

SECTION C – FUTURE DIRECTIONS

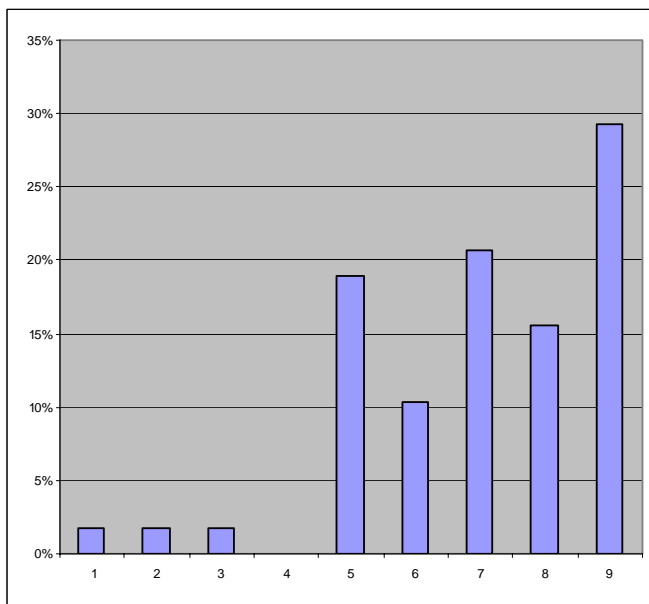
The Council has prepared a Strategic Plan, which identifies a number of key areas of challenge critical to the future of the Council and the Community.

1. Economic Development
2. Generational Needs
3. Community Interaction
4. Cultural Needs

1. These areas are further broken into more specific goals.

The respondents have indicated the importance they place on each objective.

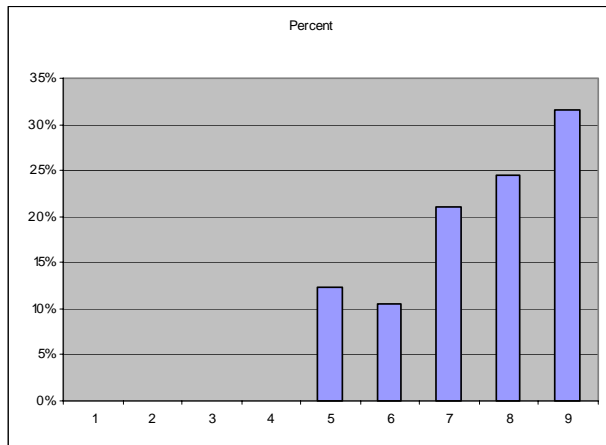
a. Industrial Development



| <u>1a</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 1 | 2% | 3% |
| 3 | 1 | 2% | 5% |
| 4 | 0 | 0% | 5% |
| 5 | 11 | 19% | 24% |
| 6 | 6 | 10% | 34% |
| 7 | 12 | 21% | 55% |
| 8 | 9 | 16% | 71% |
| 9 | 17 | 29% | 100% |
| | | 58 | 100% |
| Median | | 7.00 | |
| Mean | | 7.00 | |
| Mode | | 9.00 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 95% | 5% |
| 2006 | 89% | 11% |

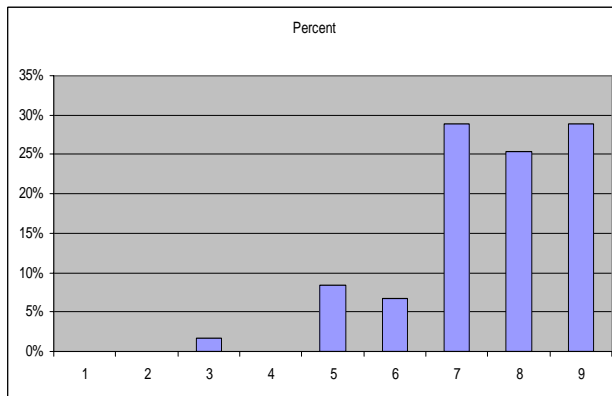
b. Agricultural Resource Development



| <u>1b</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 0 | 0% | 0% |
| 2 | 0 | 0% | 0% |
| 3 | 0 | 0% | 0% |
| 4 | 0 | 0% | 0% |
| 5 | 7 | 12% | 12% |
| 6 | 6 | 11% | 23% |
| 7 | 12 | 21% | 44% |
| 8 | 14 | 25% | 68% |
| 9 | 18 | 32% | 100% |
| | <u>57</u> | <u>100%</u> | |
| Median | | 8 | |
| Mean | | 8 | |
| Mode | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 100% | 0% |
| 2006 | 96% | 4% |

