11.3 **Infrastructure Services**

<table>
<thead>
<tr>
<th>ITEM NO</th>
<th>SUBJECT</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.3.1</td>
<td>MARGARET RIVER PRECINCT PLAN AND WALK AND OFF-ROAD CYCLE TRAILS STRATEGY</td>
<td>1</td>
</tr>
</tbody>
</table>
11.3 Infrastructure Services

11.3.1 MARGARET RIVER PRECINCT PLAN AND WALK AND OFF-ROAD CYCLE TRAILS STRATEGY

Attachment 1 – Margaret River Precinct Plan 2020-2024

Attachment 2 – Walk and Off-Road Cycle Trails Strategy Margaret River 2020-2024

Attachment 3 – Community Engagement Report Margaret River Precinct Plan and Walk and Off-Road Cycle Trails Strategy
Margaret River Precinct Plan
2020-2030
Acknowledgement of Country

The Shire of Augusta Margaret River would like to acknowledge that we operate on the country of the Wadandi and Pibelman people, and recognise their ancestors and descendants as the traditional owners of this country.

We acknowledge that the Wadandi and Pibelman people have been the custodians of lands and waters within the shire for many centuries and that they continue to perform age old ceremonies of celebration, initiation and renewal. We acknowledge their living culture and their unique role in the life of this region. The Shire is committed to Indigenous Australians sharing fairly and equitably in the Shire’s cultural, environmental and economic future.
Contents

Introduction 3
Precinct Plan purpose and process 4
Engagement approach 4
Guiding principles 5
How to read this document 6
  1 Movement 8
  2 Public realm 12
  3 Environmental management 18
  4 Education, signage and wayfinding 20
Implementation framework 22
Appendix 1 - Movement 24
Appendix 2 - Public realm 34
Appendix 3 - Environmental management 40
Appendix 4 - Education, signage and wayfinding 42
Alignment with Community Strategic Plan

This document relates to key result areas 1, 2 and 3 in the Community Strategic Plan.

<table>
<thead>
<tr>
<th>Key result area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key result area 1:</td>
<td>Valuing, protecting and enhancing the natural environment</td>
</tr>
<tr>
<td>Key result area 2:</td>
<td>Welcoming, inclusive and healthy communities</td>
</tr>
<tr>
<td>Key result area 3:</td>
<td>Ensuring sustainable development</td>
</tr>
<tr>
<td>Key result area 4:</td>
<td>Vibrant and diverse economy</td>
</tr>
<tr>
<td>Key result area 5:</td>
<td>Effective leadership and governance</td>
</tr>
</tbody>
</table>
Introduction

The Margaret River Precinct Plan 2020–2030 (Precinct Plan) is an action plan that provides the Shire and its community members with a clear understanding of where resources, priorities and energies are to be directed in relation to the future development and management of the Margaret River Precinct over the next 10 years.

The Margaret River Precinct is recognised as a special place for a wide variety of community members and groups in the shire. For this reason, a community reference group (CRG) has guided the development of all major initiatives of the plan.

The precinct also holds important spiritual value for the Indigenous traditional owners of the shire; the Wadandi and Piblemen people. The Margaret River and its foreshore are registered Aboriginal sites under the Aboriginal Heritage Act 1972. It is noted that recognition and preservation of Aboriginal heritage values is integral to best practice river management and for the management of this precinct.

Margaret River Precinct area
Precinct Plan purpose and process

Development of the Precinct Plan is guided by the following Council-endorsed vision and objectives. In addition, the Precinct Plan brings together the findings of numerous traffic, urban design and environmental studies previously undertaken for the precinct and adjacent areas.

On 23 January 2019, Council formally adopted the following vision and objectives for the Margaret River Precinct Plan.

