There is also an alternative classification system of road functions in Liveable Neighbourhoods that applies to new developments. The Local Planning Strategy identifies a Road Hierarchy to current and future road networks based on traditional Western Australian Road Hierarchy approach but with updates to reflect contemporary terminology. This is outlined in Table 5.

Within the Peel Region Scheme, key roads, the descriptors of Primary Regional Roads and Other Regional Roads is used and identified in reserving land. Under this classification, Primary Regional Roads are the responsibility of Main Roads WA. Other Regional Roads have a shared responsibility between the Western Australian Planning Commission (WAPC) and local government.

The inconsistencies in the different road hierarchy terminology between Main Roads WA and the WAPC can create confusion. Whilst it is important to consider contemporary language for the movement of vehicles, consistency when individual traffic models are produced is also important.

Plan 6 - Road Network Outcomes

Road Network

- **Primary Distributor**
- **Regional Distributor**
- **Distributor A**
- **Distributor B**
- **Local Distibutor**
- **Local Connector (Local Only)**

(all other roads are Access Roads / future roads shown dotted)

Future Connections and Master Plan Upgrades

① Pinjarra Road / Sutton Street (City Centre);
② Lakes Road (Murdoch Drive to Pinjarra Road);
③ Road B;
④ Gordon Road Connection to Mandjoorgoordap Drive;
⑤ Meadow Springs Drive Connection to Mandjoorgoordap Drive;
⑥ Estuary Bridge Duplication

Activity Centres & Attractors

- Strategic Centre Precinct
- District Town Centres
- Neighbourhood Centres
- Peel Business Park
- Tertiary Education
- Regional Hospital
- Regional & Distrct Recreation
- High Schools

City of Mandurah Boundary



0 1.5 3km

28 August 2023 | 22/ITS/PLN7 | 1:100 000 @ A3
1:140 000 @ A4

Table 5 Road Network Hierarchy Descriptors

Liveable Neighbourhoods Street Types (WAPC)	Metropolitan Functional Road Hierarchy (Main Road WAs) (see link for further information)	Identification in Local Planning Scheme 12
Primary Distributor Those arterial routes that are highly connective, with service roads wherever possible, and limited intersections. They are often signal-controlled. Indicative maximum traffic capacity is 35,000 vpd for four lanes and 50,000 vpd for six lanes.	**Primary Distributor** These provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are National or State roads. Indicative traffic volumes are 'in accordance with Classification Assessment Guidelines' which appear consistent with the Livebale Neighbourhoods descriptors.	**Primary Regional Roads** As reflected in the Peel Region Scheme; otherwise known as 'Red Roads'. Planning and management with Main Roads WA.
District Distributor Integrator 'A' An arterial route that has frequent connections to local streets and development frontage along its length, it typically has service roads with on-street parking for mixed use, with direct vehicle access limited where there are no service roads. Indicative maximum traffic capacity is 35,000 vpd.	**District Distributor A** These carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. Indicative traffic volumes are above 8,000 vpd	**Other Regional Roads** As reflected in the Peel Region Scheme; otherwise known as 'Blue Roads'. Planning control to the Western Australian Planning Commission; management to the local government
District Distributor Integrator 'B' An arterial route that has frequent connections to local streets and development frontage along its length, it typically has one clear lane for each direction with on-street parking. Indicative maximum traffic capacity is 20,000 vpd.	**District Distributor B** These perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land use cells and generally not through them, forming a	**Not Applicable** *(Notably District Distributor Roads not shown in Scheme 12)*

Liveable Neighbourhoods Street Types (WAPC)	Metropolitan Functional Road Hierarchy (Main Road WAs) (see link for further information)	Identification in Local Planning Scheme 12
	grid which would ideally space them around 1.5 kilometres apart. Indicative traffic volumes are above 6,000 vpd	
Neighbourhood Connector These are local streets that provide the lower order sub-arterial network that services and links neighbourhoods and towns. They spread local traffic loads, act as a bus route, have a predominantly residential frontage, have frequent connection points to local streets, and are typically traffic calmed to limit noise and facilitate pedestrian use.	**Local Distributor** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Indicative traffic volumes for built up areas are a maximum desirable volume of 6,000 vpd	**Local Distributor Road** Planning control and management with the local government; however, no specific planning controls are included in the planning framework.
Access Street Streets providing predominantly residential access where the local environment is dominant, traffic speeds and volumes are low, and pedestrian and cycle movements are facilitated.	**Access Road** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. Indicative traffic volumes for built up areas are a maximum desirable volume of 3,000 vpd	**Not Applicable**

Table 6 Road Network Indicative Volumes and Outcomes

Road Name		2041 Volumes	V/ C Ratio	Infrastructure Change Required
Primary Distributor				
Kwinana Freeway	(Northern Boundary to Mandjoogoordap Drive)	76,738	1.01	
Kwinana Freeway	(Mandjoogoordap Drive to Eastern Boundary)	28,868	0.0	
Mandurah Road	(Northern Boundary to Mandurah Terrace)	49,210	1.45	Intersection Capacity Reviews
Mandurah Road	(Mandurah Terrace to Mandjoogoordap Drive)	34,037	0.87	
Mandurah Road	(Mandjoogoordap Drive to Pinjarra Road)	37,093	0.93	
Mandurah Road	(Pinjarra Road to Old Coast Road)	35,940	1.46	Estuary Bridge Duplication
Mandjoogoordap Drive	(Kwinana Freeway to Mandurah Road)	48,224	0.96	Additional Connections
Pinjarra Road	(Mandurah Road to Lakes Road)	37,034	1.03	Monitor Need and Functionality
Pinjarra Road	(Lakes Road to Eastern Boundary)	28,176	0.73	
'Road B'	(Mandjoogoordap Drive to Mandurah Road)	42,145	1.15	New Build
District Distributor A				
Mandurah Terrace	(Mandurah Road to Peel Street / Sutton Street)	37,136	1.07	Streetscape Upgrade
Gordon Road	(Mandurah Road to Lakes Road)	37,623	0.99	Monitor Need and Functionality
Pinjarra Road	(Mary St/Old Coast Road to Sutton Street)	33,170	1	Upgrade with City Centre Master Plan
Pinjarra Road	(Sutton Street to Mandurah Road)	21,844	1.03	Review need to widening
District Distributor B				
Lakes Road	(Gordon Road to Pinjarra Road)	15,296	0.79	Master Plan Required
Sutton Street	(Mandurah Terrace to Pinjarra Road)	10,751	0.82	Monitor Need and Functionality
Old Coast Road	(Mary Street to Mandurah Road)	17,165	2.08	
Local Distributor				
Lakes Road	(Gordon Road to Kwinana Freeway)	11,259	0.63	

Road Name		2041 Volumes	V/ C Ratio	Infrastructure Change Required
Mandurah Terrace	(Peel Street to Gibson Street)	13,239	0.84	Upgrade with City Centre Master Plan
Gibson Street	(Mandurah Terrace to Sutton Street)	1,316	0.23	
Peel Street	(Ormsby Terrace to Sutton Street)	16,789	1.72	Upgrade with City Centre Master Plan
Peel Street	(Sutton Street to Anstruther Road)	8,033	0.86	Upgrade Underway
Scott Street	(Anstruther Road to Allnut Street)	5,767	0.66	
Allnut Street	(Scott Street to Mandurah Road)	17,103	1.12	Monitor Right Turns to Park Road
Anstruther Road	(Mandurah Terrace to Scott Street)	11,006	1.14	Monitor Need and Functionality
Anstruther Road	(Scott Street to Pinjarra Road)	9,255	0.96	Monitor Need and Functionality
Anstruther Road	(Pinjarra Road to Boundary Road)	5,420	0.97	
Park Road	(Mandurah Road to Allnut Street)	11,549	1.20	Road Renewal Program
Dower Street	(Allnut Street to Pinjarra Road)	10,008	1.08	Review Turning Movements
Coolibah Avenue	(Pinjarra Road to Leslie Street)	7,039	1.05	Road Renewal Program
Leslie Street	(Pinjarra Road to Coolibah Avenue)	7,347	0.76	
Leslie Street	(Coolibah Avenue to Mandurah Road)	11,873	1.24	
Wanjeep Road	(Pinjarra Road to Coodanup Drive)	13,399	0.64	
Coodanup Drive	(Wanjeep Road to Mandurah Road)	13,338	0.40	
Murdoch Drive	(Mandurah Road to Bortolo Drive)	14,496	0.85	
Murdoch Drive	(Bortolo Drive to Lakes Road)	9,397	1.09	Monitor with Peel Health Campus
Minilya Parkway	(Teranca Road to Lakes Road)	2,603	0.14	
Lake Valley Drive	(Mandurah Road to Badgerup Avenue)	11,245	1.55	
Kirklands Way	(Pebble Beach Boulevard to Road B)	9,923	1.55	
Mary Street	(McLarty Road to Old Coast Road)	16,030	1.91	

Table 7 Road Network Changes from Existing Main Roads Hierarchy

Road Name		Existing	Recommended
Mandurah North District			
Meadow Springs Drive	(Oakmont to Pebble Beach Blvd)	Access Road	Local Distributor
Pebble Beach Blvd	(Meadow Springs Dr to Kirkland Way)	Access Road	Local Distributor
Road B	(Mandurah Rd Mandjoogoordap Drive)	Local Distributor	Distributor A
Lake Valley Drive	(Mandurah Rd to Lilydale Drive)	Access Road	Local Distributor
Badgerup Avenue	(Banksiadale Gte toYindana Blvd)	Access Road	Local Distributor
Malata Rdge	(Badgerup Ave to Warburton Trail)	Local Distributor	Access Road
Mawson Grange	(Badgerup Ave to Loretta Pwy)	Local Distributor	Access Road
Ada Lane	(Loretta Pwy to Yindana Blvd)	Local Distributor	Access Road
Lea Wynd	(Loretta Pwy to Yindana Blvd)	Local Distributor	Access Road
Challenger Road	(Madora Beach Rd to Lord Hobart Drive)	Access Road	Local Distributor
Mandurah Central (Strategic Centre) District			
Mandurah Terrace	(Mandurah Road to Peel Street / Sutton Street)	Distributor A	Local Distributor
Gibson Street	(Mandurah Terrace to Sutton Street)	Distributor B	Local Distributor
Sutton Street	(Gibson Street to Peel Street)	Access Road	Distributor B
Peel Street	(Mandurah Terrace to Ansturther Road	Access Road	Local Distributor
Scott Street	(Anstruther Road to Allnut Street)	Access Road	Local Distributor
Mandurah East District			
Mississippi Drive	(Murdoch Drive to Paraguay Avenue)	Access Road	Local Distributor
Paraguay Avenue	(Mississippi Drive to Mississippi Drive)	Access Road	Local Distributor
Rio Grande Avenue	(Mississippi Drive to Pinjarra Road)	Access Road	Local Distributor
Old Pinjarra Road	(Pinjarra Road to Teranca Road)	Access Road	Local Distributor

Road Name		Existing	Recommended
Teranca Road	(Old Pinjarra Road to Tuart Road)	Access Road	Local Distributor
Hudson Drive	(Wanjeep Street to Mariners Cove Drive)	Access Road	Local Distributor
Mariners Cove Drive	(Hudson Drive to Mandurah Road)	Access Road	Local Distributor
Comet Street	(Leslie Street to Gillark Street)	Local Distributor	Access Road
Leigh Street	(Leslie Street to Gillark Street)	Access Road	Local Distributor
Mandurah Island District			
Hungerford Avenue	(McLarty Road to Glencoe Parade)	Access Road	Local Distributor
Glenoe Parade	(Hungerford Avenue to Peelwood Parade)	Access Road	Local Distributor

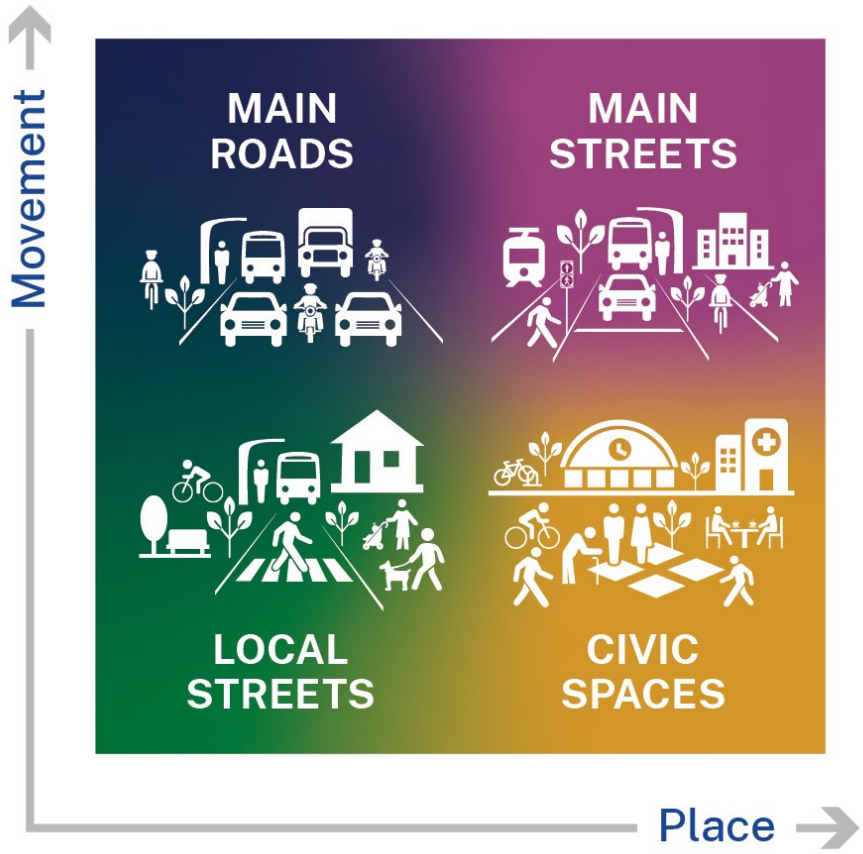
Movement and Place

Movement and Place is a concept that recognises streets have two different and sometimes competing roles - to transport people and goods (movement) and as destinations in their own right (place). It is important to plan whether streets will primarily be used for movement or place, or a combination of both, as prioritising one role impacts the other.

Creating great places to live, work and play is an important priority. As Mandurah's population continues to grow, and particularly in existing areas rather than new suburban areas, the growing population will place greater demand to make better use of resources and infrastructure, including streets, as more frequent use will highlight the competing demands for road space.

The movement and place roles of streets have traditionally been dealt with separately; therefore, complementary outcomes are not always achieved. This has resulted in movement and place being treated as two separate functions, leading to segregation rather than integration. Finding a balance between the competing roles and taking an integrated approach to managing streets and roads will help resolve conflicting movement and place-based priorities when planning and designing streets and urban corridors.

It is a core recommendation that the existing road network hierarchy adopted by Main Roads WA is updated to reflect outputs of strategic traffic modelling; and further, seek to advocate for consistency across State Government agencies with regard to road and street descriptors to reflect a movement and place approach – potentially undertaken at district level and to assist in informing key design and planning for street upgrades and plans such as the Arterial Roads Landscape Master Plan.



(Source: NSW Movement and Place Framework)

Regional Road Connections

Designs are being prepared for the upgrade and improvement of Peel / Allnutt Street and Pinjarra Road. There are challenges between widening roads to increase vehicle capacity and reduce congestion, whilst at the same time creating an attractive place for pedestrians and bike riding.

Many of the gaps in the intra and inter regional movement that have long been planned and advocated for are coming to an end, including projects such as the new Mandurah Bridge (completed in 2017), the Mandurah Road / Pinjarra Road intersection (completed in 2018) and the pending duplication of the Mandurah Estuary Bridge (estimated to be completed by late 2025).

The remaining piece of the network outstanding from decades of sub-regional and district planning is the addition of a new road connecting Mandurah Road and Mandjoorgoordap Drive known as 'Road B' located between Lakelands and Meadow Springs.

This connection will aid in completing the regional traffic network for the northern area of Mandurah, will assist in maintaining Mandurah Road south of this location for local related vehicle trips and will reduce congestion at key intersections along Mandurah Road. A number of connection points from Gordon Road and/or Meadow Springs Drive to Mandjoorgoordap Drive also remain outstanding.

Broadly, plans to extend Tonkin Highway as a southern extension will assist in providing access between Perth's eastern corridor and the broader Peel region are proposed with current plans proposing to extend the highway from Thomas Road in Oakford to South Western Highway, south of Mundijong which is supported to assist in the broader regional network.

Strategic Centre

The traditional grid pattern within the Strategic Centre allows for the distribution of traffic throughout the centre. Mandurah Terrace, Sutton Street, Anstruther Road, and Dower provide for key north-south links through the Strategic Centre, with Pinjarra Road and Peel/Allnutt Street providing east-west links.

Since June 2002, strategic planning and project delivery has been based on the Mandurah Inner Area Strategic Plan (MIASP) which was prepared to facilitate changes to the Peel Region Scheme and to identify State and Local Government funding priorities. The road network upgrades and recommendations made within the MIASP were formulated using traffic modelling (EMME) and analysis undertaken at that time. The EMME model was initially developed in 2010 for the inner area of Mandurah and then later updated in 2013 to include the Mandurah outer area. The MAISP has formed recommendations relative to road widening projects in this central area as well as key network improvements.

In 2014, the model was refined to better reflect the land uses based on the State planning *Directions 2031 and Beyond* (WAPC, 2010). The Mandurah Strategic Transport Modelling (Inner and Outer Area) report was adopted by Council in 2014 as a guiding document and it endorsed the road hierarchy for the City.

Given progression of time, changing demographics and completed infrastructure projects, both the Strategic (city-wide) and City Centre traffic models have been reviewed and updated as outlined above.

A key aspect of the development of this Strategy and the City Centre Master Plan is an understanding of the future patterns of traffic and congestion on the existing and future network and these new models will assist the City in this regard.

The outcomes of the Strategy and its actions supersede the MIASP approach; and with completed updates to modelling, the recommendations arising from the 2014 road hierarchy approach adopted by Council are also superceded.

Table 8 Road Network Action Plan

ASPIRATION: Mandurah to be a destination rather than a through route with a network of roads facilitating the efficient movement of people, goods and services throughout the whole City. Whilst private cars will remain the predominant mode of transport due to the spatial layout of the City and ageing population, roadway space will be designed and used more efficiently to provide a safe, friendly and attractive environment for alternate modes of transport.

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
RN1	Recognise and accept transport models as an informing tool to advocate, plan and design road network infrastructure.	Needed to justify, validate and test network changes and check impacts of any road network changes to help inform the City Centre Master Plan and other strategic planning projects and major road upgrades.	Technical Services	Transport modelling to be undertaken by external consultants from operating budget.	Required for Master Plans and prior to road network changes.
RN2	Use traffic models and the traditional Main Roads WA hierarchy to establish a Movement and Place method of classifying streets and roads within revised Precinct Structure Plan(s) using the methodology in from Precinct Design requirements of Design WA (State Planning Policy 7.2).	Manage streets within existing road network to cater for all modes of transport. In some instances, it may be better to separate modes of transport and priority given to pedestrians / bike riders rather than cars.	Strategic Planning; Technical Services	City led within operating budget	As required and when Precinct Structure Plans undertaken.

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
RN3	Advocate for the: • construction of 'Road B' connecting Mandurah Road and Manjoogoordap Drive; • connections required from Gordon Road and Meadow Springs Drive to Manjoogoordap Drive; and • the extension of the Tonkin Highway to Forrest Highway.	The construction of 'Road B' will finalise the regional road network; connections from existing district road network to Manjoogoordap Drive will support the local road network; and the extension of Tonkin Highway will connect Mandurah to wider region.	Director, Built and Natural Environment; Strategic Planning;	Advocacy for funding and construction.	Ongoing with an emphasis leading up to Federal and State Elections.
RN4	Develop Street Design Guidelines for future upgrades and renewals with a focus on safe and attractive environments for all transport users in conjunction with Action AT4 to achieve a balance between movement and urban form outcomes.	Applying road cross sections commensurate with the 'road hierarchy' with design outcomes in Liveable Neighbourhoods (which are designed for new subdivisions) require a City of Mandurah response to ensure appropriate design outcomes to urban form contexts, particularly in pre 1990's development areas. The outcomes will seek to address pavement widths, reduced size intersections, tree and path alignments.	Strategic Planning; Technical Services	City lead within operating budget	2023/24

Action		Description / Comment	Lead Team	City Role & Funding Type	Timing
RN5	Develop a Master Plan for significant district and local road network upgrades and renewals that align the desired urban form of the location and street Design Guidelines and traffic modelling outputs.	The program shall have regard to Local Planning Strategy and Local Planning Framework outcomes together with District Level Active Transport Plans and will be a holistic approach to design outcomes prior to project delivery commitments.	Technical Services; Strategic Planning	Planning within operating budget and renewal within capital budget.	Annually
RN6	Progress with a review, update, and implementation of landscape master plans for key major roads reflecting the place and character of the roads.	Landscaping improvements will improve the amenity and character of an area and added environmental benefits.	Technical Services; Natural Environment	Funding from capital budget	Ongoing
RN7	Advocate for the various State Agencies to align road network descriptions for consistency and reflect contemporary terminology and to ensure the Main Roads Hierarchy is updated to reflect outcomes of Table 7.	The inconsistencies in the different road hierarchy terminology between Main Roads WA, WAPC creates confusion. The Main Road WA terminology reflects a vehicle movement outcome and should be reviewed to provide conformity across all sectors of government and reflect contemporary terminology.	Strategic Planning;	Advocacy within operating budget	Ongoing
RN8	Seek to provide training and development opportunities for City staff in contemporary programs aimed at improved street design and public spaces	As the linkages between Movement and Place are improved, reliance on road standards for street design require a holistic approach to include public health and well-being, tree canopy.	Technical Services; Strategic Planning	City lead within operating budget	Ongoing

4.4 Parking

With potential growth in business activity, residents and visitors, Mandurah's parking stock will need careful management. Urban car parking plans need to strike the right balance between enabling access, and mitigating the effects of excessive car use in sensitive, pedestrian priority areas.