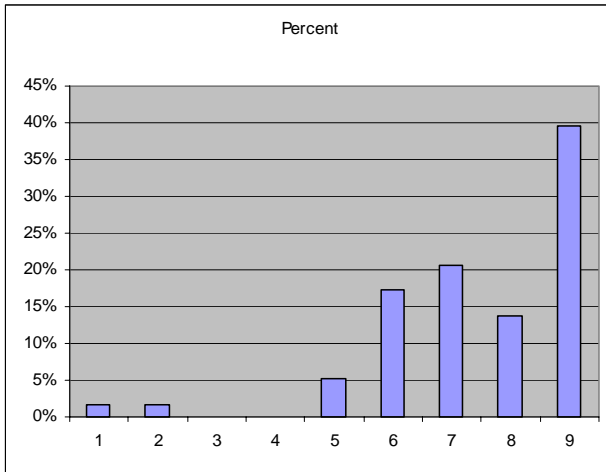
c. Planning and Infrastructure



| <u>1c</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 0 | 0% | 0% |
| 2 | 0 | 0% | 0% |
| 3 | 1 | 2% | 2% |
| 4 | 0 | 0% | 2% |
| 5 | 5 | 8% | 10% |
| 6 | 4 | 7% | 17% |
| 7 | 17 | 29% | 46% |
| 8 | 15 | 25% | 71% |
| 9 | 17 | 29% | 100% |
| | <u>59</u> | <u>100%</u> | |
| Median | | 8 | |
| Mean | | 8 | |
| Mode | | 7 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 98% | 2% |
| 2006 | 94% | 6% |

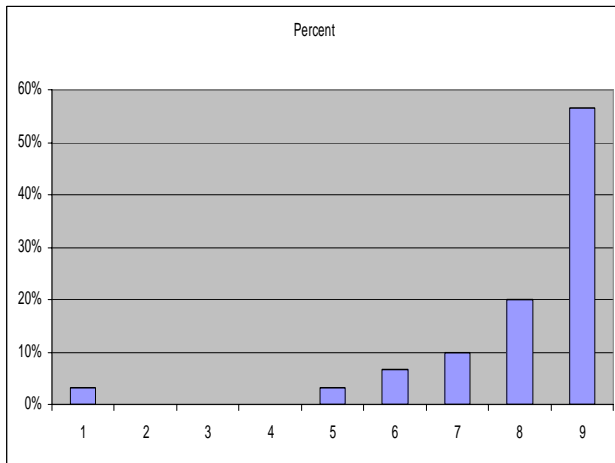
d. Residential Land Development



| <u>1d</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 1 | 2% | 3% |
| 3 | 0 | 0% | 3% |
| 4 | 0 | 0% | 3% |
| 5 | 3 | 5% | 9% |
| 6 | 10 | 17% | 26% |
| 7 | 12 | 21% | 47% |
| 8 | 8 | 14% | 60% |
| 9 | 23 | 40% | 100% |
| | 58 | 100% | |
| Median | | 8 | |
| Mean | | 7 | |
| Mode | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 97% | 3% |
| 2006 | 89% | 11% |

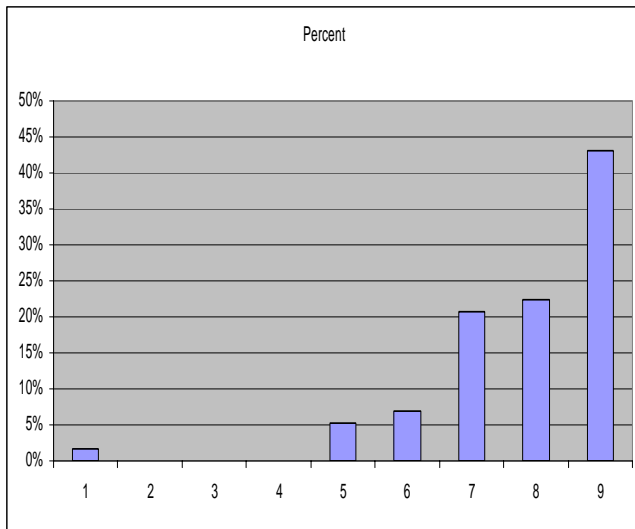
e. Health



| <u>1e</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 2 | 3% | 3% |
| 2 | 0 | 0% | 3% |
| 3 | 0 | 0% | 3% |
| 4 | 0 | 0% | 3% |
| 5 | 2 | 3% | 7% |
| 6 | 4 | 7% | 13% |
| 7 | 6 | 10% | 23% |
| 8 | 12 | 20% | 43% |
| 9 | 34 | 57% | 100% |
| | 60 | 100% | |
| Median | | 9 | |
| Mean | | 8 | |
| Mode | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 97% | 3% |
| 2006 | 96% | 4% |

