



## TE.20 Busselton–Flinders Bay Rail Trail

AMRSC Policy

13 July 2011

*This policy was adopted by Council to set governing principles in place that align the strategic direction of the organisation with community values and aspirations.*

### Objectives

- a) To state the Shire's position with respect to the use of land that formed the former Busselton to Flinders Bay government railway;
- b) To establish a framework for the development and management of a recreational trail on that land to form what may be referred to as a "rail trail"; and
- c) To link the rail trail with other paths and trails within the south-west region.

### Background

The railway network within the region was once extensive and whilst no services remain in operation, much of the land that formed the Busselton to Flinders Bay railway reserve remains as State land. The land has recognised heritage and environmental value and given the extent of the land, it also has potential for many uses. This policy proposes that the land is retained as State land, as a non-motorised transport corridor and managed for the purpose of a recreation trail.

### Policy

Council recognises the significance of the Busselton-Flinders Bay rail trail land as a strategic transport corridor for recreation and for its heritage and environmental values.

It is the position of the Council that:

- a) the land is a valuable public asset and should be retained as Crown land;
- b) unless Council approves otherwise, the land is to be kept as a continuous transport corridor;
- c) under the *Land Administration Act 1997* and with the Minister of Lands approval, the land is to be made Crown Reserve and managed for the primary purpose of 'recreation trail'; and
- d) where Council determines that the Shire is capable of managing sections of the Crown Reserve, the

Shire may advise the Minister that it would be willing to accept a management order over those sections of Crown Reserve.

It is the intent of the Council that:

- a) the land be promoted, developed and managed as a recreation trail for non-motorised transport, or what may be referred to as a “rail trail”;
- b) within the Shire, the site of the former MC Davies jetty at Flinders Bay forms the head of the rail trail;
- c) the rail trail is integrated with other recreational and heritage trails within the Shire and the south-west region;
- d) the Shire works openly with The National Trust (WA), neighbouring local governments, landowners and government agencies towards achieving a regional trails network of world-class standard;
- e) the promotion, development and management of the rail trail be achieved through a master plan that has the endorsement of the Council and describes: objectives, priorities, key stakeholders, communication, funding, resourcing and measures of success; and
- f) the Shire engages the community in all phases of the development and management of the rail trail.

That, where practicable:

- a) a walk-cycle trail is constructed on the alignment of the old railway formation;
- b) where this is not possible, the trail be constructed within the existing reserve;
- c) the character of the railway formation mound is retained;
- d) the walk-cycle trail is made suitable for hiking and for riding of bicycles designed for trails, although where the trail passes through built-up and residential areas, the trail be made more suitable for the expected type and level of usage;
- e) the heritage characteristics of the heritage railway be retained, particularly for the design of structures such as bridges, crossings and formations;
- f) at various stages, the trail is designed allowing for access by broad sections of the community;
- g) the trail provides for a range of interests and experiences including recreation, heritage, environmental and adventure; and
- h) the landscape of the reserve land be retained and enhanced so that it is in keeping with the natural environment.

<b>Adopted by Council</b>	<b>Date: 13<sup>th</sup> July 2011 OM1107/8</b>
Last reviewed	Date: Day Month Year