Strategic planning for the provision of car parking can be used to encourage a shift in commuter expectations and travel behaviours in line with the sustainable growth and development of the City Centre. A key challenge for the Strategic Centre is to manage parking to address mobility, access and economic needs to ensure a sustainable, vibrant and thriving pedestrian orientated City Centre is provided.

In 2011, Council endorsed the City Centre Parking Strategy with the key objectives being:

- to address demand management, not demand satisfaction;
- to foster an environment of change in attitudes and past practices towards parking supply;
- to accommodate the reasonable needs for car access;
- to expand the role for alternative modes of transport to access the City Centre; and
- to facilitate the development of a City Centre which focuses on 'people access' rather than 'vehicle access'.

The key parking strategies were identified to be:

- Implement maximum levels of parking by use in City Centre;
- Maximise shared/public parking; and
- Consider alternative paid and time-based parking.

While recognising that there are situations where it is appropriate to drive and park private vehicles, a major component of this strategy is to boost public transport accessibility in Mandurah and the region. This improvement will lead to greater transport choice and reduce people's reliance on cars for accessing Mandurah. The knock-on effect to parking management is obvious; net access to Mandurah will be improved without the centre needing to accommodate a major increase in car parking.

The City Centre provides a varied amount of public on- and off-street parking much of which is underutilised. As a result, a City Centre Parking Plan is being developed to review the 2011 Strategy.

In order to generate more effective use of the overall parking supply and thereby encourage the number of visitors to City Centre businesses and other attractions, the City recognises that actions are required to increase public awareness of parking options, provide good pedestrian connections and alternate transport modes.

Long Term Parking

Due to the current supply of off-street parking in central Mandurah, there is no urgent need for the provision of additional parking. It is planned for growth to be catered for predominantly by public and active transport modes, however the distribution and overall level of supply of off-street parking will still require ongoing management.

The creation of long-term parking on the periphery of the City Centre will enable the pedestrian economy and local business to be more

broadly activated throughout the City Centre. It is likely the City Centre Car Parking Plan will include recommendations pertaining to the use of improved wayfinding signage and will be utilised to assist in changing parking behaviour and breaking the 'park at the door' expectation of users.

Short Term Parking

The City's management of on-street parking has a major influence on traffic flows, economic activity, and the amenity of streets. It needs to be managed as public space, and allocated to car parking in an area where parking vehicles is deemed to be an appropriate use of public space. More broadly across Mandurah, and especially in areas of mixed-use activity, on-street parking will be managed for short term use to encourage higher turnover, with off street spaces on the periphery providing for longer term car parking.

As the demands for space in streets increases, there is likely to be a net reduction in the supply of on-street car parking. This transition will require innovative management to ensure streets are improved and our existing parking assets are used more effectively.

Short term parking is proposed to be prioritised in on-street locations and within the core of the City Centre to accommodate short term visitors.

Managing Parking Outside the City Centre

Outside of the City Centre, there are occasional parking supply issues associated with sporting events (e.g. Rushton Park), around schools at pick up time, district centres, large community events. These activities do not warrant formal additional car parking areas due to their limited nature, however temporary overflow car parking areas and alternative transport options, like a shuttle buses, should be provided.

Many coastal and estuary foreshore reserves have seasonal high parking demands. Potentially, many car parks could be reduced in size if residents and tourists used active transport and the City provided suitable facilities such as bike racks.

Parking at Train Stations

A multi-storey car park was constructed at the Mandurah Train Station in November 2021 to increase the station's parking capacity by 782 bays, to around 1900 bays. The additional bays are now more than sufficient to cater for the current demand.

The Lakelands Train Station opened in mid 2023 with around 400 car parking bays due to site constraints. This has been considered an under-supply of car parking bays based on patronage estimates, there are feeder buses and people will be encouraged to use active transport to access the station. The City of Mandurah will monitor the need for parking restrictions and residential parking permits surrounding the Lakelands Train Station to manage train commuters parking in surrounding residential streets.

Car Parking Rates

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) recognises that increasing demands for access, particularly for strategic metropolitan centres, requires a reduced reliance on private cars and a mode shift towards public transport, walking and cycling. Within the key centres, it is desirable to require reduced parking rates based on:

- A proportion of parking being provided as public parking and therefore available for reciprocal use. Reciprocal parking allows for the most efficient use of available bays whereby uses that have different periods of peak demand can utilise the same parking facilities; and

- Reduced rates of car parking together with improvements to the pedestrian and cycle networks and public transport will encourage alternative forms of transport.

Minimum parking may be required, however there should be some flexibility for proponents to provide less or no parking on site and contribute cash-in-lieu towards facilities and services for common-use parking, public transport and alternative modes.

Cash-in-lieu (payment in lieu of parking) is a mechanism that can be applied when a developer opts out of providing on-site parking. It is essentially a financial contribution paid to the City to offset the parking not provided, for the City to then invest in accessibility improvements in the local area.

The Mandurah Strategic Centre Precinct Structure Plan establishes minimum car parking provisions and not upper limit provisions, as encouraged under SPP4.2, primarily due to the current development status of the City Centre, which does not reflect an appropriate development and density level to warrant the introduction of upper limits. It will require a significant maturity of the City Centre to consider:

- establishment of maximum parking rates in place of existing minimum parking requirements; and

- to encourage low or zero parking and/or the inclusion of car sharing schemes for developments in the City Centre and other areas served by high quality public transport.

Elsewhere throughout Mandurah, the Local Planning Scheme determines the parking requirements for new development and will continue to be City's main private parking management tool.

The Western Australian Planning Commission is currently reviewing non-residential car parking rates and developing interim guidelines with the Department of Transport to support local governments that are reviewing applicable car parking rates.

Initial workshops conducted in developing the guidelines has revealed that there does not seem to be a one-size-fits-all approach to implementing contemporary parking regimes that seems appropriate for the entirety of Perth and Peel.

Adopting precinct-based options was considered more appropriate for a variety of centres and land uses, particularly for higher order activity centres with better accessibility. This position is in line with recently developed State Planning Policy on activity centres and precinct design.

Outside of the City Centre, there is a desire to allow the 'market' to manage parking supply and to include maximum parking rates rather than the current minimum parking rate. It would be prudent to have areas designated for overflow car parking for peak times or for occasional events. Ideally, any required overflow car parking would be a grass area on the subject property or reciprocal car parking on non-residential properties.

Ancillary Infrastructure – Electric Vehicle (EV) Charging Stations

By 2040, it is expected that 61% of all passenger vehicle sales in Australia will be electric.

Reference: Electric Vehicle Outlook 2019, BloombergNEF

Within Mandurah there are currently three public charging stations for electric vehicles (EVs). Some are provided free of charge for patrons, including the Mandurah Forum Shopping Centre (up to 7kW) and Silk Thai Restaurant (up to 22kW).

The third charging station is located along Mandurah Terrace outside the City Administration Centre (up to 50kW). This was installed and is maintained by the RAC as part of its Electric Highway.

All of the current EV chargers within Mandurah take a long time to charge. Generally, a 22kW charger will deliver 22km of range for every 10 minutes of charging, therefore 1 hour of charging will deliver approximately 130km of range.

Ultra-rapid DC charges (350kW) are capable of delivering 400km of range (80% charge) to an EV in around 15 minutes at a current cost of $0.60/kWh or $30 for 50kW) however none of these chargers are currently available in Mandurah.

Most electric vehicle (EV) charging is done at private homes which is in contrast to cars fuelled by petrol, diesel and LPG. Hydrogen fuel is also emerging as an alternative fuel for vehicles.

Implementation of rapid charging stations are required to meet the rapidly growing demand for EV recharging. It is likely that these will be located in either public car parking areas or private businesses such as service stations, shopping centres and restaurants.

A position and policy statement on the use of public spaces for electric vehicle charging stations should be prepared to ensure a consistent approach to the provision of charging for electric vehicles and other emerging technologies to include the following principles:"

- Applications will be assessed on a case-by-case basis;
- Selected locations must provide economic benefit to the community;
- Infrastructure must service ccs / type 2 charging;
- Signage is to be minimal;
- Commercial lease terms are to be applied;
- Lease terms will be for short periods given the changing nature of charging infrastructure.

Table 9 Parking Action Plan

ASPIRATION: Car parking requirements are appropriate to the land use and urban form in key activity areas by exploring intervention options , active management and encouraging different modes of transport where required for key locations.

Action		Description / Comment	Lead Team	City Role and Funding Type	Timing
PK1	Prepare and Implement a City Centre Parking Plan.	Major review required of the City Centre Car Parking Strategy undertaken in 2011.	Strategic Planning; Development & Compliance	Operating budget to prepare and Business Case / capital budget to implement.	To be completed in 2023/24; Implement ongoing
PK2	Review actions of the City Centre Car Parking Plan to ensure continued relevance and implement payment in lieu of parking in accordance with planning regulations.	Dependent on the outcomes and actions contained within the City Centre Car Parking Plan.	Strategic Planning	Operating budget	2024/25
PK3	Maintain a position regarding time controls (rather that pricing) associated with public parking, to encourage people seeking long stay parking to predominately utilise off street parking spaces on the periphery and other strategic locations, and enable on street parking to	Various intervention methods are available, including timed free parking to enable higher turnover of on street car parking bays closer to retail outlets and restaurants.	Strategic Planning; Development & Compliance	Operating budget	2023/24

Action		Description / Comment	Lead Team	City Role and Funding Type	Timing
	serve a short-term function within the City Centre.				
PK4	Monitor the need to introduce maximum parking rates within the local planning scheme, in place of existing minimum parking requirements to ensure the appropriate urban form objectives are achieved for key activity areas.	The WAPC is currently reviewing non-residential car parking rates and developing interim guidelines with the DoT to support local governments that are reviewing applicable car parking rates.	Strategic Planning Statutory Planning	Operating budget	2025/26
PK5	Prepare a position statement on the use of public spaces for electric vehicle charging stations.	A position and policy statement will ensure a consistent approach to the provision of charging for electric vehicles and emerging technologies.	TBC	Operating budget	2024/25
PK6	Car Park Renewal Program	Ongoing program identified within the Long Term Financial Plan to review existing car parks. Consider car park function and internal stakeholder liaison as required to determine timing and where upgrades are required.	Technical Services;	Long Term Financial Plan and capital budget	Ongoing

4.4 Marine Transport

Mandurah is highly appealing due its proximity to the coast and many interconnecting waterways. The City is already one of the most popular recreational boating environments in the State with boat ownership predicted to increase with population growth.

Table 10 Mandurah Recreational Boating Registrations

Boat Length	0 – 7.5m	> 7.5m	Total	Vessels / 1000 people
2019	6,832	646	7,478	86
2036 (forecast)	9,686	1,097	10,783	84
Growth	2,854	451	3,305	-2

(Source: DoT Peel Recreational Boating Facilities Study in 2020)

Mandurah is within the Peel Region and includes waterways of the Peel Inlet, Harvey Estuary, Murray and Serpentine Rivers, Dawesville Channel, extensive canal estates and adjacent coastal waters. There are 15 existing boat ramps (including 3 with beach access only), the Mandurah Ocean Marina and multiple private and public jetties throughout the City.

There is an opportunity for residents and visitors to use marine transport such as boats and kayaks to not only enjoy the waterways for recreational purposes, but to also visit the City Centre to patronise shops, restaurants and attend events. Many residents living within canal estates have private jetties making it very convenient to use boats for an entire journey. Visitors use two modes of transport; requiring boat launching facilities and supporting vehicle parking areas.

A survey conducted in 2022 for the City Centre Masterplan indicated 6% of people regularly travel to the City Centre by boat. It was also identified that ferry services or other mechanisms should be investigated to allow pedestrians and people with bikes and scooters to cross sections of the estuary and waterways. These possible connections should connect major points of interest / activity and also be integrated with the wider public transport network.

The Department of Transport Maritime (DoT) published the Peel Recreational Boating Facilities Study in 2010 and this was reviewed and updated in 2020.

As a result of the review, the following table provides a summary of options for recreational boating facility development to meet the demand to 2036.

Managing Authority	Development Options Extract from: Recreational Boating Facilities Study Review 2020
City of Mandurah	Support the City of Mandurah's Foreshore Focus 2020 Vision marina development proposals, subject to appropriate environmental and engineering studies being completed.
	Support the development of short stay boating facilities in Mandjar Bay subject to community support and resolution of design constraints including adequate water depth.
	Investigate opportunities for the development of an additional boat launching facility adjacent to the Harvey Estuary on the south east side of the Dawesville Channel.
	Support the City of Mandurah to undertake a review of the Peel Harvey Estuary Foreshore to understand where future opportunities may arise to locate new boat ramp channels.
	Establish and promote additional short stay moorings and berths at key destination points.
Department of Transport	Encourage the upgrade of existing boat launching facilities via the installation of related ancillary amenities and services such as universal access pontoons, improved parking and other facilities generally supported by the DoT's Recreational Boating Facilities Scheme.
Department of Transport & City of Mandurah	Encourage existing facilities in the Peel region to be developed to their full potential before new facility proposals are pursued at nearby locations.
	Include beach landing and launching areas when appropriate, adjacent to existing formal boat launching facilities for use by non-powered craft.
	Create a publication/s identifying short stay facilities and destination points within the Peel region to promote tourism and recreational opportunities. Such facilities would provide further boating alternatives to activities such as fishing and crabbing.

Table 11 Marine Transport Action Plan

ASPIRATION: Plan and advocate for additional facilities to support marine travel for recreation, tourism and as an alternative form of transport.

Action		Description / Comment	Lead Team	City Role and Funding Type	Timing
MT1	Advocate for and support the implementation of the Peel Region Recreational Boating Facilities Study Review 2020.	The Study includes multiple actions to improve boating facilities across the City over the next 10 years.	Marina & Waterways; DOT	Operating and Capital Budget	Ongoing
MT2	Review, investigate and implement the Mandjar Bay Jetty Master Plan to review short stay boating initiatives, subject to community consultation, appropriate environmental and engineering studies being completed and resolution of design constraints including adequate water depth.	This is an action of the will be City Centre Master Plan.	Marina & Waterways	Operating and Capital Budget, with Business Case and funding options required for infrastructure projects.	2023/24 and Ongoing
MT3	Review, investigate and maintain opportunities for further marina development proposals at Roberts Point that were identified in the Foreshore Focus 2020 Vision Master Plan in association with permanent sand bypassing operations.	As many elements of the Foreshore Focus 2020 Master Plan have been further developed or updated through further projects, the concept of long term marina(s) at Roberts Point should be retained in long-term strategic plans	Director, Built and Natural Environment; Strategic Planning;	Future Master Planning; Advocacy and Partnership with State Government for delivery	Long Term

Action		Description / Comment	Lead Team	City Role and Funding Type	Timing
MT4	Investigate the feasibility of introducing ferry services or other mechanisms to allow pedestrians and people with bikes and scooters to cross sections of the estuary and waterways to connect major points of interest / activity and be integrated with the wider public transport network.	This need was identified during public consultation in preparing the City Centre Master Plan.	Strategic Planning; Transform Mandurah	Investigations to include Business Case for private business to introduce a ferry service or funding options required a public service and infrastructure projects.	Long Term (5+ Years)

4 **SUBJECT:** Local Law Review
DIRECTOR: Business Services
MEETING: Ordinary Council
MEETING DATE: 12 December 2023

Summary

In accordance with section 3.16(2) of the *Local Government Act 1995* (the Act) and Council's resolution at the Ordinary Council Meeting of 25 July 2023, the review of the *Waste Management Local Law 2010* (Waste Management Local Law) and *Animals, Environment and Nuisance Local Law 2010* (Animals, Environment and Nuisance Local Law) has now been advertised by local public notice for a period of no less than six weeks inviting public submissions on the current Local Laws.

In accordance with the Act the public notice process and consultation has now been undertaken. From both internal and public consultation, the review has indicated that the Waste Management Local Law and Animals, Environment and Nuisance Local Law (Local Laws) require amendment. The Waste Management Local Law requires updating based on current drafting practices. The Animals, Environment and Nuisance Local Law requires amendment to ensure the clauses are suitable for the intended purpose.

Council is requested to resolve to repeal and replace the Waste Management Local Law and for the Animals, Environment and Nuisance Local Law to be updated by amendment, and commence the development of the local law in accordance section 3.12 of the Act. A further report will be presented to Council in early 2024.

Disclosure of Interest

Nil

Previous Relevant Documentation

- G.19/7/23 25 July 2023 Council resolved to commence the Local Law review

Waste Management Local Law

- G.30/6/12 26 June 2012 2012 Local Law, final adoption.
- G.60/1/12 31 January 2012 Amendment Local Law, proposed.
- G.22/1/11 25 January 2011 2010 Local Law, final.
- G.54/4/10 27 April 2010 2010 Local Law, proposed.

Animals, Environment & Nuisance Local Law

- G.13/3/20 24 March 2020 2020 Local Law, final adoption.
- G.20/8/19 27 August 2019 Amendment Local Law, proposed.
- G.19/5/19 28 May 2019 2019 Local Law, final.
- G.11/12/18 18 December 2018 Amendment Local Law, proposed.
- G.34/2/11 22 February 2011 2010 Local Law, final.
- G.33/9/10 28 September 2010 2010 Local Law, proposed.

Background

At the Ordinary Council Meeting of 25 July 2023, Council resolved to undertake a review of the Local Laws in accordance with section 3.16 of the Act.

Section 3.16 of the Act requires all Local Laws to be reviewed within a period of 8 years of adoption. To assist in determining the priority local laws for review, consultation with City officers was undertaken. During this assessment process, consideration was given to external factors impacting the local laws including changes or proposed changes in legislation, matters of urgency, data from historic monitoring of local laws, risks to the community and impact upon the City which includes financial, reputational, and

legislative compliance. Through the consultation and assessment process, it was established that several amendments to the Local Laws are required. Additionally, review of the Local Laws is now considered overdue under Section 3.16 of the Act. As such, the Local Laws were selected as first priority. It is envisaged the next local law which will undergo a review will be the Local Government Property and Public Places Local Law 2016 based on City officers input regarding compliance challenges.

Comment

In accordance with the 3.16 review process, the City advertised the intention to undertake a review of the Local Laws by local public notice in the Mandurah Coastal Times. In addition, the advert was placed on noticeboards at the Administration Building, at all City libraries and placed on the City's Website and social media platforms, which included Twitter.

Section 3.16(3) of the Act requires Council to consider any public submissions received in respect of the Local Law review. Two submissions were received from the community, noting one submission was in the form of a petition titled 'Review of the Waste Management Local Law and Animal Environment & Nuisance Local Law 2010', which was presented to Council on 26 September 2023. A summary of the submissions is outlined below in the report. Subject to further review, it is anticipated that majority of the points raised can be considered in the changes.

Local Law Review Process

From the review process it was determined the current Waste Management Local Law be repealed with the intent of adopting the Western Australian Local Government Association (WALGA) Model Local Law (Models). The Model Local Law is substantially for the same purpose, but the City's current local law contains clauses which are now out of date and, in part, contains clauses deemed to be no longer necessary. The Animals Environment and Nuisance Local Law was determined to require amendment to reflect contemporary practices and minor administrative amendments.

Council, after having considered this report, *'may determine whether or not it considers that the local law should be repealed or amended'* in accordance with section 3.16(4) of the Act. City officers recommendation is for Council to resolve to repeal and replace the Waste Management Local Law and for the Animals, Environment and Nuisance Local Law to be amended. A local law can only effectively be repealed by the enactment of a local law containing a clause to repeal that local law. This means that, even though Council may resolve to repeal the Waste Management Local Law, it will remain in force until a new local law, containing the revocation clause is drafted, adopted by Council, and published in the Government Gazette.

Should Council proceed with this recommendation, the City officers will proceed to draft new proposed Local Laws. Careful consideration will be given to local laws held by other local governments and the decisions of the Parliamentary Joint Standing Committee on Delegated Legislation (JSCDL). Implementation of these changes must be done in accordance with section 3.12 of the Act which is considered as 'making' a new local law. The City proposes commencing the section 3.12 process in the first quarter of 2024 by returning to Council at that time and providing notice to the meeting of the purpose and effect of the proposed new Local Laws in the prescribed manner. As part of the section 3.12 process, the City will undertake a minimum of 6 weeks consultation with relevant Ministers and the public. Any submissions will be reported to Council for consideration prior to the final adoption and submission to the JSCDL.

MEAG Comment

This item was considered by Mandurah Environmental Advisory Group (MEAG) at its meeting on 27 October 2023 and the following recommendations were made in relation to the Animals, Environment and Nuisance Local Law:

1. *Additional public notice outside of the statutory requirements suggested.*
2. *The public to have access to a list of pest plants with accompanying photographs*.

3. *Consideration to be given to cat restrictions and 4WD and trail bike misbehaviour as a priority in future reviews.*

As part of the section 3.12 process for making a new local law, relevant identified parties and businesses will be provided the opportunity to give feedback on the amendments. The City will endeavour to advertise more widely when conducting the next section 3.16 review of the local laws.