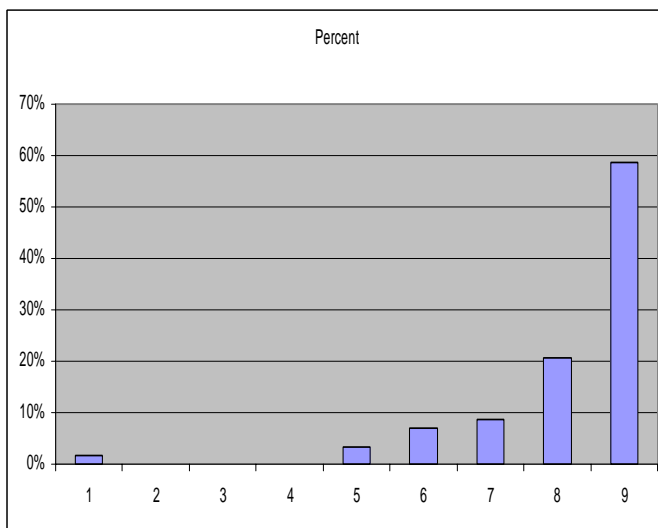
f. Aged Accommodation



| <u>1f</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 0 | 0% | 2% |
| 4 | 0 | 0% | 2% |
| 5 | 3 | 5% | 7% |
| 6 | 4 | 7% | 14% |
| 7 | 12 | 21% | 34% |
| 8 | 13 | 22% | 57% |
| 9 | 25 | 43% | 100% |
| <hr/> | | <hr/> | |
| | | 58 | 100% |
| | | <hr/> | |
| Median | | | 8 |
| Mean | | | 8 |
| Mode | | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 98% | 2% |
| 2006 | 92% | 8% |

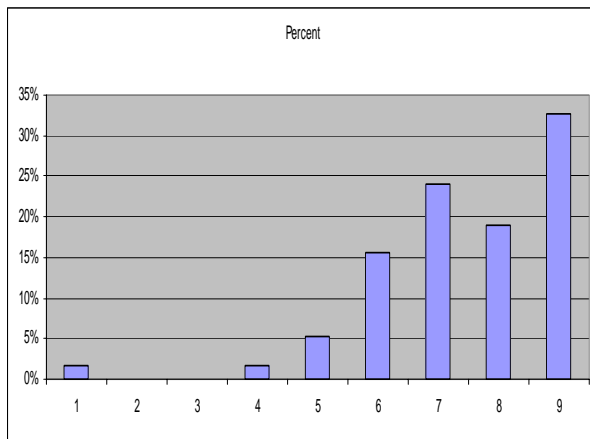
g. Education



| <u>1g</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 0 | 0% | 2% |
| 4 | 0 | 0% | 2% |
| 5 | 2 | 3% | 5% |
| 6 | 4 | 7% | 12% |
| 7 | 5 | 9% | 21% |
| 8 | 12 | 21% | 41% |
| 9 | 34 | 59% | 100% |
| <hr/> | | <hr/> | |
| | | 58 | 100% |
| | | <hr/> | |
| Median | | | 9 |
| Mean | | | 8 |
| Mode | | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 98% | 2% |
| 2006 | 96% | 4% |

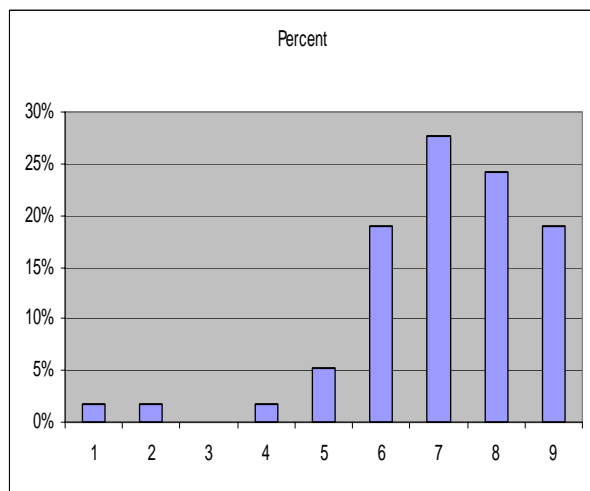
h. Recreation and leisure



| <u>1h</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 0 | 0% | 2% |
| 4 | 1 | 2% | 3% |
| 5 | 3 | 5% | 9% |
| 6 | 9 | 16% | 24% |
| 7 | 14 | 24% | 48% |
| 8 | 11 | 19% | 67% |
| 9 | 19 | 33% | 100% |
| <hr/> | | 58 | 100% |
| <hr/> | | | |
| Median | | | 8 |
| Mean | | | 7 |
| Mode | | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 97% | 3% |
| 2006 | 94% | 6% |

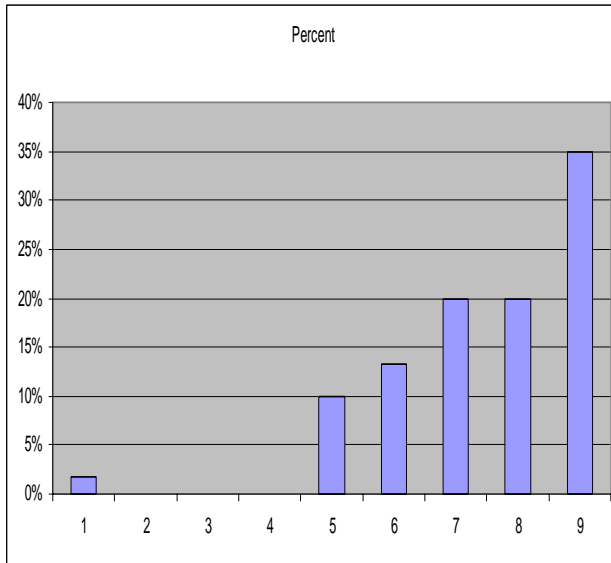
i. Councillor/community interface



| <u>1i</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 1 | 2% | 3% |
| 3 | 0 | 0% | 3% |
| 4 | 1 | 2% | 5% |
| 5 | 3 | 5% | 10% |
| 6 | 11 | 19% | 29% |
| 7 | 16 | 28% | 57% |
| 8 | 14 | 24% | 81% |
| 9 | 11 | 19% | 100% |
| <hr/> | | 58 | 100% |
| <hr/> | | | |
| Median | | | 7 |
| Mean | | | 7 |
| Mode | | | 7 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 95% | 5% |
| 2006 | 96% | 4% |