A list of pest plants with accompanying photographs is currently being completed and will be added to the City's website.

It is expected that the Local Government Property and Public Places Local Law, which addresses 4WD issues, will be part of the next review. Consideration of cat restrictions would need to be done via a review of the Cat Local Law.

Consultation

During the public consultation period, a total of two submissions were received from the public.

Comments	
Submission 1 - Coral Richards on 28 August 2023 **Animals, Environment & Nuisance Local Law 2010**	Officer Comment
Part 2 – Keeping of Animals, Division 1 - **Keeping of Poultry** • The metreage requirements for keeping poultry from buildings and boundaries to be reduced to allow for smaller lots. • To allow poultry to be released for exercise instead of enclosed at all times. Part 2 – Keeping of Animals, Division 3 - **Bee Keeping** • To specify a boundary distance within the local law for clarity. • Notice to remove bees clause - To be amended so it is not based on local government opinion as this is vague. Part 3 – Building, Development & Land Care, Division 4 - **Removal of unsightly overgrowth of vegetation** • Request to remove clause on basis natural bush is not untidy. Part 3 – Building, Development & Land Care, Division 5 - **Hazardous Trees** • Current clause is not effective and feels local government have no authority to implement resolution for this. Part 4 – Nuisance and Dangerous Things, Division 1 - **Exterior lighting** • Emission of lights at train and bus stations are blinding – recognises this operates under State Government. Part 4 – Nuisance and Dangerous Things, Division 4 – Feeding birds • Vague wording - reword to refer to 'wild birds' instead of 'birds' alone. Schedule 1 – Pest Plants • Cotton bush requested to be added. • Castor Oil plants on Landcorp property and verges. Brazilian/Japanese Pepper Tree in bush area.	Public submissions which are applicable to the local law will be considered as part of the development of the new proposed local law in accordance with section 3.12 of the Act. Ms Richards will be invited to comment on the proposed Animals, Environment & Nuisance local law. Cotton Bush is a declared pest plant under the *Biosecurity and Agriculture Management Act 2007.*

Submission 2 – Petition presented by Mrs C O'Hara on 26 September 2023 **Animals, Environment & Nuisance Local Law 2010** **Waste Management Local Law 2010**	Officer Comment
Part 3 – Building, Development and Land Care, Division 4 - **Unsightly land and disused materials** • Local Government to enforce removal of refuse and disused materials from private land following illegal dumping. • Hazardous material to be removed from vacant blocks. • To fence off vacant land and recoup cost from the owner.	Public submissions which are applicable to the local law will be considered as part of the development of the new proposed local law in accordance with section 3.12 of the Act. Issues which relate to fencing will not be applicable to this local law.

With regards to the petition presented by Mrs C O'Hara, this issue is currently being managed in accordance with the City's Animals Environment and Nuisance Local Law. Action taken to date has comprised of contact with the property owners to arrange a clean-up of the land. Both the Health and Development and Compliance teams have advised the owners to consider fencing the area as vacant properties attract illegal dumping however, there is no requirement for owners to do so.

City officer review of local laws

Waste Local Law: following a review of this local law, City officers have determined that there are several obsolete clauses including but not limited to collection of liquid waste and the management of bin lids. It is the City officers intention to repeal the City's Waste Local Law and adopt the WALGA Model to formulate the City's Waste Management Local Law.

Models have been researched and worded to address contemporary issues faced by Western Australian local governments. Council should note that the City will still have the ability to include certain clauses of the Model local law as required to ensure that it meets the needs of the City and community.

Animal Environment and Nuisance Local Law: there are several amendments noted throughout the Animals Environment & Nuisance Local Law. This is subject to further review as City officers draft and develop a new proposed local law, however amendments to date are summarised as follows:

- Amendment to the requirements for keeping birds – a reduction in the distance from boundaries and buildings for keeping birds in line with other local governments and to reflect changes in modern day lot sizes.
- All feed other than intended for immediate consumption to be stored in vermin proof containers to prevent contamination and spread of disease within the community.
- Amendments to reflect the impending implementation of the *Public Health Act 2016* and other legislative changes such as *Biosecurity and Agriculture Management (Identification and Movement of Stock and Apiaries) Regulations 2013.*
- Inclusion of requirements for keeping farm animals to ensure suitably enclosed and managed in a clean condition to protect the community and environment.
- To modernise wording to ensure it is clear and precise.
- The control of refuse clauses updated to include sand for building sites to address nuisance issues and the environmental impact of contamination of drainage systems and waterways.
- Updating the table of prescribed offences to assist with addressing reoccurring challenges within the community.
- Updates to clauses requiring removal of refuse, disused material and unsightly overgrowth to consider issues which may adversely affect the health, comfort, or convenience of the inhabitants of that property or any adjoining property.

- Amendment to clauses based on advice from the JSCDL in previous decisions which will no longer be approved.

Internal Consultation

In addition, working groups (Working Groups) for the Waste Management Local Law and the Animals, Environment and Nuisance Local Law (together the Local Laws) were formed within the City of Mandurah (the City). The Working Groups comprised of City officers from varying business areas who either utilise or administer the Local Laws. All relevant City officers contributed to the review via the Working Group or via individual internal consultation. The Working Groups discussed common complaints, challenges and areas of the Local Laws which are either obsolete or require modernising.

Statutory Environment

Local Government Act 1995

Section 3.16 - Periodic Review of Local Laws:

(1) Within a period of 8 years from the day when a local law commenced or a report of a review of the local law was accepted under this section, as the case requires, a local government is to carry out a review of the local law to determine whether or not it considers that it should be repealed or amended.
(2) The local government is to give local public notice stating that —
(a) the local government proposes to review the local law; and
(b) a copy of the local law may be inspected or obtained at any place specified in the notice; and
(c) submissions about the local law may be made to the local government before a day to be specified in the notice, being a day that is not less than 6 weeks after the notice is given.
(3) After the last day for submissions, the local government is to consider any submissions made and cause a report of the review to be prepared and submitted to its council.
(4) When its council has considered the report, the local government may determine (absolute majority required) whether or not it considers that the local law should be repealed or amended.

Policy Implications

Nil

Financial Implications

A budget of $20,000 has been allocated for the local law reviews. Whilst the majority of drafting will be undertaken by Governance Services, the City will incur fees for public advertising costs and publishing in the Government Gazette.

Risk Analysis

The proposed review will ensure legal compliance with the Act and administrative law principles. In addition, the review of the local laws is required to prevent risk to reputation, health and environment. It will improve efficiency, without creating undue or unacceptable risk to the City.

It should also be noted that the City, where relevant, will consider the WALGA Model Local Laws. The Model local laws have also been vetted by WALGA's legal advisors, having considered advice from the Department of Local Government, Sport and Cultural Industries and the Parliamentary Joint Standing Committee on Delegated Legislation (JSCDL).

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Organisational Excellence:
Develop and deliver excellent governance and financial management

Conclusion

Since their adoption in 2010, although subject to three amendment local laws, a section 3.16 review of the Waste Management Local Law and Animal's Environment and Nuisance Local Laws has not been undertaken.

As a result, the Local Laws are, in part, require redrafting to reflect feedback and changing circumstances to better deliver quality governance and services to the community. The review process indicated a need for significant amendment of both Local Laws. This will result in effective, new and improved Local Laws and will enable the City to better control and regulate the various functions and facilities it administers.

Council is therefore requested to repeal the current Waste Management Local Law and amend the Animals, Environment and Nuisance Local Law in accordance with section 3.12 of the Act. Consequently, City officers will proceed to draft new proposed Local Laws under section 3.12 of the Act.

RECOMMENDATION

That Council:

1. **Acknowledges the two public submissions received in response to the review of the City of Mandurah Animals, Environment and Nuisance Local Law 2010 review.**

2. **Acknowledges one public submission has been received in relation to the City of Mandurah Waste Management Local Law review 2010.**

3. **Determines its intention to repeal the City of Mandurah Waste Management Local Law 2010 upon the conclusion of section 3.12 of the *Local Government Act 1995*.**

4. **Determines its intention to amend the City of Mandurah Animals, Environment and Nuisance Local Law 2010 upon the commencement of section 3.12 of the *Local Government Act 1995*.**

5. **Resolves to commence section 3.12 of the *Local Government Act 1995* process in the first quarter of 2024.**

ABSOLUTE MAJORITY REQUIRED

5	**SUBJECT:**	Review of Elected Member Policies
	DIRECTOR:	Director Business Services
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

The *Local Government Act 1995* (the Act) requires that Council adopt policies to govern specified aspects of the role of an Elected Member.

A review has been conducted of:

- Elected Member Entitlements Policy POL-GVN 07 (Attachment 5.1) ; and
- Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 (Attachment 5.3)

Through this review, recent amendments to the Act have now been incorporated into the policies, along with minor process improvements to enhance the clarity for Elected Members and City officers, when applying and administering the policies.

Council is now requested to amend Elected Member Entitlements Policy POL-GVN 07 (Attachment 5.2) Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 (Attachment 5.4) and note a further report will be presented to Council in early 2024 to implement the remainder of the Act requirements.

Disclosure of Interest

Nil.

Previous Relevant Documentation

- G.12/1/22 25 January 2022 Elected Member Policy Review
- G.16/3/21 23 March 2021 Amendments to the Elected Member Entitlements Policy
- G.12/1/20 28 January 2020 Elected Member and CEO Training, Professional Development, Travel and Events Policy
- G.22/12/19 17 December 19 Elected Member Entitlements Policy GVN 07
- G.12/7/19 23 July 2019 Acknowledge further review of GVN 04 Elected Member Support Policy
- G.19/6/19 25 June 2019 Review of Council Policy Manual

Background

Relevant legislative amendments relating to the content of these policies came into effect in November 2022, June 2023 and October 2023 as a result of the *Local Government Act 1995* reform.

Previous amendments to these policies were adopted by Council at its meeting of 25 January 2022.

Comment

Elected Member Entitlements POL-GVN 07

The Elected Member Entitlement Policy POL-GVN 07 outlines the allowances, fees and reimbursements of expenses that may be paid to Elected Members. The policy also details other support provided to

Elected Members to support the delivery of their functions, including equipment and other supplies, insurance cover provided while performing the official duties of office and gifts from the local government.

Elected Member Entitlement Policy POL-GVN 07 Attachment 5.1 includes tracked changes for convenience. A summary of the amendments proposed for this policy are summarised in the table below:

CLAUSE REFERENCE	PROPOSED AMENDMENT	REASONING
Additional clause Clause 1.4(c)	New subclause relating to the provision of a printed copy of an agenda to an Elected Member on request at a cost per page	Elected Members receive an ICT allowance which includes consumables for computer equipment (e.g. Internet dongle, printing cartridges, paper, storage devices). The City will meet the Elected Members request for printed copies of agenda, however the printing costs are subject to the City's Schedule of Fees and charges
Amendments Clause 2.1	Childcare expenses may be claimed under certain circumstances and must be accompanied but a statement detailing the claim	Sets out the documentation to be submitted for the claim and to align with the City's reimbursement eligibility practices.
Additional Clause Clause 5.4	New Elected Members entitlement to a 20% discount on their individual membership at the City's recreation centres	Elected Members to be offered a corporate rate in line with the discount provided by the City for corporate members at the MARC.
Amendments Clause 7	Recognition of an Elected Member on retirement or departure to include a farewell morning/afternoon tea with Council and ELT to be approved by the CEO and Mayor.	Recognition of Elected Members by Council and ELT
Additional clause Clause 8	Parental leave entitlement	Incorporates an amendment to s2.25 of the Act which entitles an Elected Member to parental leave for a period of 6 months.
	Minor amendments to terminology throughout to bring policy into line with legislation	Legislative update

<u>Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08</u>

This Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 provides a framework for Elected Members and the Chief Executive Officer (CEO) in relation to their attendance at events including;

- criteria for attendance;
- pre-approved events;
- approval process;
- related interest and gift provisions;

- Elected Member mandatory training;
- Elected Member and CEO training and professional development including approved criteria, approval process, funding allocation; and
- publication of report on training completed by Elected Members.

Elected Member and CEO Training, Professional Development, Travel and Events Policy POL-GVN 08 Attachment 5.3 includes tracked changes for convenience. A summary of the amendments proposed for the Policy are summarised in the table below:

CLAUSE REFERENCE	PROPOSED AMENDMENT	REASONING
Amendments Clause 1	Current policy includes title of relevant courses that can be completed in place of Council Member Essentials training. New courses have been added via the *Local Government Act 1995* and these additional courses are proposed to be added into the City's policy.	Legislative update
Amendment Clause 2.3(b)	Where the Mayor may delegate a representative in accordance with the Council's approved advocacy framework, the Deputy Mayor is to be the delegate in the first instance.	Acknowledges the role of the Deputy Mayor in accordance with section 2.9 of the Act.
Amendment Clause 3(a)	Increase training and development allowance to from $8,000 over two years to $9,000.	Increase in training and development allowance recommended to incorporate the cost of the Australian Institute of Company Directors course.
Amendment Clause 3(d)	Elected Members cannot enrol in a course that provides a formal qualification or accreditation within three months instead of six months of their term of office concluding	To align with the Caretaker period and s5.129 Act amendments and r37 of the Regulations which stipulates that an Elected Member is not entitled to reimbursement or payment of training or professional development in the final 3 months of their term. Noting a further review of the Council Caretaker Period Policy is now required to ensure consistency with the Act.
Additional Clause Clause 3(f)	Elected Members are allowed payment or reimbursement of an amount in relation to professional development training in the final 3 months of an Elected Members term, when they have resigned, or if they are suspended	To restrict payment or reimbursement for training in accordance with the amendment to regulations made under 5.129 of the Act.
Amendment Clause 3(h)	Where an Elected Member or CEO is the City's appointed representative on a board or external organisation and where the Elected Member or CEO is required to attend a conference or	Attendance at an event where the Elected Member or CEO is the City's appointed representative for the event holder will not be included in the Elected Member or CEO's

	event hosted by that board or organisation, will not be included in the Elected Member or CEO Training and Professional Development allocation and will be determined as part of the annual budget	training and professional development budget.
Amendment Clause 4(b)	Attendance at the training or professional development requires the Elected Member or CEO to be outside of Australia or New Zealand.	Clarifies "attendance" means physical attendance out of Australia or New Zealand and does not include online or remote studies.
Amendment Clause 5(a)	Amended so that training reports are due within one month of completing a training or professional development activity instead of one month from attending the training.	Allows Elected Members time for completion of a training or development course before providing a report on attendance benefits
Additional clause Clause 6(a)	Travel, registration fees and accommodation are to be arranged directly by the City's administration and not the Elected Member or CEO.	Payments are made by the City's administration and not on a reimbursement basis.
Amended Clause 6.1(c)	Amended so that final claims relating to the financial year must be submitted within 7 days (instead of 14) after the end of the financial year	Amended to reflect the requirement to comply with the reporting obligations under 5.127 of the Act.
Additional clause Clause 6.1(d)	All claims for reimbursement by the CEO must be submitted in accordance with the Council Elected Member Entitlements Policy.	Amended to align the Council policy.
Amendment Clause 7	Events which are ticketed and the Elected Member or CEO pays full ticketed price and does not seek reimbursement or where the event is free and open to the public are to be excluded from this policy.	This will reduce the administrative burden on City officers when the policy is not required to be applied.
Additional clause Clause 7.1	Any invitation or offer of tickets not received by the City are excluded from this policy and must be disclosed in accordance with the gift and interest provisions in the Act.	Incorporates the gift and interests provisions under Part 5 Division 6 of the Act.
Amendment Clause 7.3(a)(xi)	Events hosted by organisations, which have a Council-appointed Elected Member representative are a pre-approved event	An addition to the pre-approved events list.
New Clause Clause 7.3(c)	Criteria added for the Mayor and/or CEO to consider in allocating	Establishes a criteria for the distribution of invitations or tickets.

	invitations or tickets. Criteria includes: i. Fairness and equity; ii. The ward in which the event is being held; and iii. Relevant experience/interest areas of each Elected Member.	
Additional clause Clause 7.3(f)	Preference will be given to Elected Member attendance as events where additional tickets are required to be purchased for events that are held within the District of Mandurah.	To maximise the budget and to encourage local community engagement and support at local events.
Amendment Clause 7.4(b)	Additional considerations added to the approval process	To bring the policy into line with the Department model policy.
Additional clause Clause 8	Additional clause relating to Caretaker Period which provides that training and professional development is not to be scheduled during the Caretaker Period where the Elected Members current term is due to conclude.	To align with the s1.4A of the Act and the Caretaker Policy. Noting a further review of the Council Caretaker Period Policy is now required to ensure consistency with the Act.
	Minor amendments to terminology throughout to bring policy into line with legislation	Legislative update.

As part of the ongoing Local Government Act Reform, Section 5.129 of the Act came into effect on 19 October 2023. Section 5.129 of the Act allows for local government to include a payment and reimbursement of training to be incorporated into their training and professional development policy. Regulation 37 of the Regulations restricts this payment to training which relates to the role of the Council or the role of an Elected Member under the Act or another law and are not permitted in the final 3 months of an Elected Members term, when they have resigned, or if they are suspended. POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events has been amended to incorporate the Regulations, however a further review of the Policy is required to determine the fee or allowance payable.

Council should note that consultation will be undertaken with Elected Members in early 2024 to determine the policy approach and implement changes to the Act which enables the payment of fees or reimbursement for Elected Members training.

Governance Services is awaiting direction from the Department of Local Government Sport and Cultural Industries (Department) in relation to the payment and reimbursement rates allowable under s5.129. A further review of POL-GVN 08 will be conducted when direction is received, and it is anticipated there will be additional amendments to this policy for Council's consideration in early 2024.

Consultation

Consultation has been undertaken with the Department of Local Government Sport and Cultural Industries and Western Australian Local Government Association. In addition, since the last review of the Policies feedback has been obtained from Elected Members on the application of the Policy.

Proposed amendments to the two policies were circulated for Elected Member review and input.

Statutory Environment

Section 2.7(2)(b) of the *Local Government Act 1995* prescribes that Council determine the local governments policies.

Part 5, Division 10 of the *Local Government Act 1995*

Part 10 of the *Local Government (Administration) Regulations 1996*

Under section 5.128 of the *Local Government Act 1995* adoption and modification of this Policy requires an absolute majority decision by Council.

Section 5.126 of the *Local Government Act 1995* provides:

> *(1) Each council member must complete training in accordance with regulations.*
> *(2) Regulations may —*
> *(a) prescribe a course of training; and*
> *(b) prescribe the period within which training must be completed; and*
> *(c) prescribe circumstances in which a council member is exempt from the requirement in subsection (1); and*
> *(d) provide that contravention of subsection (1) is an offence and prescribe a fine not exceeding $5 000 for the offence.*

Section 5.129 of the *Local Government Act 1995* provides:

> *(1) A local government may prepare and adopt* a policy under which the local government undertakes to do 1 or more of the following —*
> *(a) pay a fee to a council member in relation to their participation in a course of training that they are required to complete under section 5.126;*
> *(b) reimburse a council member for a fee or other expense incurred by the council member in relation to their participation in a course of training that they are required to complete under section 5.126;*
> *(c) pay a fee to a council member in relation to their participation in continuing professional development under the local government's policy under section 5.128;*
> *(d) reimburse a council member for a fee or other expense incurred by the council member in relation to their participation in continuing professional development under the local government's policy under section 5.128.*
>
> …
> *(4) Regulations may do any of the following —*
> *(a) prescribe monetary limits or ranges in respect of amounts that may be paid or reimbursed under a policy;*
> *(b) provide that a policy can apply only in respect of prescribed courses of training or prescribed types of continuing professional development;*
> *(c) otherwise provide for restrictions on the amounts that may be paid or reimbursed under a policy;*
> *(d) make other provision in relation to the content of a policy;*
> *(e) make provision in relation to the form of a policy;*
> *(f) otherwise make provision in relation to policies.*

Policy Implications

These Policies form part of the Council Policy suite and will be published on the City's website.

In order to ensure that policies are fit for purpose it is recommended that these policies be reviewed following each Ordinary Election.

Financial Implications

The allocations set out in the Policy have been included in the 2023/2024 Budget.

Risk Analysis

Elected Member policies relating to training, entitlements and events are required to be adopted by Council in accordance with the Act and regulations.

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Organisational Excellence:
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices, governance, risk and financial management.

Conclusion

Council is requested to adopt the proposed amendments to the policies and note that a further review of the policies is underway to implement Section 5.129 of the Act.

Refer

Attachment 5.1	POL-GVN 07 Elected Member Entitlements Policy (tracked)
Attachment 5.2	POL-GVN 07 Elected Member Entitlements Policy
Attachment 5.3	POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy (tracked)
Attachment 5.4	POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy

RECOMMENDATION

That Council:

1. **Adopts amendments to POL-GVN 07 Elected Member Entitlements Policy as per Attachment 5.2.**

2. **Adopts amendments to POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy as per Attachment 5.4.**

3. **Note that a review of POL-GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events policy and POL-GVN 07 Elected Member Entitlements Policy will be undertaken in the January 2024 to align with the amendments in relation to section 5.129 of *Local Government Act 1995*.**

ABSOLUTE MAJORITY REQUIRED

ATTACHMENT 5.1

Elected Member Entitlements
POL-GVN 07

Objective

The Elected Member Entitlements Policy (Policy) outlines the allowances, fees and reimbursement of expenses that may be paid to Elected Members.