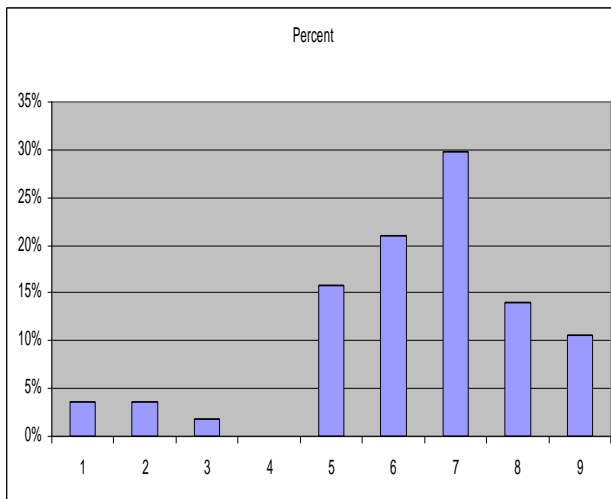
j. Customer Service



| <u>1j</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 0 | 0% | 2% |
| 4 | 0 | 0% | 2% |
| 5 | 6 | 10% | 12% |
| 6 | 8 | 13% | 25% |
| 7 | 12 | 20% | 45% |
| 8 | 12 | 20% | 65% |
| 9 | 21 | 35% | 100% |
| <hr/> | | | |
| 60 | | 100% | |
| <hr/> | | | |
| Median | | 8 | |
| Mean | | 7 | |
| Mode | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 98% | 2% |
| 2006 | 96% | 4% |

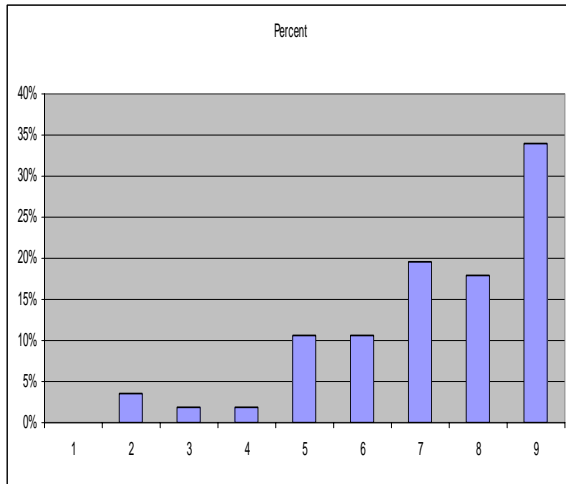
k. Media



| <u>1k</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 2 | 4% | 4% |
| 2 | 2 | 4% | 7% |
| 3 | 1 | 2% | 9% |
| 4 | 0 | 0% | 9% |
| 5 | 9 | 16% | 25% |
| 6 | 12 | 21% | 46% |
| 7 | 17 | 30% | 75% |
| 8 | 8 | 14% | 89% |
| 9 | 6 | 11% | 100% |
| <hr/> | | | |
| 57 | | 100% | |
| <hr/> | | | |
| Median | | 7 | |
| Mean | | 6 | |
| Mode | | 7 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 91% | 9% |
| 2006 | 94% | 6% |

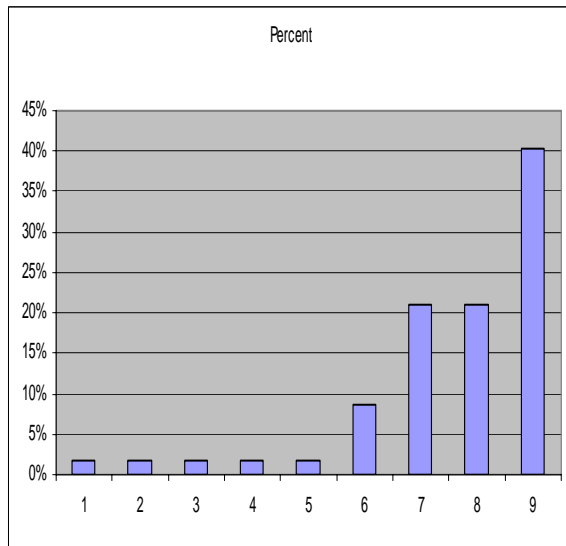
I. State & Federal Government Communication



| <u>ll</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|-----------|---------------|----------------|---------------|
| 1 | 0 | 0% | 0% |
| 2 | 2 | 4% | 4% |
| 3 | 1 | 2% | 5% |
| 4 | 1 | 2% | 7% |
| 5 | 6 | 11% | 18% |
| 6 | 6 | 11% | 29% |
| 7 | 11 | 20% | 48% |
| 8 | 10 | 18% | 66% |
| 9 | 19 | 34% | 100% |
| <hr/> | | 56 | 100% |
| <hr/> | | | |
| | Median | | 8 |
| | Mean | | 7 |
| | Mode | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 93% | 7% |
| 2006 | 94% | 6% |