This Policy is in accordance with the relevant legislation and determinations, being the *Local Government Act 1995* (the Act), the *Local Government (Administration) Regulations 1996* (the Regulations) and determination of the Salaries and Allowances Tribunal (SAT) for Local Government Chief Executive Officers and Elected Members in accordance with the *Salaries and Allowances Act 1975.*

The Policy details other support provided by the City of Mandurah (City) to Elected Members to support the delivery of their functions, including equipment and other supplies, insurance cover provided while performing the official duties of office and gifts from the local government.

Applicability

This Ppolicy is binding on all Elected Members.

Statement

1. Fees and Allowances

1.1. Annual meeting attendance fee

In lieu of paying Elected Members a meeting attendance fee for Council or Committee meetings, Elected Members shall be paid an annual amount for meeting attendance as determined by Council when adopting the budget, and within the prescribed range as set by the Salaries and Allowances Tribunal (SAT).

1.2. Mayor and Deputy Mayor Allowance

The Mayor and Deputy Mayor shall be paid an annual allowance as determined by Council when adopting the budget, and within the prescribed range as set by the SAT.

1.3. Payment

a. Meeting attendance fees and the Mayor and Deputy Mayor allowances are to be made on a monthly, quarterly or six-monthly pro-rata basis, at the discretion of the Elected Member.

b. Payments may be made to an Elected Members' superannuation fund, as nominated, in accordance with the Australian Taxation Office requirements.

1.4. Information Communication and Technology Allowance

a. Elected Members shall be entitled to an annual Information Communication and Technology (ICT) allowance, as determined by Council when adopting the budget, and within the prescribed range as set by SAT. The allowance covers information and communications technology costs that are a kind of expense for which Elected Members may be reimbursed.

b. This allowance is designed to meet all Elected Member related communication costs and any other relevant telecommunication costs, including relevant hardware to use a telephone,

mobile phone, and the internet and consumables for computer equipment (e.g. Internet dongle, printing cartridges, paper, storage devices).

c. The ICT allowance includes consumables relating to Elected Member printing costs and section 5.2 provides for a home office printer. However, on request, the City will provide a printed copy of Council and Committee meeting agendas additional to this allowance and will invoice the Elected Member on a monthly basis at the current cost per page in accordance with the City's Schedule of Fees and Charges.

~~c.~~d. Any claims by Elected Members for expenses incurred over the maximum annual allowance for ICT expenses detailed above are to be submitted on the provided claim form.

~~d.~~e. Additional claims above the maximum limit must be supported by receipted invoices for the maximum limit plus the additional amounts claimed. Claims must be made by ~~14~~ 7 July of that year (~~14~~ 7 days after end of the financial year).

f. Full payment of the ICT allowance will be made in advance at the commencement of the financial year. Where an Elected Member's term of office ceases at the local government election in a financial year, the Elected Member will be paid the ICT expenses on a pro-rata basis up until the local government election. Should the Elected Member be re-elected, the remainder of the annual allowance will be paid following the Election Day.

1.5. Conditions of payment

a. All allowances and fees shall be paid automatically unless an Elected Member has advised the Chief Executive Officer in writing that he/she does not wish to claim any or part of those fees and allowances.

b. The City will not pay attendance or allowance fees prior to the start of the financial year. Payments will not extend to any period beyond the expiry date of the Elected Members' term of office.

c. Advanced payments are to be repaid by any Elected Member who resigns or leaves office prior to the expiry of their term of office.

d. The taxation liability arising from these payments is the individual responsibility of each Elected Member and should seek independent financial advice.

2. Expenses to be reimbursed

a. Elected Members will be reimbursed child care and/or travel expenses necessarily incurred while performing their duties so that no Elected Member should be unreasonably financially disadvantaged due to meeting the requirements of their office.

b. The extent to which an Elected Member can be reimbursed for child care and travel expenses is set out under r~~R~~egulation 31 of the Regulations. ~~*Local Government (Administration) Regulations 1996.*~~

2.1. Child Care expenses

a. Child care expenses incurred by Elected Members as a result of attending;
(i) ~~-~~Council meetings;~~or~~
(ii) Committee meetings at which they are a member; or

(iii) training required by s5.126 of the Act,

will be reimbursed in accordance with the rate set by SAT as the maximum amount or the actual cost, whichever is the lesser.

b. ~~b.~~ Child care costs will not be paid where the care is provided by a member of the immediate family or relative living in the same premises as the Elected Member.

c. A claim for child care must be accompanied by a statement detailing child care providers name and address along with the relevant dates, times, hourly rate and relevant meeting type.

2.2. Travel expenses

2.2.1. Travel expenses relating to attendance at a Council meeting or meeting of a Committee of Council

a. Elected Members who incur travel costs while driving a privately owned or leased vehicle (rather than a commercially hired vehicle) because of the Elected Member's attendance at a Council meeting or a meeting of a committee of which he or she is also a member are to be reimbursed at the same rate contained in section 30.6 of the *Local Government Officers' (Western Australia) Interim Award 2021.*

b. As the City of Mandurah is a regional local government, the Elected Member will be reimbursed reasonable travel costs from the Elected Members place of residence or work to the meeting and back.

2.2.2. Travel expenses relating to performance of function in the capacity of an Elected Member

a. Elected Members who incur travel costs, while driving a privately owned or leased vehicle (rather than a commercially hired vehicle) because the Elected Member is performing a local government function, are to be reimbursed at the same rate contained in Schedule F of the *Public Service Award 1992*.

b. Eligible claims for such functions include:

i. Citizenship Ceremonies and civic functions.
ii. Meetings where an Elected Member has been appointed by Council as its delegate or a deputy to the delegate (except where the other body pays the Elected Member for meeting attendance and/or travel).
iii. Any City convened meeting requiring Elected Member attendance, including briefing sessions, workshops, and other forums.
iv. Functions where the Elected Member is representing the Mayor or is attending by resolution of Council or where the function is an otherwise authorised activity.

Note: attendance at functions as a matter of personal choice and not representing Council in an official capacity does not give rise to a claim for reimbursement of expenses incurred as a result of attending.

Note: please refer to GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy

v. Training courses, seminars and conferences attended in the capacity of an Elected Member.
vi. Meetings in connection with matters relating to local government, including site inspections or meetings with electors/ratepayers.
vii. Any other occasion in the performance of an act.

2.2.3. Reimbursement of Actual Expenses Incurred

a. Where an Elected Member deems to consider it more appropriate to not utilise their own private vehicle to attend a Council related commitment (mentioned above in 2.2.1 and 2.2.2), a taxi/ride hailing company or public transport may be used and the actual cost incurred will be reimbursed.

2.3. Claiming expenses

a. Elected Members are advised that care needs to be taken in making application for claims for reimbursement of expenses and to differentiate between expenditure incurred in their private capacity and expenditure necessary to fulfil their role as an Elected Member.

b. Reimbursement of expenses is conditional upon adequate evidence of such expenditure in the form of invoices or receipts. A claim for reimbursement for travel expenses must include the date, particulars of travel, nature of business, distance travelled, vehicle displacement and total kilometres travelled.

c. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form, on a monthly basis. Final claims relating to the financial year must be submitted within 14 days after the end of the financial year. No back payment of claims relating to prior financial years will be permitted.

d. Under no circumstances is any reimbursement to be made in connection with costs incurred for re-election to office.

3. Mayor Vehicle

a. In accordance with the Act ~~*Local Government Act 1995*~~ and regulation 34AD of the ~~*Local Government (Administration) Regulations 1996*~~Regulations, the Mayor is to be provided with a fully maintained local government motor vehicle for the purpose of carrying out the functions of the Mayoral office.

b. The value of the vehicle will be determined by Council when adopting the budget. The replacement of the Mayor's vehicle will occur once every four years, after the Mayoral Election and in consultation with the newly elected Mayor.

c. The vehicle use by the Mayor will be in accordance with the terms and conditions of the City's standard private use of motor vehicle responsibilities. The vehicle may be used for personal use by the Mayor subject to reimbursement to the City for the extent of private use and completion of a written agreement with the City detailing the terms and conditions.

d. Where the Mayor is provided with a vehicle as detailed in 3.a. above, the costs associated with the Mayor's private use of the vehicle is to be reimbursed by the Mayor on an annual basis, using the travel rate contained in Schedule F of the *Public Service Award 1992* and multiplying the private kilometres travelled from the log book information supplied (annualising the private kilometres travelled for the three months). It is expected that the Mayor utilise the log book in the first three months of being elected. The log book should be completed in accordance with the requirements of the Australian Taxation Office. The private kilometres will be annualised and used for the four-year term of office. The Mayor can provide to the City a revised log book, if the private rate from the current log book does not reflect the private usage kilometres being travelled, at any time, during the term of office. Reimbursement by the Mayor can be offset against any remuneration that is due to the Mayor for holding office.

e. Where the Mayor has exercised the option of using a motor vehicle provided by the City, no further reimbursements for travel costs will be made where such travel can practicably be undertaken in that vehicle.

4. Equipment

4.1. Issue and return of electronic equipment

a. The City is to provide Elected Members with a suitably equipped device ~~i.e. laptop or tablet,~~ for use during their term of office.

b. The electronic equipment is to be used for Council related business only and the Elected Member is responsible for the safeguarding and protection of the device from misuse.

c. The electronic equipment will be issued in accordance with the City's supply arrangement in place at the time of the request, with all costs being met by the City.

d. Consumables for the electronic equipment i.e. sim card or internet access, forms part of the ICT allowance as described in 1.4 of this Policy and are not separately provided or reimbursed.

e. All electronic equipment, access cards and parking passes issued to Elected Members must be returned 48 hours after the conclusion of the Elected Members term of office.

4.2. Maintenance and replacement of electronic equipment

a. The City is responsible for the ongoing maintenance of the electronic equipment with all costs being met by the City.

b. The replacement of the electronic equipment will be in accordance with the City's standard replacement program, which will be every three years, unless determined by the Chief Executive Officer that replacement is required earlier due to performance of electronic equipment.

4.3. Other equipment

a. Elected Members will be supplied with the following:

i. Parking permit for Council related business within specified areas; and
ii. Building security access card.

5. Other supplies

5.1. Clothing

a. The City will reimburse Elected Members for expenses relating to suitable professional attire including clothing and footwear, to a maximum cost to the City of $500.00 per annum per Councillor and $1,000 for the Mayor per annum. All claims relating to a financial year must be submitted by ~~31~~ 7 July (~~31~~ 7 days after the end of the financial year) to be eligible for reimbursement.

b. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form in accordance with clause 2.3 of this Policy.

5.2. Home office furniture

a. The City will reimburse Elected Members for expenses relating to home office furniture including a printer and furniture, to a maximum cost of $500.00 per Elected Member for each term of office, for relevant Council use.

b. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form in accordance with clause 2.3 of this Policy.

5.3. Miscellaneous

The City will provide the following to all Elected Members:

- Name Badge;
- Upon request, a briefcase or satchel for Council business use, for each term of office;
- 200 printed business cards per annum, in accordance with the City's style guide, for relevant Council business use.

5.4 Recreation Centre Membership

Elected Members are entitled to a 20% discount in accordance with City's MARC Corporate Rates on their individual membership at the City's recreation centres. The discount applies to 3, 6, 12 month and direct debit memberships only.

6. Insurance

a. The City will insure or provide insurance cover for Elected Members for the following:

i. Councillor's liability to cover losses incurred due to alleged wrongful acts committed whilst acting in official capacity as an Elected Member.
ii. Liability protection for third party property damage and/or personal injury allegedly caused by an Elected Member's actions whilst performing official duties.
iii. Personal injury insurance is provided in the event of personal injury whilst on Council duties, including direct travel to and from such duties.
iv. Motor vehicle coverage for use of private vehicle, when performing official duties.
v. Personal property cover is provided for accidental loss or damage to personal property owned whilst an Elected Member is performing official duties.
vi. Travel insurance for Council related business trips, including cover for expenses for overseas medical treatment, emergency medical evacuation, flight cancellations, lost baggage and personal effects.

b. Elected Members must determine whether the benefits and endorsements of the above insurance cover is adequate. Elected Members may wish to obtain their own insurance cover, at their own cost, to ensure the benefits and endorsements are adequate for their individual needs.

7. Gifts from the Local Government

a. In accordance with section 5.100A of the Act ~~*Local Government Act 1995*~~ and regulation 34AC of the ~~*Local Government (Administration) Regulations 1996*~~ Regulations, gifts may only be given to Elected Members upon the occasion of their retirement or departure, following the completion of at least one full four-year term of office.

b. On the retirement, or departure, of an Elected Member and in recognition of their years of service the Elected Member following will be offered the opportunity of a farewell morning/afternoon tea (as approved by the Mayor and CEO jointly) with Council and the Executive Leadership Team, and will be presented with:

i. Appropriate gGift, from a local retailer or artist, up to the value of $100 per year of continuous service to a maximum of $1000; and
ii. Framed photograph certificate celebrating the Elected Members time in office.

8. Parental Leave

a. Section 2.25 of the Act entitles Elected Members to a period of 6 months parental leave beginning on the day on which the Elected Member themselves, or their spouse or de facto partner, either:

i. Gives birth;
ii. Adopts a person under 16 years of age; or
iii. Becomes the guardian or foster parent of a person under 16 years of age.

b. The Act does not allow for the period of parental leave to be deferred to a later date.
c. The period of parental leave can be less than 6 months if desired.

Legislative Context

Local Government Act 1995: sections 5.98, 5.98A, 5.99 and 5.99A, 5.100A, 5.101A
Local Government (Administration) Regulations 1996: regulations 31, 32, 34, 34AC, and 34AD and 34AE.
*Salaries and Allowances Act 1975: s*ection 7B
Local Government Officers' (WA) Interim Award 2021: section 30.6
Public Service Award 1992 Schedule F

Related Documents

Elected Member Expenses Claim Form
Schedule of Expenses and Allowances

Responsible Directorate:	Business Services
Responsible Department:	Governance Services
Reviewer:	Executive Manager Governance Services
Creation date and reference:	Minute G.45/8/07, 21 August 2007
Last Review:	25 January 2022, G.12/1/22

Amendments

Elected Member Entitlements
POL-GVN 07

Version #	Council Approval Date, Reference	Date Document In force	Date Document Ceased
2	Minute G.39/6/08	18/06/2008	25/05/2010
3	Minute G.26/5/10	26/05/2010	28/02/2012
4	Minute G.57/2/12	29/02/2012	15/07/2013
5	Minute SP.5/7/13	16/07/2013	24/02/2015
6	Minute G.35/2/15	25/02/2015	02/08/2016
7	Minute SP.2/8/16	03/08/2016	17/12/2019
8	Minute G.38/12/19	18/12/2019	26/05/2020
9	Minute G.17/5/20	27/05/2020	23/03/2021
10	Minute G.16/3/21	24/03/2021	25/01/2022
11	Minute G.12/1/22	25/01/2022	-

Elected Member Entitlements
POL-GVN 07

Objective

The Elected Member Entitlements Policy (Policy) outlines the allowances, fees and reimbursement of expenses that may be paid to Elected Members.

This Policy is in accordance with the relevant legislation and determinations, being the *Local Government Act 1995* (the Act), the *Local Government (Administration) Regulations 1996* (the Regulations) and determination of the Salaries and Allowances Tribunal (SAT) for Local Government Chief Executive Officers and Elected Members in accordance with the *Salaries and Allowances Act 1975.*

The Policy details other support provided by the City of Mandurah (City) to Elected Members to support the delivery of their functions, including equipment and other supplies, insurance cover provided while performing the official duties of office and gifts from the local government.

Applicability

This Policy is binding on all Elected Members.

Statement

1. Fees and Allowances

1.1. Annual meeting attendance fee

In lieu of paying Elected Members a meeting attendance fee for Council or Committee meetings, Elected Members shall be paid an annual amount for meeting attendance as determined by Council when adopting the budget, and within the prescribed range as set by the Salaries and Allowances Tribunal (SAT).

1.2. Mayor and Deputy Mayor Allowance

The Mayor and Deputy Mayor shall be paid an annual allowance as determined by Council when adopting the budget, and within the prescribed range as set by the SAT.

1.3. Payment

a. Meeting attendance fees and the Mayor and Deputy Mayor allowances are to be made on a monthly, quarterly or six-monthly pro-rata basis, at the discretion of the Elected Member.

b. Payments may be made to an Elected Members' superannuation fund, as nominated, in accordance with the Australian Taxation Office requirements.

1.4. Information Communication and Technology Allowance

a. Elected Members shall be entitled to an annual Information Communication and Technology (ICT) allowance, as determined by Council when adopting the budget, and within the prescribed range as set by SAT. The allowance covers information and communications technology costs that are a kind of expense for which Elected Members may be reimbursed.

b. This allowance is designed to meet all Elected Member related communication costs and any other relevant telecommunication costs, including relevant hardware to use a telephone,

mobile phone, and the internet and consumables for computer equipment (e.g. Internet dongle, printing cartridges, paper, storage devices).

c. The ICT allowance includes consumables relating to Elected Member printing costs and section 5.2 provides for a home office printer. However, on request, the City will provide a printed copy of Council and Committee meeting agendas additional to this allowance and will invoice the Elected Member on a monthly basis at the current cost per page in accordance with the City's Schedule of Fees and Charges.

d. Any claims by Elected Members for expenses incurred over the maximum annual allowance for ICT expenses detailed above are to be submitted on the provided claim form.

e. Additional claims above the maximum limit must be supported by receipted invoices for the maximum limit plus the additional amounts claimed. Claims must be made by 7 July of that year (7 days after end of the financial year).

f. Full payment of the ICT allowance will be made in advance at the commencement of the financial year. Where an Elected Member's term of office ceases at the local government election in a financial year, the Elected Member will be paid the ICT expenses on a pro-rata basis up until the local government election. Should the Elected Member be re-elected, the remainder of the annual allowance will be paid following the Election Day.

1.5. Conditions of payment

a. All allowances and fees shall be paid automatically unless an Elected Member has advised the Chief Executive Officer in writing that he/she does not wish to claim any or part of those fees and allowances.

b. The City will not pay attendance or allowance fees prior to the start of the financial year. Payments will not extend to any period beyond the expiry date of the Elected Members' term of office.

c. Advanced payments are to be repaid by any Elected Member who resigns or leaves office prior to the expiry of their term of office.

d. The taxation liability arising from these payments is the individual responsibility of each Elected Member and should seek independent financial advice.

2. Expenses to be reimbursed

a. Elected Members will be reimbursed child care and/or travel expenses necessarily incurred while performing their duties so that no Elected Member should be unreasonably financially disadvantaged due to meeting the requirements of their office.

b. The extent to which an Elected Member can be reimbursed for child care and travel expenses is set out under regulation 31 of the Regulations.

2.1. Child Care expenses

a. Child care expenses incurred by Elected Members as a result of attending;
   (i) Council meetings;
   (ii) Committee meetings at which they are a member; or
   (iii) training required by s5.126 of the Act,

will be reimbursed in accordance with the rate set by SAT as the maximum amount or the actual cost, whichever is the lesser.

b. Child care costs will not be paid where the care is provided by a member of the immediate family or relative living in the same premises as the Elected Member.

c. A claim for child care must be accompanied by a statement detailing child care providers name and address along with the relevant dates, times, hourly rate and relevant meeting type.

2.2. Travel expenses

2.2.1. Travel expenses relating to attendance at a Council meeting or meeting of a Committee of Council

a. Elected Members who incur travel costs while driving a privately owned or leased vehicle (rather than a commercially hired vehicle) because of the Elected Member's attendance at a Council meeting or a meeting of a committee of which he or she is also a member are to be reimbursed at the same rate contained in section 30.6 of the *Local Government Officers' (Western Australia) Interim Award 2021.*

b. As the City of Mandurah is a regional local government, the Elected Member will be reimbursed reasonable travel costs from the Elected Members place of residence or work to the meeting and back.

2.2.2. Travel expenses relating to performance of function in the capacity of an Elected Member

a. Elected Members who incur travel costs, while driving a privately owned or leased vehicle (rather than a commercially hired vehicle) because the Elected Member is performing a local government function, are to be reimbursed at the same rate contained in Schedule F of the *Public Service Award 1992*.

b. Eligible claims for such functions include:

i. Citizenship Ceremonies and civic functions.
ii. Meetings where an Elected Member has been appointed by Council as its delegate or a deputy to the delegate (except where the other body pays the Elected Member for meeting attendance and/or travel).
iii. Any City convened meeting requiring Elected Member attendance, including briefing sessions, workshops, and other forums.
iv. Functions where the Elected Member is representing the Mayor or is attending by resolution of Council or where the function is an otherwise authorised activity.

Note: attendance at functions as a matter of personal choice and not representing Council in an official capacity does not give rise to a claim for reimbursement of expenses incurred as a result of attending.

Note: please refer to GVN 08 Elected Member and CEO Training, Professional Development, Travel and Events Policy

v. Training courses, seminars and conferences attended in the capacity of an Elected Member.
vi. Meetings in connection with matters relating to local government, including site inspections or meetings with electors/ratepayers.
vii. Any other occasion in the performance of an act.

2.2.3. Reimbursement of Actual Expenses Incurred

a. Where an Elected Member deems to consider it more appropriate to not utilise their own private vehicle to attend a Council related commitment (mentioned above in 2.2.1 and 2.2.2), a taxi/ride hailing company or public transport may be used and the actual cost incurred will be reimbursed.