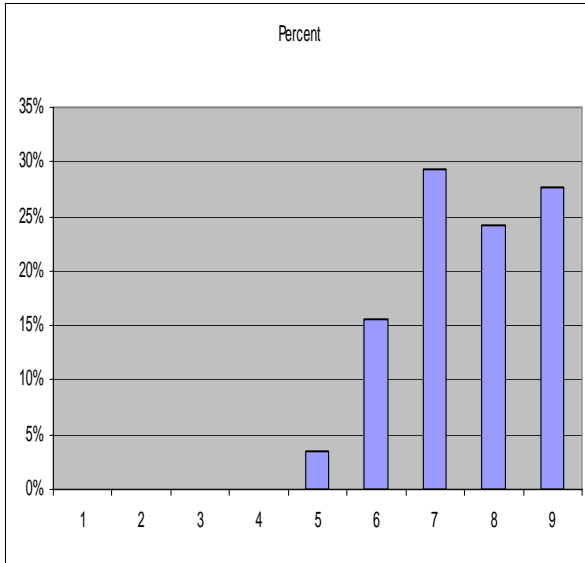
m. Tourism



| <u>1m</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|-----------|---------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 1 | 2% | 4% |
| 3 | 1 | 2% | 5% |
| 4 | 1 | 2% | 7% |
| 5 | 1 | 2% | 9% |
| 6 | 5 | 9% | 18% |
| 7 | 12 | 21% | 39% |
| 8 | 12 | 21% | 60% |
| 9 | 23 | 40% | 100% |
| <hr/> | | 57 | 100% |
| <hr/> | | | |
| | Median | | 8 |
| | Mean | | 8 |
| | Mode | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 93% | 7% |
| 2006 | 92% | 8% |

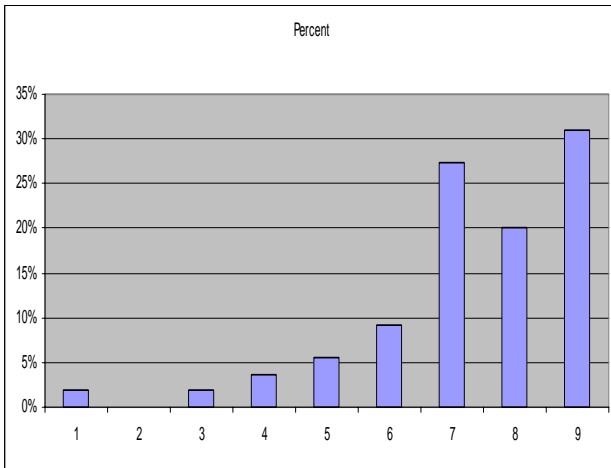
n. Community Groups



| <u>1n</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 0 | 0% | 0% |
| 2 | 0 | 0% | 0% |
| 3 | 0 | 0% | 0% |
| 4 | 0 | 0% | 0% |
| 5 | 2 | 3% | 3% |
| 6 | 9 | 16% | 19% |
| 7 | 17 | 29% | 48% |
| 8 | 14 | 24% | 72% |
| 9 | 16 | 28% | 100% |
| | 58 | 100% | |
| Median | | 8 | |
| Mean | | 8 | |
| Mode | | 7 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 100% | 0% |
| 2006 | 98% | 2% |

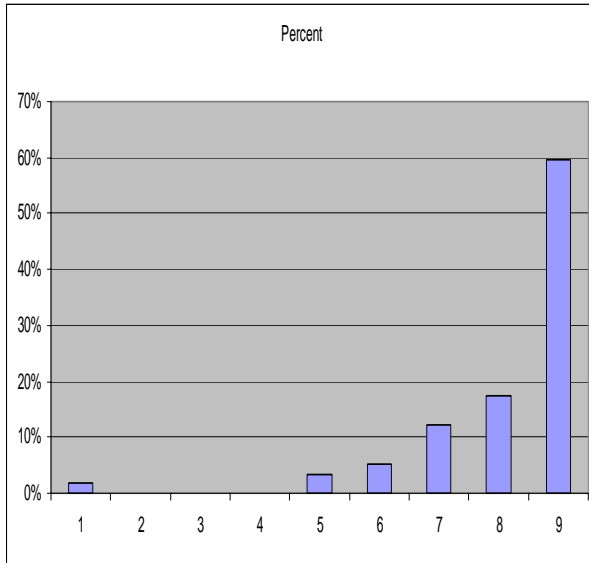
o. Heritage



| <u>1o</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 1 | 2% | 4% |
| 4 | 2 | 4% | 7% |
| 5 | 3 | 5% | 13% |
| 6 | 5 | 9% | 22% |
| 7 | 15 | 27% | 49% |
| 8 | 11 | 20% | 69% |
| 9 | 17 | 31% | 100% |
| | 55 | 100% | |
| Median | | 8 | |
| Mean | | 9 | |
| Mode | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>Year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 93% | 7% |
| 2006 | 91% | 9% |