2.3. Claiming expenses

a. Elected Members are advised that care needs to be taken in making application for claims for reimbursement of expenses and to differentiate between expenditure incurred in their private capacity and expenditure necessary to fulfil their role as an Elected Member.

b. Reimbursement of expenses is conditional upon adequate evidence of such expenditure in the form of invoices or receipts. A claim for reimbursement for travel expenses must include the date, particulars of travel, nature of business, distance travelled, vehicle displacement and total kilometres travelled.

c. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form, on a monthly basis. Final claims relating to the financial year must be submitted within 14 days after the end of the financial year. No back payment of claims relating to prior financial years will be permitted.

d. Under no circumstances is any reimbursement to be made in connection with costs incurred for re-election to office.

3. Mayor Vehicle

a. In accordance with the Act and regulation 34AD of the Regulations, the Mayor is to be provided with a fully maintained local government motor vehicle for the purpose of carrying out the functions of the Mayoral office.

b. The value of the vehicle will be determined by Council when adopting the budget. The replacement of the Mayor's vehicle will occur once every four years, after the Mayoral Election and in consultation with the newly elected Mayor.

c. The vehicle use by the Mayor will be in accordance with the terms and conditions of the City's standard private use of motor vehicle responsibilities. The vehicle may be used for personal use by the Mayor subject to reimbursement to the City for the extent of private use and completion of a written agreement with the City detailing the terms and conditions.

d. Where the Mayor is provided with a vehicle as detailed in 3.a. above, the costs associated with the Mayor's private use of the vehicle is to be reimbursed by the Mayor on an annual basis, using the travel rate contained in Schedule F of the *Public Service Award 1992* and multiplying the private kilometres travelled from the log book information supplied (annualising the private kilometres travelled for the three months). It is expected that the Mayor utilise the log book in the first three months of being elected. The log book should be completed in accordance with the requirements of the Australian Taxation Office. The private kilometres will be annualised and used for the four-year term of office. The Mayor can provide to the City a revised log book, if the private rate from the current log book does not reflect the private usage kilometres being travelled, at any time, during the term of office. Reimbursement by the Mayor can be offset against any remuneration that is due to the Mayor for holding office.

e. Where the Mayor has exercised the option of using a motor vehicle provided by the City, no further reimbursements for travel costs will be made where such travel can practicably be undertaken in that vehicle.

4. Equipment

4.1. Issue and return of electronic equipment

a. The City is to provide Elected Members with a suitably equipped device for use during their term of office.

b. The electronic equipment is to be used for Council related business only and the Elected Member is responsible for the safeguarding and protection of the device from misuse.

c. The electronic equipment will be issued in accordance with the City's supply arrangement in place at the time of the request, with all costs being met by the City.

d. Consumables for the electronic equipment i.e. sim card or internet access, forms part of the ICT allowance as described in 1.4 of this Policy and are not separately provided or reimbursed.

e. All electronic equipment, access cards and parking passes issued to Elected Members must be returned 48 hours after the conclusion of the Elected Members term of office.

4.2. Maintenance and replacement of electronic equipment

a. The City is responsible for the ongoing maintenance of the electronic equipment with all costs being met by the City.

b. The replacement of the electronic equipment will be in accordance with the City's standard replacement program, which will be every three years, unless determined by the Chief Executive Officer that replacement is required earlier due to performance of electronic equipment.

4.3. Other equipment

a. Elected Members will be supplied with the following:

i. Parking permit for Council related business within specified areas; and
ii. Building security access card.

5. Other supplies

5.1. Clothing

a. The City will reimburse Elected Members for expenses relating to suitable professional attire including clothing and footwear, to a maximum cost to the City of $500.00 per annum per Councillor and $1,000 for the Mayor per annum. All claims relating to a financial year must be submitted by 7 July (7 days after the end of the financial year) to be eligible for reimbursement.

b. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form in accordance with clause 2.3 of this Policy.

5.2. Home office furniture

a. The City will reimburse Elected Members for expenses relating to home office furniture including a printer and furniture, to a maximum cost of $500.00 per Elected Member for each term of office, for relevant Council use.

b. All claims for reimbursement must be submitted to the Office of the Mayor and Councillors on the provided claim form in accordance with clause 2.3 of this Policy.

5.3. Miscellaneous

The City will provide the following to all Elected Members:

- Name Badge;
- Upon request, a briefcase or satchel for Council business use, for each term of office;
- 200 printed business cards per annum, in accordance with the City's style guide, for relevant Council business use.

5.4 Recreation Centre Membership

Elected Members are entitled to a 20% discount in accordance with City's MARC Corporate Rates on their individual membership at the City's recreation centres. The discount applies to 3, 6, 12 month and direct debit memberships only.

6. Insurance

a. The City will insure or provide insurance cover for Elected Members for the following:

i. Councillor's liability to cover losses incurred due to alleged wrongful acts committed whilst acting in official capacity as an Elected Member.
ii. Liability protection for third party property damage and/or personal injury allegedly caused by an Elected Member's actions whilst performing official duties.
iii. Personal injury insurance is provided in the event of personal injury whilst on Council duties, including direct travel to and from such duties.
iv. Motor vehicle coverage for use of private vehicle, when performing official duties.
v. Personal property cover is provided for accidental loss or damage to personal property owned whilst an Elected Member is performing official duties.
vi. Travel insurance for Council related business trips, including cover for expenses for overseas medical treatment, emergency medical evacuation, flight cancellations, lost baggage and personal effects.

b. Elected Members must determine whether the benefits and endorsements of the above insurance cover is adequate. Elected Members may wish to obtain their own insurance cover, at their own cost, to ensure the benefits and endorsements are adequate for their individual needs.

7. Gifts from the Local Government

a. In accordance with section 5.100A of the Act and regulation 34AC of the Regulations, gifts may only be given to Elected Members upon the occasion of their retirement or departure, following the completion of at least one full four-year term of office.

b. On the retirement, or departure, of an Elected Member and in recognition of their years of service the Elected Member will be offered the opportunity of a farewell morning/afternoon tea

(as approved by the Mayor and CEO jointly) with Council and the Executive Leadership Team, and will be presented with:

i. Appropriate gift, from a local retailer or artist, up to the value of $100 per year of continuous service to a maximum of $1000; and
ii. Framed certificate celebrating the Elected Members time in office.

8. Parental Leave

a. Section 2.25 of the Act entitles Elected Members to a period of 6 months parental leave beginning on the day on which the Elected Member themselves, or their spouse or de facto partner, either:

i. Gives birth;
ii. Adopts a person under 16 years of age; or
iii. Becomes the guardian or foster parent of a person under 16 years of age.

b. The Act does not allow for the period of parental leave to be deferred to a later date.
c. The period of parental leave can be less than 6 months if desired.

Legislative Context

Local Government Act 1995: sections 5.98, 5.98A, 5.99 and 5.99A, 5.100A, 5.101A
Local Government (Administration) Regulations 1996: regulations 31, 32, , 34AC, 34AD and 34AE.
*Salaries and Allowances Act 1975: s*ection 7B
Local Government Officers' (WA) Interim Award 2021: section 30.6
Public Service Award 1992 Schedule F

Related Documents

Elected Member Expenses Claim Form
Schedule of Expenses and Allowances

Responsible Directorate: Business Services

Responsible Department: Governance Services

Reviewer: Executive Manager Governance Services

Creation date and reference: Minute G.45/8/07, 21 August 2007

Last Review: 25 January 2022, G.12/1/22

Amendments			
Version #	**Council Approval Date, Reference**	**Date Document In force**	**Date Document Ceased**
2	Minute G.39/6/08	18/06/2008	25/05/2010
3	Minute G.26/5/10	26/05/2010	28/02/2012

4	Minute G.57/2/12	29/02/2012	15/07/2013
5	Minute SP.5/7/13	16/07/2013	24/02/2015
6	Minute G.35/2/15	25/02/2015	02/08/2016
7	Minute SP.2/8/16	03/08/2016	17/12/2019
8	Minute G.38/12/19	18/12/2019	26/05/2020
9	Minute G.17/5/20	27/05/2020	23/03/2021
10	Minute G.16/3/21	24/03/2021	25/01/2022
11	Minute G.12/1/22	25/01/2022	-

ATTACHMENT 5.3

Elected Member and CEO Training Professional Development, Travel and Events

POL-GVN 08

Objective

The Policy provides a framework for Elected Members and the Chief Executive Officer (CEO) in relation to training, professional development, travel and attendance at events.

This Ppolicy is developed in accordance with the *Local Government Act 1995 (*the "Act"*)* Sections 1.4A(1), 5.126(1), 5.127, 5.128 and 5.90A and the *Local Government (Administration) Regulations 1996* (the "Regulations").

Applicability

This Policy is binding on Elected Members or the Chief Executive Officer (CEO) where stated.

Statement

1. Mandatory Elected Member Training

a. In accordance with section 5.126(1) of the Act and regulation 35 of the Regulations, Elected Members must complete mandatory training, titled Council Member Essentials, within a period of twelve months beginning on the day on which the Elected Member commences their term of office.is elected.

b. The mandatory training is valid for five years.

c.b. The Council Member Essentials, consists of the following modules:

- Understanding Local Government;
- Serving on Council;
- Meeting Procedures;
- Conflicts of Interest; and
- Understanding Financial Reports and Budgets.

The training course is provided by the following bodies –

- North Metropolitan TAFE;
- South Metropolitan TAFE;
- West Australian Local Government Association (WALGA).

d.c. An Elected Member is exempt from the requirements outlined in section 5.126(1) of the Local Government Act 1995 if the Elected Member passed any either of the following courses specified below within the period of five years ending immediately before the day on which the Elected Member commences their term of officeis elected:

- Council Member Essentials;
- 52756WA Diploma of Local Government (Council Elected Member);
- LGA50220 Diploma of Local Government – Elected Member;
- LGASS00007 Elected Member; or
- The Elected Member passed the course titled LGASS00002 Council Elected Member Skill Set before 1 July 2019 and within a period of five years ending immediately before the day on which the Elected Council Member is elected commences their term of office.

~~e.~~d. Any costs associated with the mandatory training ~~including the Council Member Essentials and the 52756WA Diploma of Local Government (Council Member)~~ will be funded outside of the Elected Members Training and Professional Development allocation. This includes any actual costs (including registration, accommodation, meals and travel) which has been incurred.

2. Elected Member and CEO Training and Professional Development

2.1 Continuous Professional Development

a. Elected Members are encouraged to identify their individual continuing professional development needs to enhance their effectiveness and address skill gaps as required.

b. As the needs of individual Elected Members may vary, each Elected Member is encouraged to seek the assistance of the CEO and/or Mayor in analysing their particular requirements and in identifying appropriate courses, seminars and training to meet those needs.

c. In determining the professional development activities for individuals, Elected Members should consider the current or future strategic direction and activities of the City of Mandurah (the City) and its priorities and the skills that will be needed to give effect to the direction.

~~2.1~~2.2 Approved Training and Professional Development Allocation

a. The CEO and Elected Members are encouraged to attend training and professional development opportunities that will further develop their skills and knowledge. Elected Members are entitled to a Training and Professional Development allocation, as determined under Clause 3.

b. Training and professional development activities which this P~~p~~olicy applies shall generally be limited to the following:
- WA Local Government Association Council (WALGA) and Australian Local Government Association (ALGA) conferences.
- Special 'one off' conferences called for or sponsored by the WALGA and/or ALGA on important issues.
- Annual conferences of the major professions in local government and other institutions of relevance to local government activities.
- Accredited organisations offering training relevant to the role and responsibilities of Elected Members and the CEO.
- WALGA Council Member Training and Development.
- Other local government-specific training courses, workshops and forums, relating to such things as understanding the roles/responsibilities of Elected Members, meeting procedures, etc.
- Subscriptions for professional memberships that assist an Elected Member in fulfilling their role on Council. Note, the CEO professional membership allocation is in accordance with their contract conditions and is not included in the allocation.
- Conferences or study tours that address the initiatives and projects that have been outlined in the City of Mandurah's Strategic Community Plan, advocacy statements or Council resolutions.

~~2.2 Continuous Professional Development~~

~~a. Elected Members are encouraged to identify their individual continuing professional development needs to enhance their effectiveness and address skill gaps as required.~~

b. As the needs of individual Elected Members may vary, each Elected Member is encouraged to seek the assistance of the CEO and/or Mayor in analysing their particular requirements and in identifying appropriate courses, seminars and training to meet those needs.

c. In determining the professional development activities for individuals, Elected Members should consider the current or future strategic direction and activities of the City of Mandurah (the "City") and its priorities and the skills that will be needed to give effect to the direction.

2.3 Advocacy

a. The City's Strategic Community Plan and Corporate Business Plan supports and encourages the creation of a vibrant and connected City that supports and improves the community for everyone. Council supports this purpose through ongoing advocacy and lobbying to higher levels of government and other stakeholders to increase the City's funding eligibility and opportunities and to highlight priority projects.

b. The Mayor and CEO will represent the City in proactive and reactive advocacy activity and opportunities, in accordance with ~~the~~ Council's approved advocacy ~~strategy~~framework. The Mayor may delegate the Deputy Mayor in the first instance and where they are unavailable, another Elected Member to attend where appropriate. The CEO may delegate another City officer to attend where appropriate.

3. Funding Allocation

a. An allowance over two-years of $9~~8~~,000 per Councillor, will cover costs associated with attendance at training and development activities. This includes any actual costs (including registration, accommodation, meals and travel) which has been incurred.

b. An allowance over two-years of $16,000 for the Mayor and CEO, will cover costs associated with attendance at training and development activities.

c. Elected Members will only be registered for professional development activities if the Elected Member has sufficient funds in their two-year expense allocation to meet the costs, unless Council resolves that attendance by that Elected Member would be of specific benefit to the City and resolves to allocate additional funding for any shortfall.

d. Elected Members cannot enrol in a course under this Policy~~s~~ that provide a formal qualification (or accreditation) within ~~six~~ three months of their term of office concluding. Note: nothing in this Policy precludes Elected Members from enrolling in other training or professional development activities.

e. Elected Members may elect to utilise a portion of their allocation for Professional Membership. Professional Membership must relate to their role as an Elected Member in local government and be approved by the CEO.

f. An Elected Member is not allowed payment or reimbursement of an amount in relation to professional development training if the participation occurs during any of the following periods:

   i. the period of 3 months ending on the day on which the Elected Members term ends;
   ii. if the Elected Member delivers a notice of resignation to the CEO, from that date of the delivery of the notice; or
   iii. where an Elected Member is suspended under Part 8 of the Act.

f.g. Elected Members may elect to utilise a portion of their allocation for Professional Membership. Professional Membership must relate to their role as an Elected Member in local government and be approved by the CEO.

g.h. Elected Members who request professional membership to be paid in a year that their term of office is not a full financial year will only have the proportion paid for the days of the membership period they hold office.

h.i. Any activities for advocacy as described at clause 2.3, or for where an Elected Member or CEO is the City's appointed representative on a board or external organisation and where the Elected Member or CEO is required to attend a conference or event hosted by that board or organisation, will not be included in the Elected Member or CEO Training and Professional Development allocation and will be determined as part of the annual budget. The amount is outside of the allocation mentioned within this Ppolicy and the City will cover all costs associated with the activity. Note that gift disclosure requirements may still apply.

i.j. Unexpended funds at the end of the two-years will not be carried over to the next financial year, unless approved by Council.

j.k. Internal workshops, strategic planning days, whole of Council training and development and internal training programs are not included in an Elected Member's or CEO's training and professional development allocation.

k. All claims for reimbursement must be submitted within one month from the Elected Member or CEO returning from the training and professional development. Final claims relating to the financial year must be submitted within 14 days after the end of the financial year.

l.

4. Approval for Training or Professional Development

a. The CEO may approve Elected Members training and professional development applications and the Mayor may approve the CEO's where the:
   i. Application complies with this Ppolicy;
   ii. Elected Member or CEO attends the tTraining and development activity ~~is to be held~~ within Australia or New Zealand; and
   iii. Elected Member has sufficient funds available in their allocation for training and development activity to meet the costs of attendance.

b. A resolution of Council is required to approve an Elected Member or CEO request to attend training and professional development where:
   i. The application has been refused by the CEO or Mayor;
   ~~i.~~ii. The application does not comply with this Ppolicy;
   ~~ii.~~iii. Estimated event expenses exceed the available balance of the Elected Member's two-year expense allocation; or
   ~~iii.~~iv. Attendance at the~~the training is The event~~ training or professional development ~~is to be held~~requires the Elected Member or CEO to be physically outside of Australia or New Zealand.

c. Generally, two but no more than three Elected Members may attend a particular training or development activity outside Western Australia at the same time, unless Council has resolved for additional Elected Members to attend. Note: approval of attendance at a training or professional development activity should not impede a quorum at any scheduled Council or Committee meetings.

d. Elected Members or the CEO who wish to participate in training or professional development activities must complete an application form. All applications are to be forwarded to the CEO in reasonable time to meet the registration deadline. Where practicable the City will utilise the 'early bird' registration option. Approvals in respect to the CEO must be forwarded to the Mayor for approval.

5. Training Reports and Register

a. Elected Members are required to prepare an informal report on their attendance and benefits to them and the City, to be circulated to all Elected Members and the CEO within one month ~~of attending~~of completing a training or professional development activity. Elected Members are not required to prepare a written report for mandatory training.

b. Elected Members must forward records of completion of professional development to the City. for inclusion in the Elected Members' Professional Development Register on the City's website, within 10 days of completion.

c. In accordance with section 5.127 of the Act and regulation 35 of the Local Government (Administration) Regulations 1996, the City must prepare a report for each financial year on the training completed by Elected Members during the financial year. The Council Member Training Report must be published on the City's website within one month after the end of the financial year to which the report relates.

6. Travel, Accommodation, Meals and Incidentals

Incidentals: Includes snacks/food that is consumed outside of breakfast, lunch and dinner, drinks,laundry and dry cleaning, stationery, official telephone calls and internet.

a. Travel, registration fees and accommodation are to be arranged directly by the City administration and not the Elected Member or CEO.

~~a.~~b. Where practicable, travel requests should be provided at least one month prior to the travel date to allow adequate time for bookings to be made, this will allow the City to take advantage of any available discounts for early purchase.

~~b.~~c. The cost of air travel to and from destinations is to be by the shortest most practical route unless additional travel is contemplated before or after a conference.

~~c.~~d. All air travel is to be by Economy Class (unless otherwise provided for by Council resolution) at a time that is convenient to the Elected Member or the CEO. The cost of any upgrade to business class shall be paid for by the Elected Member or CEO~~s~~. Any costs incurred to allocate a seat in Economy Class will be at the expense of the City. Note: The travel period will be the day before the commencement of the activity and the day after the conclusion of the activity.

~~d.~~e. Elected Members, who use their private vehicle for conference travel, will be reimbursed for vehicle costs in accordance with the *Public Service Award 1992* to a maximum amount equivalent to what it would have cost to travel by air.

~~e.~~f. Accommodation will be booked, where practicable, at the associated venue or, if unavailable, at premises in close proximity to the venue. Bookings will include accommodation the night before and the night of the closing of the event. If there are no flights available either the day before or the day after the event, the Elected Member ~~may~~ will be required to use their allocation to cover the additional accommodation, meals and incidentals related to the additional length of time as a result of flights not being available the day before and/or the day after the event.

~~f.~~g. Elected Members and the CEO must not receive any personal frequent flyer or accommodation loyalty points for air travel or accommodation booked and paid for by the City.

~~g.~~h. The City will pay Elected Members and the CEO, a daily allowance that is considered reasonable costs for meals and incidentals in accordance with the rates contained in Schedule I of the Travelling, Transfer and Relieving Allowance of the *Public Service Award 1992* for these expense amounts. Where an allowance has been paid, however the Elected Member or CEO has been provided with a meal that an allowance was paid for, the Elected Member or CEO must notify the City and reimburse the allowance amount paid upon returning from the professional development.

~~h.~~i. Where an Elected Member or CEO chooses to arrive earlier or extend their stay at the location of a conference or deviates from the travel arrangements, then the Elected Member and CEO will be responsible for the full cost associated with that extended stay and/or variation to travel arrangements for private purposes. The exception would be if the flight schedules determine an extended stay is required.

~~i.~~j. Hire cars will only be paid for by the City if the CEO or in the case of the CEO, the Mayor, consider it the most effective means of travel when attending the conference or professional development. Standard taxi fares (or similar services) or public transport for reasonable travel requirements will be reimbursed upon return, on the production of receipts to verify the expense.

~~j.~~k. Where an Elected Member or CEO is accompanied by another person for Training and Development or advocacy activities, costs for or incurred by the accompanying person including

but not limited to travel, meals, registration and/or participation in any event program, are to be borne by the Elected Member, CEO or the accompanying person and will not be paid for by the City. The only exclusion is for the payment of accompanying persons to attend the conference dinner, such costs will be met by the City.

6.1 Claiming Expenses

a. Elected Members are advised that care needs to be taken in making application for claims for reimbursement of expenses and to differentiate between expenditure incurred in their private capacity and expenditure necessary to fulfil their role as an Elected Member.

b. Reimbursement of expenses is conditional upon adequate evidence of such expenditure in the form of invoices or receipts

c. All claims for reimbursement by Elected Members, must be submitted to the Office of the Mayor and Councillors on the provided claim form, within two weeks of the Elected Member returning to the City. Final claims relating to the financial year must be submitted within ~~14~~ 7 days after the end of the financial year. No back payment of claims relating to prior financial years will be permitted.

~~c.~~ d. All claims for reimbursement by the CEO must be submitted in accordance with the Council Elected Member Entitlements Policy. ~~relevant City Policy~~.

~~d.~~ e. The City will not reimburse any meal or incidental expenses of any type as the allowance provided is considered a reasonable amount for attendance of the activity. The allowance will only be provided where the Training and Development and advocacy activity does not include a meal as part of the costs of the activity.

~~e.~~ f. No acquittal of expenses is required where the reasonable allowance and applicable rates are paid to an Elected Member or the CEO in accordance with the *Public Service Award 1992*.

6.2 Travel Insurance

a. Travel insurance for City related business trips, including cover for expenses for overseas medical treatment, emergency medical evacuation, flight cancellations, lost baggage and personal effects will be paid for by the City.

b. Elected Members and the CEO must determine whether the benefits and endorsements of the above insurance cover is adequate. Elected Members and the CEO may wish to obtain their own insurance cover, at their own cost, to ensure the benefits and endorsements are adequate for their individual needs.

7. Attendance ~~to~~ at Events

Events: in accordance with Section 5.90A of the Act, events include the following: concerts, conferences, functions or sporting events~~,~~ . whether ~~free of charge,~~ part of a sponsorship agreement, ~~or~~ paid by the local government or a ticket/invitation.

No action or approval is required if:

a. An event is ticketed and the Elected Member or the CEO pays the full ticketed price and does not seek reimbursement;
b. The event is free and all Elected Members are invited; or
c. An event is free and open to the public.

~~In the course of their duties, Elected Members and/or the CEO will receive tickets or invitations to attend events to represent the City.~~

7.1 Invitations

a. In the course of their duties, Elected Members and/or the CEO will receive tickets or invitations to attend events to represent the City.
~~All~~
~~a.~~
b. ~~In order to meet the policy requirements~~ invitations and offers of ~~tickets and invitations to events~~ for an Elected Member or CEO to attend an event should be in writing and received by, or passed onto, ~~should be received by~~ the City via the Office of the Mayor and Councillors.
~~b.~~c. Any invitation or offer of tickets not received by, or passed onto, the City are not captured by this Policy and must be disclosed in accordance with the gift and interest provisions in the Act.

~~7.1~~7.2 Criteria for attendance at events

a. In accordance with section 5.90A of the Act, Council must actively consider the purpose of and benefits to, the community, from Elected Members or the CEO attending events.

b. Attendance at events by Elected Members and/or CEO are required to meet the following criteria:
~~i. All invitations and tickets to events should be received by, or passed onto, the City;~~
~~ii.~~i. Be of benefit and relevance to the City and the community; and
~~iii.~~ii. Demonstrate alignment to the City's Strategic Community Plan, Long Term Financial Plan or Corporate Business Plans.

~~7.2~~7.3 Pre-approved events

a. The following events satisfy the criteria established in clause 7.2~~1~~(b) and are considered pre-approved events ("Pre-approved Event'):
i. City hosted ceremonies and functions;
ii. City owned and/or sponsored functions or events;
iii. Community art exhibitions or cultural events;
~~iv. Any free event held within the City;~~
~~v.~~iv. Events hosted by Clubs or Not for Profit Organisations;
~~vi.~~v. Events run by schools and educational facilitates within the City;
~~vii.~~vi. Events run by a Local, State or Federal Government within Australia or New Zealand;
~~viii.~~vii. Events or conferences outside Australia where there is no cost to the City;
~~ix.~~viii. Advocacy lobbying or Ministerial briefings/events;
~~x.~~ix. ALGA or WALGA events;
x. Major professional bodies associated with local government at a local, State and Federal level;
xi. Events hosted by organisations, which have a Council-appointed Elected Member representative;
xii. Announcement of funding, donations and awards events, including where the City is receiving an award or providing an award;
xiii. Business invited events within Western Australia, where the business has a presence in the Peel Region;

xiv. Opening or launch of an event or facility within the City; and
xv. CEO or Mayor representation has been formally requested.

b. Elected Members and/or the CEO are entitled to attend a Pre-approved Event where there is no cost to the City. Where a set number of tickets or invitations are received by the City, the Mayor and CEO shall allocate the invitations or tickets.

c. When allocating a limited number of invitations or tickets received by the City, the Mayor and/or CEO may consider the following criteria:

i. ~~i.~~ Fairness and equity and ~~,~~ where appropriate tickets will be allocated on a rotational basis;
ii. ~~ii.~~ The ward in which the event is being held;
iii. The relevant experience/interest areas of each Elected Member;
iv. Specific requests from Elected Members; and
~~i.~~v. Specific requests from event organisers.

~~b.~~d. A register of ~~an allocation of~~ event attendances under this Policy will be maintained ~~.~~ to ensure equity and opportunity for Elected Members to represent Council. The Office of the Mayor and Councillors will coordinate this process and distribute the invitations or tickets in accordance with this Policy.

e. Where there is a cost to the City for the Pre-approved Event, two Council/City representatives may attend. In the first instance the Mayor and CEO will represent the City. The Mayor may delegate another Elected Member to attend where appropriate. The CEO may delegate another City officer to attend where appropriate. Where there are more than two representatives wanting to attend ~~,~~ , ~~that~~ the City will pay for additional tickets from the Elected Member Events budget.

~~c.~~f. Preference will be given to Elected Member attendance as events where additional tickets are provided under subclause (e) above that are held within the District of Mandurah.

~~d.~~g. For conference dinners or significant State and National award events where the Mayor and CEO (or delegates) attend, payment of accompanying persons to attend the event will be met by the City. For all other events, the Mayor and CEO (or delegates) may purchase a ticket for accompanying persons.

~~e.~~h. Any appropriate expenses for attendance at Pre-approved Events, such as travel and accommodation, will be paid for by the City out of the City's budget, unless the event is a conference which is described at under clause 3.

~~7.3~~7.4 Approval process

a. Where an invitation is received to an event that is not a Pre-approved Event under clause 7.~~3~~2a, that invitation may be submitted for approval to Council in the provided form.

b. The event should align to the criteria for attendance at events under clause 7.2~~1~~. Additional considerations for approval of the event include:
i. The cost involved for attendance (including travel or accommodation);
ii. The role of the Elected Member or CEO when attending the event (participant, observer, presenter) and the value of their contribution;
iii. The numbers of invitations/tickets received ~~Elected Members invited to attend~~;
iv. The benefit of City representation at the event;
v. The location of the event in relation to the City (within the district or outside of the district);

iii.vi. Who is providing the invitation or ticket to the event; and
iv.vii. Any justification provided by the applicant when the event is submitted for approval.

7.47.5 Non-approved Events

a. Any event that is not approved under clause 7.2 and 7.3this Policy or is received in the Elected Member or CEOs personal capacityly is considered a non-approved event.

b. If the event is a free event to the public then no action is required.

c. If the event is ticketed and the Elected Member or CEO pays the full ticketed price and does not seek reimbursement then no action is required.

d.b. If the event is ticketed and the Elected Member or CEO pays a discounted rate or is provided with a free ticket at no cost then the Elected Member or CEO must disclose receipt of the tickets as a gift within the City's gift register.

7.5 Gifts excluded from interest provisions

a. Gifts relating to attendance at events, where attendance is approved under this Policy, are excluded gifts in accordance with s5.62(1B) of the Act. Providers of excluded gifts are excused from becoming a closely associated person and therefore do not require a disclosure of interest.

b. Gifts provided by specific entities, as outlined at r20B of the *Local Government (Administration) Regulations 1996* are also excused from becoming a closely associated person and therefore do not require a disclosure of interest.

c. Elected Members or the CEO should note that excluded gifts under clause 7.5a are still considered a gift and, when received in the capacity of Elected Member or CEO must be disclosed and published on the City's gifts register. Note, conflict of interest provisions do not apply in relation to excluded gifts.

d. Elected Members or the CEO should note that any invitation not captured by this Policy must be disclosed in accordance with the gift and conflict of interest provisions in the Act.

e. Elected Members must disclose any events that are paid by a third party or provided to the Elected Member as a discount that is not available to the public, in the City's gift register.

8. Caretaker Period

a. Elected Members attendance at training, professional development and events during a caretaker period must be in accordance with POL-GVN 06 Caretaker Period Policy.

b. Training and professional development is not to be scheduled during the caretaker period applicable to an election where the Elected Members current term of office is due to conclude.

Legislative Context

Local Government Act 1995 s5.126(1), s5.127, s5.128, s5.129 and 5.90A
Local Government (Administration) Regulations 1996

Elected Member and CEO Training Professional Development, Travel and Events
POL-GVN 08

Review

At a minimum this Council Policy will be reviewed after each ordinary election.

Responsible Directorate: Business Services

Responsible Department: Governance Services

Reviewer: Executive Manager Governance Services

Creation date and reference: 28 January 2020, G.12/1/20

Last Review: 25 January 2022, G.12/1/22

Amendments			
Version #	**Council Approval Date, Reference**	**Date Document In force**	**Date Document Ceased**
2	Council Approval : G.12/1/22, 25 January 2022	25 January 2022	-

ATTACHMENT 5.4

Elected Member and CEO Training Professional Development, Travel and Events

POL-GVN 08

Objective

The Policy provides a framework for Elected Members and the Chief Executive Officer (CEO) in relation to training, professional development, travel and attendance at events.

This Policy is developed in accordance with the *Local Government Act 1995 (*the "Act"*)* Sections 1.4A(1), 5.126(1), 5.127, 5.128 and 5.90A and the *Local Government (Administration) Regulations 1996* (the Regulations).

Applicability

This Policy is binding on Elected Members or the Chief Executive Officer (CEO) where stated.

Statement

1. Mandatory Elected Member Training

a. In accordance with section 5.126(1) of the Act and regulation 35 of the Regulations, Elected Members must complete mandatory training, titled Council Member Essentials, within a period of twelve months beginning on the day on which the Elected Member is elected.

b. The Council Member Essentials, consists of the following modules:
- Understanding Local Government;
- Serving on Council;
- Meeting Procedures;
- Conflicts of Interest; and
- Understanding Financial Reports and Budgets.

The training course is provided by the following bodies –
- North Metropolitan TAFE;
- South Metropolitan TAFE;
- West Australian Local Government Association (WALGA).

c. An Elected Member is exempt from the requirements outlined in section 5.126(1) of the Act if the Elected Member passed any of the courses specified below within the period of five years ending immediately before the day on which the Elected Member is elected:

- Council Member Essentials;
- 52756WA Diploma of Local Government (Elected Member);
- LGA50220 Diploma of Local Government – Elected Member;
- LGASS00007 Elected Member; or
- The Elected Member passed the course titled LGASS00002 Elected Member Skill Set before 1 July 2019 and within a period of five years ending immediately before the day on which the Council Member is elected.

d. Any costs associated with the mandatory training will be funded outside of the Elected Members Training and Professional Development allocation. This includes any actual costs (including registration, accommodation, meals and travel) which has been incurred.

2. Elected Member and CEO Training and Professional Development

2.1 Continuous Professional Development

a. Elected Members are encouraged to identify their individual continuing professional development needs to enhance their effectiveness and address skill gaps as required.

b. As the needs of individual Elected Members may vary, each Elected Member is encouraged to seek the assistance of the CEO and/or Mayor in analysing their particular requirements and in identifying appropriate courses, seminars and training to meet those needs.

c. In determining the professional development activities for individuals, Elected Members should consider the current or future strategic direction and activities of the City of Mandurah (the City) and its priorities and the skills that will be needed to give effect to the direction.

2.2 Approved Training and Professional Development Allocation

a. The CEO and Elected Members are encouraged to attend training and professional development opportunities that will further develop their skills and knowledge. Elected Members are entitled to a Training and Professional Development allocation, as determined under Clause 3.

b. Training and professional development activities which this Policy applies shall generally be limited to the following:
- WA Local Government Association Council (WALGA) and Australian Local Government Association (ALGA) conferences.
- Special 'one off' conferences called for or sponsored by the WALGA and/or ALGA on important issues.
- Annual conferences of the major professions in local government and other institutions of relevance to local government activities.
- Accredited organisations offering training relevant to the role and responsibilities of Elected Members and the CEO.
- WALGA Council Member Training and Development.
- Other local government-specific training courses, workshops and forums, relating to such things as understanding the roles/responsibilities of Elected Members, meeting procedures, etc.
- Subscriptions for professional memberships that assist an Elected Member in fulfilling their role on Council. Note, the CEO professional membership allocation is in accordance with their contract conditions and is not included in the allocation.
- Conferences or study tours that address the initiatives and projects that have been outlined in the City of Mandurah's Strategic Community Plan, advocacy statements or Council resolutions.

2.3 Advocacy

a. The City's Strategic Community Plan and Corporate Business Plan supports and encourages the creation of a vibrant and connected City that supports and improves the community for everyone. Council supports this purpose through ongoing advocacy and lobbying to higher levels of government and other stakeholders to increase the City's funding eligibility and

opportunities and to highlight priority projects.

b. The Mayor and CEO will represent the City in proactive and reactive advocacy activity and opportunities, in accordance with Council's approved advocacy framework. The Mayor may delegate the Deputy Mayor in the first instance and where they are unavailable, another Elected Member to attend where appropriate. The CEO may delegate another City officer to attend where appropriate.

3. Funding Allocation

a. An allowance over two-years of $9,000 per Councillor, will cover costs associated with attendance at training and development activities. This includes any actual costs (including registration, accommodation, meals and travel) which has been incurred.

b. An allowance over two-years of $16,000 for the Mayor and CEO, will cover costs associated with attendance at training and development activities.

c. Elected Members will only be registered for professional development activities if the Elected Member has sufficient funds in their two-year expense allocation to meet the costs, unless Council resolves that attendance by that Elected Member would be of specific benefit to the City and resolves to allocate additional funding for any shortfall.

d. Elected Members cannot enrol in a course under this Policy that provide a formal qualification (or accreditation) within three months of their term of office concluding. Note: nothing in this Policy precludes Elected Members from enrolling in other training or professional development activities.

e. Elected Members may elect to utilise a portion of their allocation for Professional Membership. Professional Membership must relate to their role as an Elected Member in local government and be approved by the CEO.

f. An Elected Member is not allowed payment or reimbursement of an amount in relation to professional development training if the participation occurs during any of the following periods:

   i. the period of 3 months ending on the day on which the Elected Members term ends;
   ii. if the Elected Member delivers a notice of resignation to the CEO, from that date of the delivery of the notice; or
   iii. where an Elected Member is suspended under Part 8 of the Act.

g. Elected Members may elect to utilise a portion of their allocation for Professional Membership. Professional Membership must relate to their role as an Elected Member in local government and be approved by the CEO.

h. Elected Members who request professional membership to be paid in a year that their term of office is not a full financial year will only have the proportion paid for the days of the membership period they hold office.

i. Any activities for advocacy as described at clause 2.3, or for where an Elected Member or CEO is the City's appointed representative on a board or external organisation and where the Elected Member or CEO is required to attend a conference or event hosted by that board or organisation, will not be included in the Elected Member or CEO Training and Professional Development allocation and will be determined as part of the annual budget. The amount is outside of the allocation mentioned within this Policy and the City will cover all costs associated with the activity. Note that gift disclosure requirements may still apply.

j. Unexpended funds at the end of the two-years will not be carried over to the next financial year, unless approved by Council.

k. Internal workshops, strategic planning days, whole of Council training and development and internal training programs are not included in an Elected Member's or CEO's training and professional development allocation.

l. All claims for reimbursement must be submitted within one month from the Elected Member or CEO returning from the training and professional development. Final claims relating to the financial year must be submitted within 14 days after the end of the financial year.

4. Approval for Training or Professional Development

a. The CEO may approve Elected Members training and professional development applications and the Mayor may approve the CEO's where the:
   i. Application complies with this Policy;
   ii. Elected Member or CEO attends the training and development activity within Australia or New Zealand; and
   iii. Elected Member has sufficient funds available in their allocation for training and development activity to meet the costs of attendance.

b. A resolution of Council is required to approve an Elected Member or CEO request to attend training and professional development where:
   i. The application has been refused by the CEO or Mayor;
   ii. The application does not comply with this Policy;
   iii. Estimated event expenses exceed the available balance of the Elected Member's two-year expense allocation; or
   iv. Attendance at the training or professional development requires the Elected Member or CEO to be physically outside of Australia or New Zealand.

c. Generally, two but no more than three Elected Members may attend a particular training or development activity outside Western Australia at the same time, unless Council has resolved for additional Elected Members to attend. Note: approval of attendance at a training or professional development activity should not impede a quorum at any scheduled Council or Committee meetings.

d. Elected Members or the CEO who wish to participate in training or professional development activities must complete an application form. All applications are to be forwarded to the CEO in reasonable time to meet the registration deadline. Where practicable the City will utilise the 'early bird' registration option. Approvals in respect to the CEO must be forwarded to the Mayor for approval.

5. Training Reports and Register

a. Elected Members are required to prepare an informal report on their attendance and benefits to them and the City, to be circulated to all Elected Members and the CEO within one month of completing a training or professional development activity. Elected Members are not required to prepare a written report for mandatory training.

b. Elected Members must forward records of completion of professional development to the City. for inclusion in the Elected Members' Professional Development Register on the City's website, within 10 days of completion.

c. In accordance with section 5.127 of the Act and regulation 35 of the Local Government (Administration) Regulations 1996, the City must prepare a report for each financial year on the training completed by Elected Members during the financial year. The Council Member Training Report must be published on the City's website within one month after the end of the financial year to which the report relates.

6. Travel, Accommodation, Meals and Incidentals

Incidentals: Includes snacks/food that is consumed outside of breakfast, lunch and dinner, drinks,laundry and dry cleaning, stationery, official telephone calls and internet.

a. Travel, registration fees and accommodation are to be arranged directly by the City administration and not the Elected Member or CEO.

b. Where practicable, travel requests should be provided at least one month prior to the travel date to allow adequate time for bookings to be made, this will allow the City to take advantage of any available discounts for early purchase.

c. The cost of air travel to and from destinations is to be by the shortest most practical route unless additional travel is contemplated before or after a conference.

d. All air travel is to be by Economy Class (unless otherwise provided for by Council resolution) at a time that is convenient to the Elected Member or the CEO. The cost of any upgrade to business class shall be paid for by the Elected Member or CEO. Any costs incurred to allocate a seat in Economy Class will be at the expense of the City. Note: The travel period will be the day before the commencement of the activity and the day after the conclusion of the activity.

e. Elected Members, who use their private vehicle for conference travel, will be reimbursed for vehicle costs in accordance with the *Public Service Award 1992* to a maximum amount equivalent to what it would have cost to travel by air.

f. Accommodation will be booked, where practicable, at the associated venue or, if unavailable, at premises in close proximity to the venue. Bookings will include accommodation the night before and the night of the closing of the event. If there are no flights available either the day before or the day after the event, the Elected Member will be required to use their allocation to cover the additional accommodation, meals and incidentals related to the additional length of time as a result of flights not being available the day before and/or the day after the event.

g. Elected Members and the CEO must not receive any personal frequent flyer or accommodation loyalty points for air travel or accommodation booked and paid for by the City.

h. The City will pay Elected Members and the CEO, a daily allowance that is considered reasonable costs for meals and incidentals in accordance with the rates contained in Schedule I of the Travelling, Transfer and Relieving Allowance of the *Public Service Award 1992* for these expense amounts. Where an allowance has been paid, however the Elected Member or CEO has been provided with a meal that an allowance was paid for, the Elected Member or CEO must notify the City and reimburse the allowance amount paid upon returning from the professional development.

i. Where an Elected Member or CEO chooses to arrive earlier or extend their stay at the location of a conference or deviates from the travel arrangements, then the Elected Member and CEO

will be responsible for the full cost associated with that extended stay and/or variation to travel arrangements for private purposes. The exception would be if the flight schedules determine an extended stay is required.

j. Hire cars will only be paid for by the City if the CEO or in the case of the CEO, the Mayor, consider it the most effective means of travel when attending the conference or professional development. Standard taxi fares (or similar services) or public transport for reasonable travel requirements will be reimbursed upon return, on the production of receipts to verify the expense.

k. Where an Elected Member or CEO is accompanied by another person for Training and Development or advocacy activities, costs for or incurred by the accompanying person including but not limited to travel, meals, registration and/or participation in any event program, are to be borne by the Elected Member, CEO or the accompanying person and will not be paid for by the City. The only exclusion is for the payment of accompanying persons to attend the conference dinner, such costs will be met by the City.

6.1 Claiming Expenses

a. Elected Members are advised that care needs to be taken in making application for claims for reimbursement of expenses and to differentiate between expenditure incurred in their private capacity and expenditure necessary to fulfil their role as an Elected Member.

b. Reimbursement of expenses is conditional upon adequate evidence of such expenditure in the form of invoices or receipts

c. All claims for reimbursement by Elected Members, must be submitted to the Office of the Mayor and Councillors on the provided claim form, within two weeks of the Elected Member returning to the City. Final claims relating to the financial year must be submitted within 7 days after the end of the financial year. No back payment of claims relating to prior financial years will be permitted.

d. All claims for reimbursement by the CEO must be submitted in accordance with the Council Elected Member Entitlements Policy. .

e. The City will not reimburse any meal or incidental expenses of any type as the allowance provided is considered a reasonable amount for attendance of the activity. The allowance will only be provided where the Training and Development and advocacy activity does not include a meal as part of the costs of the activity.

f. No acquittal of expenses is required where the reasonable allowance and applicable rates are paid to an Elected Member or the CEO in accordance with the *Public Service Award 1992*.