p. Environment



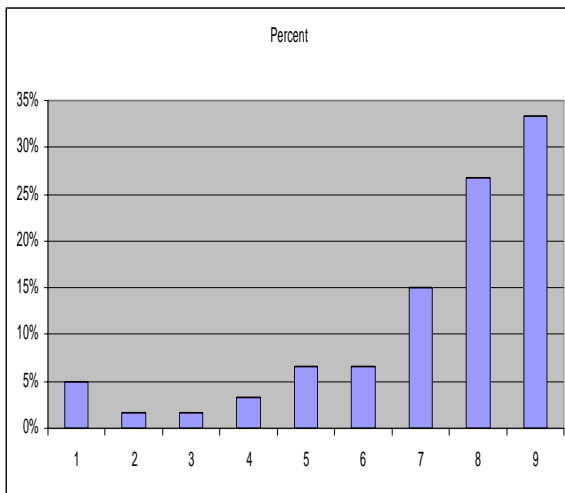
| <u>1p</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 0 | 0% | 2% |
| 3 | 0 | 0% | 2% |
| 4 | 0 | 0% | 2% |
| 5 | 2 | 4% | 5% |
| 6 | 3 | 5% | 11% |
| 7 | 7 | 12% | 23% |
| 8 | 10 | 18% | 40% |
| 9 | 34 | 60% | 100% |
| <hr/> | | 57 | 100% |
| <hr/> | | | |
| Median | | | 9 |
| Mean | | | 8 |
| Mode | | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 98% | 2% |
| 2006 | 94% | 6% |

2. One of the most costly services provided by the Council is road construction and road maintenance.

To assist the Council in determining priorities, the following is an indication of what the ratepayers place importance on:

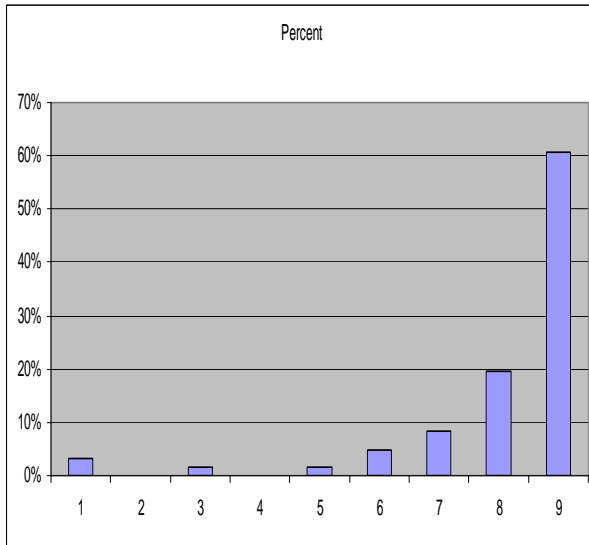
a. Pruning/Spraying of roadside vegetation/weeds



| <u>2a</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 3 | 5% | 5% |
| 2 | 1 | 2% | 7% |
| 3 | 1 | 2% | 8% |
| 4 | 2 | 3% | 12% |
| 5 | 4 | 7% | 18% |
| 6 | 4 | 7% | 25% |
| 7 | 9 | 15% | 40% |
| 8 | 16 | 27% | 67% |
| 9 | 20 | 33% | 100% |
| <hr/> | | 60 | 100% |
| <hr/> | | | |
| Median | | | 8 |
| Mean | | | 7 |
| Mode | | | 9 |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 88% | 12% |
| 2006 | 92% | 8% |

b. Continuous maintenance grading to remove corrugation/potholes

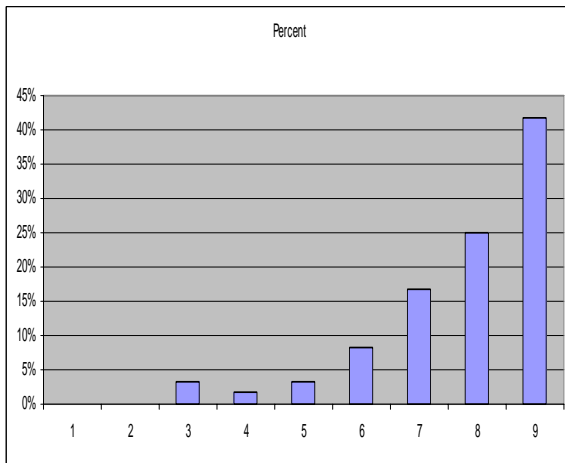


| <u>2b</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|-----------|--------------|----------------|---------------|
| 1 | 2 | 3% | 3% |
| 2 | 0 | 0% | 3% |
| 3 | 1 | 2% | 5% |
| 4 | 0 | 0% | 5% |
| 5 | 1 | 2% | 7% |
| 6 | 3 | 5% | 11% |
| 7 | 5 | 8% | 20% |
| 8 | 12 | 20% | 39% |
| 9 | 37 | 61% | 100% |
| | <u>61</u> | <u>100%</u> | |