6.2 Travel Insurance

a. Travel insurance for City related business trips, including cover for expenses for overseas medical treatment, emergency medical evacuation, flight cancellations, lost baggage and personal effects will be paid for by the City.

b. Elected Members and the CEO must determine whether the benefits and endorsements of the above insurance cover is adequate. Elected Members and the CEO may wish to obtain their own insurance cover, at their own cost, to ensure the benefits and endorsements are adequate for their individual needs.

7. Attendance at Events

Events: in accordance with Section 5.90A of the Act, events include the following: concerts, conferences, functions or sporting events. whether part of a sponsorship agreement, paid by the local government or a ticket/invitation.

No action or approval is required if:

a. An event is ticketed and the Elected Member or the CEO pays the full ticketed price and does not seek reimbursement;
b. The event is free and all Elected Members are invited; or
c. An event is free and open to the public.

7.1 Invitations

a. In the course of their duties, Elected Members and/or the CEO will receive tickets or invitations to attend events to represent the City.
b. All invitations and offers of tickets for an Elected Member or CEO to attend an event should be in writing and received by, or passed onto, the City via the Office of the Mayor and Councillors.
c. Any invitation or offer of tickets not received by, or passed onto, the City are not captured by this Policy and must be disclosed in accordance with the gift and interest provisions in the Act.

7.2 Criteria for attendance at events

a. In accordance with section 5.90A of the Act, Council must actively consider the purpose of and benefits to, the community, from Elected Members or the CEO attending events.

b. Attendance at events by Elected Members and/or CEO are required to meet the following criteria:
   i. Be of benefit and relevance to the City and the community; and
   ii. Demonstrate alignment to the City's Strategic Community Plan, Long Term Financial Plan or Corporate Business Plans.

7.3 Pre-approved events

a. The following events satisfy the criteria established in clause 7.2(b) and are considered pre-approved events ("Pre-approved Event'):
   i. City hosted ceremonies and functions;
   ii. City owned and/or sponsored functions or events;
   iii. Community art exhibitions or cultural events;
   iv. Events hosted by Clubs or Not for Profit Organisations;
   v. Events run by schools and educational facilitates within the City;
   vi. Events run by a Local, State or Federal Government within Australia or New Zealand;
   vii. Events or conferences outside Australia where there is no cost to the City;
   viii. Advocacy lobbying or Ministerial briefings/events;
   ix. ALGA or WALGA events;
   x. Major professional bodies associated with local government at a local, State and Federal level;
   xi. Events hosted by organisations, which have a Council-appointed Elected Member representative;
   xii. Announcement of funding, donations and awards events, including where the City is receiving an award or providing an award;

xiii. Business invited events within Western Australia, where the business has a presence in the Peel Region;
xiv. Opening or launch of an event or facility within the City; and
xv. CEO or Mayor representation has been formally requested.

b. Elected Members and/or the CEO are entitled to attend a Pre-approved Event where there is no cost to the City. Where a set number of tickets or invitations are received by the City, the Mayor and CEO shall allocate the invitations or tickets.

c. When allocating a limited number of invitations or tickets received by the City, the Mayor and/or CEO may consider the following criteria:

i. Fairness and equity and where appropriate tickets will be allocated on a rotational basis;
ii. The ward in which the event is being held;
iii. The relevant experience/interest areas of each Elected Member;
iv. Specific requests from Elected Members; and
v. Specific requests from event organisers.

d. A register of event attendances under this Policy will be maintained to ensure equity and opportunity for Elected Members to represent Council. The Office of the Mayor and Councillors will coordinate this process and distribute the invitations or tickets in accordance with this Policy.

e. Where there is a cost to the City for the Pre-approved Event, two Council/City representatives may attend. In the first instance the Mayor and CEO will represent the City. The Mayor may delegate another Elected Member to attend where appropriate. The CEO may delegate another City officer to attend where appropriate. Where there are more than two representatives wanting to attend, the City will pay for additional tickets from the Elected Member Events budget.

f. Preference will be given to Elected Member attendance as events where additional tickets are provided under subclause (e) above that are held within the District of Mandurah.

g. For conference dinners or significant State and National award events where the Mayor and CEO (or delegates) attend, payment of accompanying persons to attend the event will be met by the City. For all other events, the Mayor and CEO (or delegates) may purchase a ticket for accompanying persons.

h. Any appropriate expenses for attendance at Pre-approved Events, such as travel and accommodation, will be paid for by the City out of the City's budget, unless the event is a conference which is described at under clause 3.

7.4 Approval process

a. Where an invitation is received to an event that is not a Pre-approved Event under clause 7.3a, that invitation may be submitted for approval to Council in the provided form.

b. The event should align to the criteria for attendance at events under clause 7.2. Additional considerations for approval of the event include:
i. The cost involved for attendance (including travel or accommodation);
ii. The role of the Elected Member or CEO when attending the event (participant, observer, presenter) and the value of their contribution;
iii. The numbers of invitations/tickets received;
iv. The benefit of City representation at the event;
v. The location of the event in relation to the City (within the district or outside of the

district);
vi. Who is providing the invitation or ticket to the event; and
vii. Any justification provided by the applicant when the event is submitted for approval.

7.5 Non-approved Events

a. Any event that is not approved under this Policy or is received in the Elected Member or CEOs personal capacity is considered a non-approved event.

b. If the event is ticketed and the Elected Member or CEO pays a discounted rate or is provided with a ticket at no cost then the Elected Member or CEO must disclose receipt of the tickets as a gift within the City's gift register.

7.5 Gifts excluded from interest provisions

a. Gifts relating to attendance at events, where attendance is approved under this Policy, are excluded gifts in accordance with s5.62(1B) of the Act. Providers of excluded gifts are excused from becoming a closely associated person and therefore do not require a disclosure of interest.

b. Gifts provided by specific entities, as outlined at r20B of the *Local Government (Administration) Regulations 1996* are also excused from becoming a closely associated person and therefore do not require a disclosure of interest.

c. Elected Members or the CEO should note that excluded gifts under clause 7.5a are still considered a gift and, when received in the capacity of Elected Member or CEO must be disclosed and published on the City's gifts register. Note, conflict of interest provisions do not apply in relation to excluded gifts.

d. Elected Members or the CEO should note that any invitation not captured by this Policy must be disclosed in accordance with the gift and conflict of interest provisions in the Act.

e. Elected Members must disclose any events that are paid by a third party or provided to the Elected Member as a discount that is not available to the public, in the City's gift register.

8. Caretaker Period

a. Elected Members attendance at training, professional development and events during a caretaker period must be in accordance with POL-GVN 06 Caretaker Period Policy.

b. Training and professional development is not to be scheduled during the caretaker period applicable to an election where the Elected Members current term of office is due to conclude.

Legislative Context

Local Government Act 1995 s5.126(1), s5.127, s5.128, s5.129 and 5.90A
Local Government (Administration) Regulations 1996

Review

At a minimum this Council Policy will be reviewed after each ordinary election.

Elected Member and CEO Training Professional Development, Travel and Events
POL-GVN 08

Responsible Directorate: Business Services

Responsible Department: Governance Services

Reviewer: Executive Manager Governance Services

Creation date and reference: 28 January 2020, G.12/1/20

Last Review: 25 January 2022, G.12/1/22

Amendments			
Version #	**Council Approval Date, Reference**	**Date Document In force**	**Date Document Ceased**
2	Council Approval : G.12/1/22, 25 January 2022	25 January 2022	-

6	**SUBJECT:**	Tender T22-2023 – Construction of the Dawesville Community Centre
	DIRECTOR:	Business Services
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

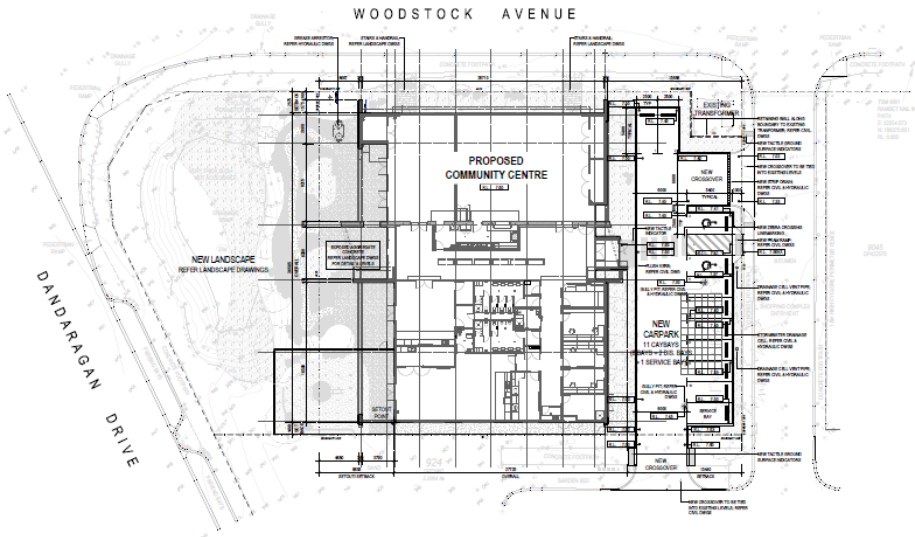
The City of Mandurah (the City) recently invited tenders for Tender T22-2023 – Construction of the Dawesville Community Centre. As a result of the evaluation of tender responses, Council is now requested to accept, or decline to accept the tender.

Location

Aerial Image



Site Plan



Disclosure of Interest

Disclosures of Interest were made by two members of the evaluation panel. These were recorded and appropriate mitigation strategies (refer Confidential Attachment) employed to ensure the integrity of the evaluation process.

Previous Relevant Documentation

- G.10/9/18 11 September 2018 Dawesville Community Centre Concept Design

Background

The Tender for the Construction of the Dawesville Community Centre provides for the construction of a new community facility at the intersection of Dandaragan Drive and Woodstock Avenue, Dawesville. The Dawesville Community Centre is designed to be a multi-purpose facility which will bring a range of services to the southern suburbs including community meeting spaces, activities, programs and health services. The building will have a total footprint of 1200 square metres which will be supplemented by external playground, carpark and landscaped areas.

The Dawesville Community Centre has been designed with sustainability at the forefront and using the Green Star Rating system. The green star rating is a benchmarking tool for the design and construction of new building and major refurbishments. Green star buildings aim to meet current and future demands for the built environment with aspirational benchmarks for design, construction and operational performance.

The Dawesville Community Centre also provides a pathway to address carbon emissions over time. The building has been designed to meet or exceed a five star green star rating which demonstrates national leadership in construction and operational sustainability.

Comment

The Request for Tender (RFT) for T22-2023 was advertised in 27 September 2023 edition of the West Australian and Coastal Times newspapers, on the Tenderlink tender portal and the Public Notice section of the City of Mandurah Website.

The RFT sought tenders for the Construction of the Dawesville Community Centre with a Date for Practical Completion of 15 months from contract execution.

The RFT closed at 2:00pm on Wednesday 15 November 2023. Six submissions were received. One submission was received after the closing deadline and was rejected in accordance with Regulation 18(1) of the *Local Government (Functions and General) Regulations 1996*. Compliant submissions were received from the following respondents:

Entity Name	Suburb	ABN Number	ACN Number
BE Projects (WA) Pty Ltd	South Perth WA 6165	86 145 123 780	145 123 780
CROWE GROUP WA PTY LTD trading as Breffni Group	Bayswater WA 6053	13 613 767 258	613 767 258
Geared Construction Pty Ltd	Gnangara WA 6077	41 606 049 245	606 049 245
PCB Contractors Pty Ltd	Mount Pleasant WA 6153	29 641 927 35	641 927 353
Shelford Constructions Pty Ltd	East Rockingham WA 6168	17 051 265 546	051 265 546
St Hilliers Contracting Pty Ltd	Subiaco WA 6008	66 082 729 039	082 729 039

The weighted qualitative criteria which is contained in the Confidential Attachment 6.1 was provided to all respondents in the request package issued and was used by the evaluation panel to evaluate and rank each submission.

To ensure that pricing did not influence the assessment of the qualitative criteria, pricing was not provided to the evaluation panel until the evaluation against the qualitative criteria was completed.

The price submitted was entered into the Evaluation Matrix as shown in Confidential Attachment 6.1 where a final analysis considering competitiveness and combined qualitative and price ranking was conducted in order to determine whether the submission represented best overall value for money for the City.

Recommended Tenderer

Geared Construction Pty Ltd (Geared Construction) is recommended as the successful Respondent.

Geared Construction submitted a compliant response that was convincing and credible. The evaluation panel considered that Geared Construction demonstrated very good capability, capacity and experience, relevant to, and understanding of, the requirements.

Statutory Environment

Part 4 of the *Local Government (Functions and General) Regulations 1996*

18. Rejecting and accepting tenders

(1) A tender is required to be rejected unless it is submitted at a place, and within the time, specified in the invitation for tenders.

…

(4) Tenders that have not been rejected under subregulation (1), (2), or (3) are to be assessed by the Local Government by means of a written evaluation of the extent to which each tender satisfies the criteria for deciding which tender to accept and it is to decide which of them (if any) it thinks it would be most advantageous to the local government to accept.

(5) The local government may decline to accept any tender.

Policy Implications

Policy POL-CPM 02 – Procurement
Policy POL-COM 01 – Regional Price Preference
City of Mandurah Instrument of Delegations

- Council is required to consider this tender due to the value being over $3 million.

Financial Implications

The Project budget total is $7,638,415 and consists of the following:

- Geared Construction's Lump Sum Contract Price $6,243,415 and excluding a $100,000 provisional sum for battery storage which was removed from the Pricing Schedule in Addendum Nine and is now outside of the construction scope of works.
- Other project costs including professional fees, green star assessment, public art, play park, headworks and statutory compliance plus project contingency $1,395,000.

The City received grant funding for this project consisting of $2,650,000 from Lottery West (consisting of $1,401,000 for construction works; $609,000 for building fit-out and IT equipment; and $640,000 for operational/activation). The Department of Primary Industry and Regional Development (DPIRD) committed $3,000,000 from the State Government as an election commitment.

To progress this project, additional funding will be required from the State Government of $3,237,415 to ensure sufficient budget is available for the total project. As such, the recommendation to Council is

conditional upon the City receiving this additional grant funding. Advocacy involving State Government local members has been extensive. Approval of the additional funding is subject to a Ministerial approval process.

Risk Analysis

Geared Construction's financial assessment provides for a low financial risk.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Promote and foster investment aimed at stimulating sustainable economic growth.
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Social:
- Promote safety within the community through urban design.
- Promote a positive identity and image of Mandurah based on its unique lifestyle offering.
- Promote and encourage community connection to create social interaction and a strong sense of belonging.
- Provide a range of social, recreational and cultural experiences for our residents and visitors to enjoy and take pride in.
- Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
- Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.
- Facilitate community health and wellbeing outcomes that target whole of life health from infants to seniors.

Environment:
- Advocate for and partner with key stakeholders to ensure environmental impacts are considered in all planning, strategy development and decision making.
- Educate and provide leadership on environmental and climate change related issues.
- Partner and engage with our community to deliver environmental sustainability outcomes.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The City recently invited tenders for the Construction of the Dawesville Community Centre. As a result of the evaluation of tendered submissions, Council is now request to accept, or decline to accept the tender, subject to the City receiving confirmation of additional grant funding.

NOTE:

- Refer ***Confidential Attachment 6.1 Evaluation Report Tender T22-2023***

RECOMMENDATION

That Council:

1. **Conditionally accepts Geared Construction Pty Ltd as the preferred tenderer for Tender T22-2023 for the Construction of the Dawesville Community Centre for the Lump Sum figure $6,243,415.00 exclusive of GST offered as the most advantageous.**

2. **Notes that a Contract with Geared Construction Pty Ltd is subject to and conditional upon a written agreement for additional State Government project funding in the amount set out in Confidential Attachment 6.1 on or before 45 days from 13 December 2023.**

3. **Notes that should the written agreement for additional State Government project funding not be received on or before 45 days from this resolution, the CEO may, by mutual agreement with Geared Construction Pty Ltd, extend the time for satisfaction of this condition precedent.**

4. **Notes that the CEO undertake negotiations in accordance with the Delegation DA-CPM 04 Rejecting and Accepting Expressions of Interests and Tenders; Variation Before Contract prior to the issuing of the contract.**

7	**SUBJECT:**	Nomination for Australian Coastal Councils Association Committee
	DIRECTOR:	Built and Natural Environment
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

The Australian Coastal Councils Association Inc. (ACCA) was established in 2004, and is a national body formed to represent the interests of coastal councils across the country. The City of Mandurah has been a longstanding member of the ACCA, which is seeking nominations from Western Australian member councils to fill a casual vacancy on the group's committee. The City is eligible to provide a representative for this vacancy.

Council is requested to provide a representative to nominate for the casual vacancy and if the ACCA accepts that nomination, to serve on the ACCA committee for a term expiring on the 17 October 2025.

Disclosure of Interest

Nil

Previous Relevant Documentation

• G.4/10/21	26/10/2021	Elected Member Appointments and Nominations
• G.32/12/19	17/12/2019	Appointment of Elected Members to Advisory Groups, External Agencies, Working Groups and Panels
• SP.3/10/19	29/10/2019	Appointment of Elected Members
• SP.5/10/17	31/10/2017	Appointment of Elected Members to advisory groups and external agencies

Background

The Australian Coastal Councils Association Inc. (ACCA) was established in 2004, and is a national body formed to represent the interests of coastal councils across the country. The organisation was originally known as the National Sea Change Taskforce. In 2015, the members of the organisation voted to change its name to the Australian Coastal Councils Association Inc. to better reflect its current role and activities.

The City of Mandurah has been a longstanding member of the Australian Coastal Councils Association and has contributed to and participated in numerous activities undertaken by the group, such as lobbying for coastal impacts to be considered in the federal government's Disaster Mitigation Funding and attendance and presentations at the ACCA's coastal forum events held biennially. Deputy Mayor Caroline Knight was the City of Mandurah Council representative prior to the 2023 Local Government Election.

Comment

ACCA is seeking nominations from Western Australian member councils to fill a casual vacancy on the association's committee. The committee consists of two representatives from member councils in each State or Territory with a representative being elected at each alternate ACCA Annual General Meeting for a period of two years. Nominations will only be accepted from representatives of ACCA member councils that are financial members of the association for 2022-23.

The City was a financial member of the ACCA in 2022/23 and provided a representative to the committee for that year. The City has also recently renewed its ACCA membership for 2023/24. Therefore, the City is eligible to provide a representative for the ACCA committee.

Statutory Environment

Nil

Policy Implications

Nil

Financial Implications

Representation is part of the role of an Elected Member and has minor financial implications, such as reimbursement of travel expenses. This representation is voluntary and there are no sitting fees.

Risk Analysis

Risk to coastal values presented by intensifying coastal impacts are identified by the City as a major strategic and operational risk. To effectively mitigate these impacts effort and coordination is required at all tiers of government. The City requires a strong and influential advocacy platform to ensure lobbying for action by other tiers of government is going to meet the needs of the Mandurah community. ACCA has positioned itself to be one of the more effective lobbying groups on coastal matters that represents the needs of local government. Council representation on the committee of ACCA is a way to ensure the City has further influence with regard to the advocacy priorities of the ACCA, which in turn will help to improve mitigation of the risk presented by intensifying coastal impacts.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Leverage partnerships with key stakeholders to achieve improved economic outcomes with due consideration to environmental impacts.

Social:
- Advocate for and facilitate the provision of diverse and environmentally sustainable places and spaces for people to enjoy an inclusive and active lifestyle.

Environment:
- Advocate for and partner with all levels of Government and other agencies to ensure environmental impacts are considered in all strategy development and decision making.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.

Conclusion

Representation on the ACCA committee provides the City with an opportunity to better influence the priorities and activities of the ACCA and ensure better value for money from our membership with the group.

Council is requested to provide a representative to nominate for the casual vacancy and if the ACCA accepts that nomination, to serve on the ACCA committee for a term expiring on the 17 October 2025.

RECOMMENDATION

That Council approve the appointment of _____ to nominate for the casual vacancy to service on the Australian Coastal Councils Association committee for a term expiring on 17 October 2025.

8	**SUBJECT:**	Budget Variations November 2023
	DIRECTOR:	Business Services
	MEETING:	Council Meeting
	MEETING DATE:	12 December 2023

Summary

Due to the December Ordinary Council Meeting being one week earlier, the City officers were unable to prepare a monthly financial report for November 2023 prior to the agenda being required to be issued. In order for works to continue over December and January, Council is requested to approve budget variations that have been identified during November 2023. The monthly financial report for November 2023 will be presented at the Ordinary Council Meeting proposed on 23 January 2024.

In addition, Council is requested to adopt the meeting attendance fee for independent members of the Audit and Risk Committee as recently determined by the Salaries and Allowances Tribunal and extend the appointment of the second independent member (Mr Wayne Ticehurst) until 17 October 2025.

Disclosure of Interest

Nil

Previous Relevant Documentation

• G.17-20/10/23	31/10/2023	Appointment to Committee of Council
• G.24/7/23	25/07/2023	Budget Adoption 2023/2024

Background

The *Local Government Amendment Act 2023*, assented to on Thursday 18 May 2023 and proposed changes to section 5.100 of the *Local Government Act 1995* to provide for independent committee members to receive meeting fees. At the Council Meeting of 31 October 2023, Council appointed two independent members to the Audit and Risk Committee. At the time of the appointment, the Salaries and Allowances Tribunal were yet to make a determination regarding the meeting fee for attendance. Therefore, as the budget impact was not known, Council appointed once member for the two-year term and the second member for a term ending 30 June 2024. It was proposed that once the sitting fees were determined, if they were reasonable, the City officers would request to extend Wayne Ticehurst for the full term being up until 17 October 2025.

Comment

2023/24 Budget Variations

Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project

City officers have investigated the expected cost of a replacement roof for the Civic Centre building and associated works, including Heating, Ventilation, and Air Conditioning and other service replacements, and found that these costs were in the order of $3 million. Given the age and condition of the building and the significant investment needed to retain the building in the short to medium term, alternative accommodation options are now being explored for the improved utilisation of the Main Administration Building through a more contemporary open plan office design. This investigation is funded separately under the 2023/24 budget. Therefore, it is proposed to reallocate the funding for the detailed design of the Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project to other projects within the 2023/24 program that are in need of additional funding, as outlined below.

Falcon Reserve Dugout Renewal
City officers are proposing the renewal of dug-outs (i.e. team shelters) at Falcon Reserve that are constructed with anodised aluminium, which provides for longer asset life over traditional treated steel due to better rust prevention qualities. An additional $14,500 is required due to the increased construction costs of anodised aluminium-fabricated dug-outs.

It is proposed that the increase of $14,500 is funded from expected savings from Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Bortolo Reserve – Basin Planting
Following basin earthworks and weed management activities, City officers have proposed a planting strategy that improves the basin water quality being infiltrated into the local aquifer as well as improving the long term management of weeds growing in the basin. The proposed planting requires an additional $55,000 for the purchase of plant stock, and associated materials.

It proposed that the increase of $55,000 is funded from savings from the Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Parks Furniture Renewal
A number of parks furniture renewals have been completed and it has been identified that additional concreting to access this furniture at Nutbush Reserve, Taragon Reserve and Bortolo Reserve is required to improve accessibility to the park furniture. These proposed improvements to access requires an additional $13,000 in funding.

It proposed that the increase of $13,000 is funded from savings from the Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Drinking Fountain Renewal
City officers have identified a need to carryout additional plumbing works associated with drinking fountain renewals. Works include the need to upgrade aged plumbing to current standards. These works were not originally planned and the locations include Blue Bay, Wilderness Reserve, Bortolo Reserve, Lakelands District Open Space, Coodanup Foreshore, Blythewood Reserve and Dalrymple Park. The additional plumbing requires an additional $4,000.

It proposed that the increase of $4,000 is funded from savings from the Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

BBQ Renewal Program
City officers have identified minor improvements to accessibility during project planning of the BBQ renewal program. The improvements to path connections will ensure that the BBQ will be accessible for all users of the City's reserves. These proposed improvements require an additional $1,200.

It proposed that the increase of $1,200 is funded from savings from the Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Playground Renewal – Accessibility improvements
City officers have identified minor improvements to accessibility during project planning of the playground renewals for the following reserves;

1. Abraham France
2. Coodanup Community Centre
3. Floribunda Park.

The proposed additional access paths require an additional $23,300 and will ensure that playground renewals are accessible to all users.

It proposed that the increase of $23,300 is funded from savings from the Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Performing Arts Centre - Retaining Wall

Following a structural engineering assessment of the retaining wall, City officers have been advised that a partial renewal of the retaining wall adjacent to the Mandurah Performing Arts Centre is not viable and must be fully replaced to rectify existing defects. An additional $23,000 in funding is proposed to fully renew the section of retaining wall.

It proposed that the increase of $23,000 is funded from savings from Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Falcon Community Centre - Shade Sails

City officers have identified a number of shade sails that require urgent renewal following a condition inspection. The cost to renew the shade sails is expected to be $20,000.

It proposed that the increase of $20,000 is funded from savings from Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Automatic Transfer Switch for the MARC Generator

Installation of a new automatic transfer switch for the MARC Generator has commenced to ensure continued supply of power via the internal generators in response to power outages. Currently, City officers are required to manually transfer the facility to the generator systems, which can take considerable time.

Additional required works have been identified during the installation of the automatic transfer switch, which requires an after hours shutdown of power of the facility for approximately 12 hours. It is proposed to hire a generator to ensure pool filtration and pumps continue to operate and to ensure mandatory health regulations and standards are met for the MARC pools.

It proposed the increase of $17,000 is funded from savings from Building Renewal Civic Centre Heating, Ventilation and Air Conditioning & Roof Design capital project.

Floribunda Park – Softfall

City officers have identified potential improvements in the extent of softfall renewal at Floribunda Park to address significant maintenance challenges with high playground and open space traffic. The proposed increase in softfall extent requires an additional $45,000 in softfall installation and associated costs.

It proposed that the increase of $45,000 is funded from savings from the 2023/24 Waterways Renewal South Harbour Paving capital project, following a reduction in the extent of paving of works required.

Rushton Park Dugouts

City officers are proposing the use of dugouts (i.e. team shelters) that are constructed with anodised aluminium, which provides for longer asset life over traditional treated steel due to its better rust prevention qualities. Additionally, it has been identified that to complete the dugout renewal replacement of synthetic turf and replacement of water taps are required. An additional $54,000 is required due to the increased construction costs of anodised aluminium fabricated dug-outs, synthetic turf replacement and plumbing costs.

It proposed that the increase of $54,000 is funded from savings from 2022-23 South Harbour Paving capital project, following a reduction in the extent of paving of works required.

Peel Street Stage 4

The City was successful in attracting Regional Road Group funding for Peel Street in the financial year 2022/23 of $1,000,000. $400,000 of the grant was received in the 2022/23 financial year. At the time the City could not allocate this to a project due it not being delivered in the 2022/23 financial year. The $400,000 was transferred to the Unspent Grants Reserve. The City will receive the remaining grant of $600,000 in the current financial year.

The Peel Street Stage 4 project requires this grant funding. The 2023/24 budget was approved at $1.712 million which included $1 million grant funding and $712K funded from municipal funds. The total budget required to complete Peel Street Stage 4 is $3.535 million. The following outlines how this is proposed to be funded:

- Adopted Budget of $1.712 million (with grant funding of $1 million)
- Additional Grant funding of $1 million (transferring $400K from Unspent Grant Reserve and $600K from additional capital grant revenue)
- $506,175 from the Local Roads and Community Infrastructure Part B of Phase 4 funding 2023/2024.
- $317,745 transferred from the Asset Management Reserve

City officers did not include in the original budget the additional revenue that was approved by Regional Road Group of $1 million and $506,175 Local Roads and Community Infrastructure as well as the costs associated with this as it had nil impact to municipal funds. Additionally, pre-construction project cost estimation has identified an increase in the project cost, from $3.218M to $3.535M due to recent increases in asphalt, seal, concrete and traffic management costs.

Halls Head Shared Path

Construction has commenced on the Halls Head Coastal Shared Path. Project costs have increased significantly since the project was identified for WA Bicycle Network funding. Asphalt, concrete, seal and traffic management costs have all risen substantially. To finalise the current construction works, the project requires a budget of 1,344,728.

The current budget is $644,722, requiring an additional $700,006 in funding. City officers have received confirmation from the Department of Transport that it supports the deferral of the City's Falcon Coastal Shared Path and to reallocate the funding to the Halls Head Coastal Shared Path. The Falcon Coastal Shared Path as planned will continue to be delivered via the WA Bicycle Network and existing Long Term Financial Plan funding over a 4 year period

2023/24 Traffic Management White Hill Road

Project pre-construction cost estimates have identified cost escalations to the road surface improvement project. The current budget is $524,574. Final construction cost estimates have identified that the project will require and additional $286,666 to complete. The State Blackspot-funded project has received $353,334 in funding. City officers have submitted a funding variation to Main Roads WA for consideration.

If successful in the grant allocation variation, the project will receive an additional $186,666 in State Blackspot funding, requiring an additional $100,000 in municipal funding. It proposed that the City's portion of $100,000 is funded from savings from 2023/24 Road Surface Sedgemere Terrace, as this project is proposed to be delayed until 24/25 with the explanation outlined below.

Resurfacing Hill Street, Halls Head

The road resurfacing project on Hill Street was completed last financial year; however, an unplanned minor amount of finishing work was required this year to close out the project. It is proposed that $6,463 be allocated to the project to allow its financial completion.

It is proposed that the increase of $6,463 is funded from savings from 2023/24 Resurfacing Castleward Street, as this project is proposed to be delayed until 24/25 with the explanation outlined below.

Drainage Loton Road/Ashley Terrace Intersection Stage 1

The Loton Road / Ashley Terrace drainage project was due for completion last financial year. However, the project timeframes were extended beyond the predicted program due to hard rock excavation and inclement weather, leading to additional project costs. Additionally, a number of driveways required renewal, which was not originally included in the project estimates. The delay and additional works require an additional $37,767.

It is proposed that the increase of $37,767 is funded from savings from 2023/24 Road Surface Castleward Street, as this project is proposed to be delayed until 24/25 with the explanation outlined below.

Drainage Colonial Court Drainage Upgrade - Stage 1

The Colonial Court Drainage Upgrade project has been completed, however, several site constraints including extensive hard rock, inclement weather including extensive storms and additional temporary works and deep excavation reworks has increased the project cost. An additional $84,075 is required to complete the drainage project.

It proposed that the increase of $84,075 is funded from savings from 2023/24 Resealing Westbourne Pass. as this project is proposed to be delayed until 24/25 with the explanation outlined below.

Sedgemere Terrace, Westbourne Pass and Castleward Street – Delay of Road Resurface program

Recent asphalt condition survey has identified the intersection of Westbourne Pass, Sedgemere and Castleward Place requires rehabilitation not planned for this financial year. On review of the existing road resurface projects planned for this year, City officers have identified improved project delivery outcomes if works for the roundabout pavement and road renewal works are to be completed at the same time. These improvements include reduced impact on the local road network and disruption to the community, reduced overall construction times, and cost benefits derived from reduced construction times.

It is proposed that projects are cancelled and planning works undertaken to consolidate the roundabout pavement works and the road renewal works at the same time. The balance of funds in these projects as detailed below are proposed to be removed from the budget and transferred to the Asset Management Reserve.

Project	Budget	Funding reallocated to existing projects as outlined above	Balance
Sedgemere Terrace	$100,000	$100,000	$0
Westbourne Pass	$158,000	$84,075	$73,925
Castleward Street	$45,000	$44,230	$770

Meeting Attendance Fee for Independent Members of Audit and Risk Committee

As part of the Local Government Reform, Section 5.100 of the *Local Government Amendment Act 2023* introduced provisions to provide for remuneration of fees for independent committee members. Independent committee members are those committee members who are not council members or local

government employees. The *Local Government Regulations Amendment Regulations (No. 2) 2023* provide for reimbursement for committee meeting attendance.

In anticipation of the amendments, the Salaries and Allowances Tribunal (SAT) in accordance with the *Salaries and Allowances Act 1975* has issued a determination to allow Local Governments to set appropriate meeting fees, within a specified range, to be paid to independent Committee Members. Council is now requested to adopt the meeting fee for independent members of the Audit and Risk Committee (Audit Committee) of $415 per meeting, which is the maximum for Band One Local Governments. In addition, Council is now requested to extend the appointment of Mr Wayne Ticehurst from 1 July 2024 expiring on 17 October 2025.

Council has previously provided independent members of the Audit Committee with a reimbursement of expenses up to the maximum value of $3,000 per year. The City holds approximately five meetings per year, so based on the maximum fee determined by SAT, the total payment for two independent members is $4,150 (or $2,075 per member).

Council should note that the member fees will not come into effect until 2024 and therefore it is recommended that Council provide the reimbursement of expenses on a pro rata basis for the Audit Committee in December 2023. It is envisaged that the new fees will come into effect for the March 2024 Audit Committee.

Statutory Environment

Local Government Act 1995 Section 6.4 Financial Report
Local Government (Financial Management) Regulations 1996 Part 4 Financial Reports
Salaries and Allowances Act 1975

Local Government Act Amendment Act 2023

5.100. Fees paid and expenses reimbursed to committee members
(1) In this section — committee member means a person who is a committee member but who is neither a council member nor an employee; determined means determined by the Salaries and Allowances Tribunal under the Salaries and Allowances Act 1975 section 7BAA.
(2) A committee member who attends a meeting of the committee is entitled to be paid —
(a) the fee determined for attending a committee meeting; or
(b) if the local government has set a fee within the range determined for committee meeting attendance fees — that fee.
(3) A committee member who attends a meeting of a prescribed type at the request of the council is entitled to be paid —
(a) the fee determined for attending a meeting of that type; or
(b) if the local government has set a fee within the range determined for meetings of that type — that fee.

Policy Implications

Nil

Financial Implications

All variances within this report are offsetting and do not effect the final budget surplus.

Typically, the Audit Committee holds five meetings per year, noting that the Audit Committee Terms of Reference allows up to 10 meetings per year. On the basis of five meetings per year, the fee determined by SAT is less than the rate established for reimbursement of expenses, which is $3,000 per year. As the meeting fee has now been determined by SAT at $415 per meeting, it is recommended that Council extend

the appointment of the second independent member. Noting that the budget impact is minimal and will be adjusted in the 2023/24 budget review.

Risk Analysis

Nil

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Organisational Excellence:
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.

Conclusion

The City strives to manage its finances adequately and maintain expenditure within budget to ensure services that have been approved through the budget process are fully funded.

RECOMMENDATION

That Council:

1 Approves the following budget variations for 2023/24 annual budget:

1.1 Increase in capital expenditure of $14,500* for 2023/24 Park Renewal Falcon Reserve
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $14,500*

1.2 Increase in capital expenditure of $55,000* for Bortolo Park Drainage Basin
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $55,000*

1.3 Increase in capital expenditure of $13,000* for 2023/24 PR Parks Furniture Renewal
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $13,000*

1.4 Increase in capital expenditure of $4,000* for 2023/24 Drinking Fountain Renewal
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $4,000*

1.5 Increase in capital expenditure of $1,200* for 2023/24 Park Renewal BBQ Renewal Program
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $1,200*

1.6 Increase in capital expenditure of $17,000* for 2023/24 Playground Renewal Abraham France
Increase in capital expenditure of $4,300* for 2023/24 Playground Renewal Coodanup Community Centre
Increase in capital expenditure of $2,000* for 2023/24 Playground Renewal Floribunda Park Stage 1
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,300*

1.7 Increase in capital expenditure of $23,000* for 2023/24 Park Renewal Performing Arts Centre - Retaining Wall
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.8 New capital expenditure of $23,000* for Falcon Community Centre – Shade Sails
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $23,000*

1.9 Increase in capital expenditure of $17,000* 2023/24 Automatic Transfer Switch for the Mandurah Aquatic and Recreation Centre Generator
To be funded from Building Renewal Civic Centre Heating, Ventilation, and Air Conditioning & Roof Design capital project $17,000*

1.10 Increase in capital expenditure of $45,000* for 2023/24 Softfall Floribunda Park – Softfall
To be funded from 23-23 Waterways Renewal South Harbour Paving $45,000*

1.11 Increase in capital expenditure of $54,000* for 2022/23 Park Renewal Rushton Park
To be funded from 2022-23 South Harbour Paving $54,000*

1.12 Increase in capital expenditure of $1,823,918 for 2023/24 RC Peel Street Stage 4
To be funded from:
New capital grant revenue from Regional Road Group funding of $600,000*
Transfer from the Unspent Grant Reserve of $400,000*
New capital grant revenue Local Roads and Community Infrastructure Program Phase 4 of $506,175*
Transfer from the Asset Management Reserve of $317,743

1.13 Increase in capital expenditure of $700,006 for Shared Path Halls Head Principle Shared Path
To be funded from 2023/24 Shared Path Falcon Coastal Shared Path - Stage 1 $700,006*

1.14 Increase in capital expenditure of $286,666* for 2023/24 Traffic Management White Hill Road
To be funded from 2023/24 Road Surface Sedgemere Terrace 100,000*
To be funded from an increase in Blackspot funding of $186,666*

1.15 Increase in capital expenditure of $6,463* for Road Surface Hill Street, Halls Head
To be funded from 2023/24 Road Surface Castleward St $6,463*

1.16 Increase in capital expenditure of $37,767* for Drainage Renewal Loton Road/Ashley Terrace Intersection Stage 1
To be funded from 2023/24 RS Castleward St $37,767*

1.17 Increase in capital expenditure of $84,075* for Drainage Renewal Colonial Court Drainage Upgrade - Stage 1
To be funded from 2023/24 Road Surface Westbourne Pass $84,075*

1.18 Decrease in capital expenditure of $73,925 for Westbourne Pass
Decrease in capital expenditure of $770 for Castleward Street
To be transferred to the Asset Management Reserve $74,695

2. Approve the meeting fee of $415 per meeting for independent members of the Audit and Risk Committee, noting that the fee will come into effect in early 2024.*

3. Extend the membership of Mr Wayne Ticehurst independent member of the Audit and Risk Committee from 1 July 2024 until 17 October 2025.*

ABSOLUTE MAJORITY REQUIRED

9 SUBJECT: Council and Audit and Risk Committee Meeting Dates 2024
DIRECTOR: Business Services
MEETING: Council Meeting
MEETING DATE: 12 December 2023

Summary

In accordance with Section 5.25(1)(g) of the *Local Government Act 1995* (the Act) and regulation 12(1) of the *Local Government (Administration) Regulations 1996,* Council is required to resolve to advertise each year, the days and times when Ordinary Council and Committee meetings will be held. Council is requested to endorse the Ordinary Council and Audit and Risk Committee meeting dates for 2024 for inclusion on the City's website.

Disclosure of Interest

Nil

Previous Relevant Documentation

- G.10/11/22 22 November 2022 Council and Committee Meeting Dates, Committee Meeting Structure 2023
- G.5/12/21 14 December 2021 Council and Committee Meeting Dates 2022
- G.16/11/20 24 November 2020 Ordinary Council and Committee Meeting Dates 2021

Background

At the Council Meeting on 22 November 2022, Council resolved to establish its Council and Committee meeting dates for 2023.

Council adopted the powers and duties of Council's Audit and Risk Committee at the meeting of 31 October 2023 and formally appointed the Elected Member committee members for a period of two years, expiring 17 October 2025 and two independent committee members, one for a period expiring 30 June 2024 and one for a period of two years, expiring 17 October 2025.

Comment

Ordinary Council meetings are generally held on the fourth Tuesday of each month with agendas generally distributed eight business days prior to the Council Meeting. Noting December's meeting will be one week earlier to ensure greater attendance.

The Audit and Risk Committee generally meet five times per year, however additional meetings can be scheduled as required to enable the Committee to discharge the functions.

The Audit and Risk Committee meeting agenda will be circulated not less than 72 hours prior to the Council or Committee meeting, in accordance with section 5.5 of the Act.

Consultation

N/A

Statutory Environment

Local Government Act 1995

5.5. Convening council meetings

(1) The CEO is to convene an ordinary meeting by giving each council member at least 72 hours' notice of the date, time and place of the meeting and an agenda for the meeting.

(2) The CEO is to convene a special meeting by giving each council member notice, before the meeting, of the date, time, place and purpose of the meeting.

Local Government (Administration) Regulations 1996

12. Publication of meeting details (Act s. 5.25(1)(g))

(1) In this regulation —

meeting details, for a meeting, means the date and time when, and the place where, the meeting is to be held.

(2) The CEO must publish on the local government's official website the meeting details for the following meetings before the beginning of the year in which the meetings are to be held —

(a) ordinary council meetings;

(b) committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to members of the public.

(3) Any change to the meeting details for a meeting referred to in subregulation (2) must be published on the local government's official website as soon as practicable after the change is made.

(4) If a local government decides that a special meeting of the council is to be open to members of the public, the CEO must publish the meeting details for the meeting and the purpose of the meeting on the local government's official website as soon as practicable after the decision is made.

Policy Implications

N/A

Financial Implications

All Attendance fees and allowances payable to members for these meetings are within the current budget.

Risk Analysis

There is a reputational risk of Council should attendance be poor at the committee meetings resulting in the meeting being cancelled due to the inability to achieve a quorum.

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Organisational Excellence:
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices, governance, risk and financial management.

Conclusion

Council is requested to adopt the 2024 meeting dates and time for inclusion on the City's website.

RECOMMENDATION

That Council:

1. **Approve the following Ordinary Council Meeting dates commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:**

Meeting	Date
Council Meeting	Tuesday, 23 January 2024, at 5:30
Council Meeting	Tuesday, 27 February 2024, at 5:30
Council Meeting	Tuesday, 26 March 2024, at 5:30
Council Meeting	Tuesday, 23 April 2024, at 5:30
Council Meeting	Tuesday, 28 May 2024, at 5:30
Council Meeting	Tuesday, 25 June 2024, at 5:30
Council Meeting	Tuesday, 23 July 2024, at 5:30
Council Meeting	Tuesday, 27 August 2024, at 5:30
Council Meeting	Tuesday, 24 September 2024, at 5:30
Council Meeting	Tuesday, 22 October 2024, at 5:30
Council Meeting	Tuesday, 26 November 2024, at 5:30
Council Meeting	Tuesday, 17 December 2024, at 5:30

2. **Approve the Audit and Risk Committee meeting dates, commencing at 5:30pm, to be held in the Council Chambers, and advertise on the City of Mandurah website:**

Meeting	Date and Time
Audit and Risk Committee	Monday, 11 March 2024 at 5:30
Audit and Risk Committee	Monday, 6 May 2024, at 5:30
Audit and Risk Committee	Monday, 5 August 2024, at 5:30
Audit and Risk Committee	Monday, 7 October 2024, at 5:30
Audit and Risk Committee	Monday, 2 December 2024, at 5:30