Median **9**
Mean **8**
Mode **9**

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 95% | 5% |
| 2006 | 94% | 6% |

c. Improvements to recurring drainage problems

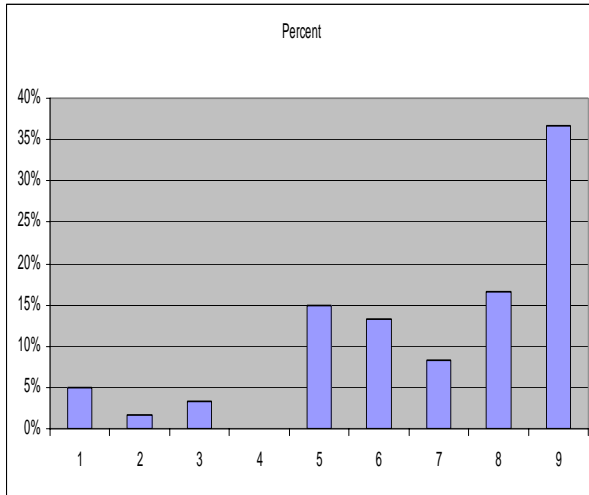


| <u>2c</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|-----------|--------------|----------------|---------------|
| 1 | 0 | 0% | 0% |
| 2 | 0 | 0% | 0% |
| 3 | 2 | 3% | 3% |
| 4 | 1 | 2% | 5% |
| 5 | 2 | 3% | 8% |
| 6 | 5 | 8% | 17% |
| 7 | 10 | 17% | 33% |
| 8 | 15 | 25% | 58% |
| 9 | 25 | 42% | 100% |
| | <u>60</u> | <u>100%</u> | |

Median **8**
Mean **8**
Mode **9**

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 95% | 5% |
| 2006 | 94% | 6% |

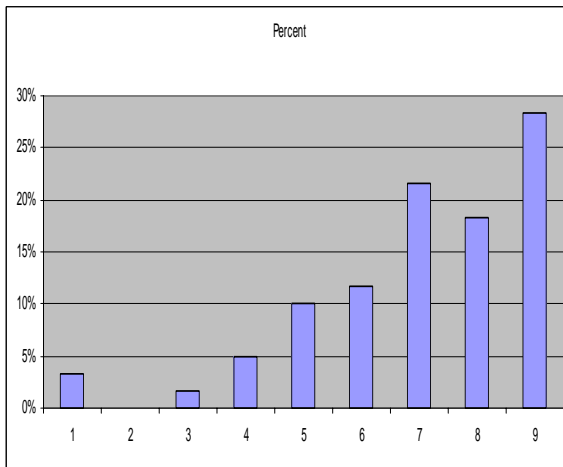
d. Provide more bitumen roads



| <u>2d</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 3 | 5% | 5% |
| 2 | 1 | 2% | 7% |
| 3 | 2 | 3% | 10% |
| 4 | 0 | 0% | 10% |
| 5 | 9 | 15% | 25% |
| 6 | 8 | 13% | 38% |
| 7 | 5 | 8% | 47% |
| 8 | 10 | 17% | 63% |
| 9 | 22 | 37% | 100% |
| | <u>60</u> | <u>100%</u> | |
| <i>Median</i> | | 8 | |
| <i>Mean</i> | | 7 | |
| <i>Mode</i> | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 90% | 10% |
| 2006 | 83% | 17% |

e. Increased traffic safety signage

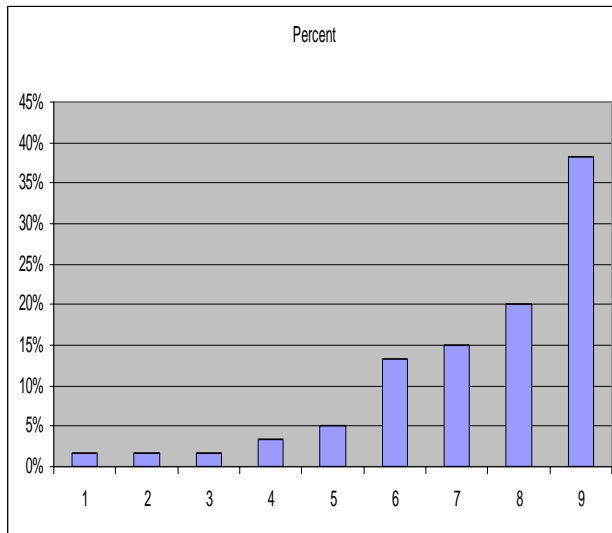


| <u>2e</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 2 | 3% | 3% |
| 2 | 0 | 0% | 3% |
| 3 | 1 | 2% | 5% |
| 4 | 3 | 5% | 10% |
| 5 | 6 | 10% | 20% |
| 6 | 7 | 12% | 32% |
| 7 | 13 | 22% | 53% |
| 8 | 11 | 18% | 72% |
| 9 | 17 | 28% | 100% |
| | <u>60</u> | <u>100%</u> | |
| <i>Median</i> | | 7 | |
| <i>Mean</i> | | 7 | |
| <i>Mode</i> | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 90% | 10% |
| 2006 | 84% | 16% |

SECTION C

f. Repairing other problems with existing roads (alignments/sharp bends etc)



| <u>2f</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|---------------|--------------|----------------|---------------|
| 1 | 1 | 2% | 2% |
| 2 | 1 | 2% | 3% |
| 3 | 1 | 2% | 5% |
| 4 | 2 | 3% | 8% |
| 5 | 3 | 5% | 13% |
| 6 | 8 | 13% | 27% |
| 7 | 9 | 15% | 42% |
| 8 | 12 | 20% | 62% |
| 9 | 23 | 38% | 100% |
| <hr/> | | 60 | 100% |
| <hr/> | | | |
| <i>Median</i> | | 8 | |
| <i>Mean</i> | | 7 | |
| <i>Mode</i> | | 9 | |

| LEVEL OF IMPORTANCE | | |
|----------------------------|--------------------|--------------------|
| <i>year</i> | <i>5 or Higher</i> | <i>Less than 5</i> |
| 2008 | 92% | 8% |
| 2006 | 87% | 13% |

Comments from the respondents

- Town needs sewerage urgently.
- I have found the Shire Council to maintain their shire area in a very good condition and they are very helpful in all areas.
- The footpath on corner of Bridge and Abel St too narrow, also should be access made with opening direct where there is already a cut out there - safety issue.
- More signage needs to be in place for the stop sign at BP. This is disastrous and someone is going to be seriously injured or killed.
- Environment: too much littering on the road side
- Traffic signs at Mayanup T Junction (Kojonup-Jayes Rd) confuse people and there are constant U turns on gravel Rd (Jayes) because people misunderstand the signage.
- Some time ago suggestions were made to relocate the Tourist Information Bay structure because it is sited on a valuable Industrial site. Why is it that the building immediately behind the Info bay is a residential building with smoke issuing daily from the chimney of the said building – surely this is an industrial site not residential?
- Open up more land and promote it via media attention: people in metro areas travel short distances but it takes a long time. Country people/regional travel is long k's over less time or same time as metro. Regional k's travel less stressful than metro k's travelled. i.e. road rage v's kangaroos.
- Signage is very good already. Please proof read your questionnaire before sending it out.
- More bitumen roads – (i) high volume of traffic (ii) areas where there are excessive degradation by water drainage problems – not bituminized for the

SECTION C

mere sake – maintain gravel because gravel roads and bends should help to keep speed down in the shire – slower traffic – safer traffic.

- We feel that not enough gravel is put back on the roads (winter grades) the rocks on the roads are getting bigger and dangerous. With more trucks (log trucks) on the better maintenance on roads both gravel and bitumen needs to be addressed urgently.
- Just a general comment as you can see this form some of the layout don't line up. Which mean some people probably won't fill it out.
- Should be an emphasis on sporting and community groups to join together to combine facilities and committee members and gain financial strength. Serious fast forward of residential block releases – people before industry. Some genuine encouragement to have existing industrial lots become productive before any further industrial development.
- Subsequent to the kerbing completion – Williams/Short St – walkers have difficulty negotiating the trail (which is similar to walking on marbles) and are obliged to walk on the road. This is especially dangerous when cars are driven fast down Williams St and fly round the bend into Short St where children also play.
- As long as existing gravel roads are well maintained I see no reason for more bitumen roads. Existing bitumen roads need to be kept to a high standard so spend money on those instead.
- Extremely well run shire with reasonable rates. Care should be taken not to construct too many more art monuments which are costly and not very productive.
- Implement a strategy for the 4th dot point and the need to carry out tasks associated with the other dot points will either be erased or improved. This action would also complement the environmental strategy and produce long term savings in labour, plant and machinery.
- There's too much spraying going on, and I suspect it's making people ill and may even be giving people cancer. Employ part time people to remove weeds and mow grass (don't spray).
- Also need to consider the maintenance (including signage) and spraying of walk trails. Remove old school bus signs and put new ones up as indicated several years ago.
- If natural bush was not so indiscriminately destroyed, weeds would not be the issue they are. Grading of roads seems to have lessened – drive a school bus and some roads are very ordinary. Bitumen roads: A cost ratepayers would have to meet.
- Carry on as you are. You are doing a good job.
- Heavy haulage trucks through the centre of town Abel/Bridge Streets etc.. Can they be re-routed elsewhere?
- I understand that over a 20 year period, roads such as the SW highway are more expensive to maintain. We do not have that much traffic or trucks on any of our roads, so bitumen would need replacing on our roads every 60-80 years, so they would be a cheaper option if sealed. e.g. Six Mile and Jayes Roads.
- One of the Council's "biggest" disasters was planting trees on the road in parking bays.

3. Which of the following categories do you fall into?

| <u>3</u> | <u>Count</u> | <u>Percent</u> | <u>Accum%</u> |
|------------|--------------|----------------|---------------|
| 18/24 | 0 | 0% | 0% |
| 25/39 | 10 | 17% | 17% |
| 40/65 | 38 | 66% | 83% |
| Over 65 | 10 | 17% | 100% |
| | <u>58</u> | <u>100%</u> | |