Council adopted vision

“Create a natural, cultural welcome statement to the Margaret River town centre and a long-term management plan for the river precinct that reflects the aspirations of the community, celebrates the river precinct’s unique environmental, Indigenous and non-Indigenous heritage and strengthens the connectedness between Margaret River’s town centre and the river precinct environs, with a focus on safety, amenity and the environment”.

Council adopted objectives

• Prepare a long-term management plan for the precinct with a focus on safety, amenity, environmental and cultural values;
• Create an attractive natural gateway to the Margaret River town centre;
• Improve safety for all road users, particularly pedestrians and cyclists, including (but not limited to) the Bussell Highway/Carters Road intersection;
• If feasible, identify low impact locations where the supply of car parking could be increased (with little or no clearing of endemic vegetation);
• Include heritage interpretation opportunities, both Indigenous and non-Indigenous;
• Improve wayfinding signage for pedestrians and cyclists;
• Inform management of the Old Settlement site; and
• Integrate the plan with adopted plans and strategies in the precinct, including the main street upgrade.

The Precinct Plan consists of all major initiatives to be undertaken in the Margaret River Precinct Area by the Shire of Augusta Margaret River (the Shire) throughout 2020–2030. These initiatives are structured around four key focus areas, those being: movement, public realm, environmental management and education. Implementation of all initiatives are specified in the Implementation framework, which also sets out the timeframes and teams responsible for the delivery of initiatives, actions and projects.

The Precinct Plan is a “living document”, which will be reviewed and updated annually as it responds to achievements and changing circumstances, and in accordance with the Shire’s established document control process. It is intended to be as succinct as possible, to ensure clarity and understanding, and as such, information on individual projects will be available on request through the Shire’s Assets Services team.

Engagement approach

The Precinct Plan was compiled in collaboration with a community reference group (CRG) through sessions delivered by an independent facilitator. The CRG consisted of two Shire councillors and broad representation from key interest groups and relevant external stakeholders. The engagement approach undertaken for the Precinct Plan was based on the IAP2 community engagement framework. As per this framework, the Shire aspired to collaborate with the community through the development of this document. The engagement process also featured a values survey and social impact planning assessment of the precinct as a means to support group discussion through the CRG.
Guiding principles

All current and future initiatives proposed within the Margaret River Precinct boundaries are to be examined against the following guiding principles to determine suitability. Only initiatives that meet the criteria set in the guiding principles are to be considered.

Value, protection and enhancement of the natural environment
Value, protection and enhancement of the natural environment to be supported through increased and ongoing environmental management, including, but not limited to, retention of all vegetation, weed management, stormwater management and revegetation in degraded areas.

Respect for cultural and historical values
Respect for Wadandi cultural and historical values to be supported through ensuring the Margaret River Precinct facilitates opportunities for sharing of knowledge, the story of the river, Indigenous connection to country and local European history.

Community connectedness and beneficial use
Community connectedness and beneficial use to be supported through ensuring the Margaret River Precinct remains a place where people can gather, enjoy active and healthy pursuits in a safe environment, enjoy equitable use of the precinct and have opportunities for reflection, relaxation and appreciation for nature. To facilitate this guiding principle, adaptable reuse of existing buildings within the precinct is to take precedence over construction of any new buildings.

Provision of public access
Provision of public access is supported through a focus on passive transport options (walking, cycling, etc.) and low-impact, safe and connected pathways and trails to and throughout the Margaret River Precinct.
The Precinct Plan is structured around four key focus areas:

1 Movement
Sets out the initiatives and actions that will increase inclusive mobility, enhance safety for all road users, particularly pedestrians and cyclists, facilitate improved trail linkages and specified use type and deliver parking efficiencies through the identification of low impact locations where the supply of car parking could be increased.

2 Public realm
Sets out the initiatives, actions and, where required, management plans that relate specifically to Rotary Park, the Old Settlement, Barrett Street Weir and Rendall Close Weir

3 Environmental management
Sets out the initiatives and actions that relate to environmental management of reserves, including conservation and stormwater management.

4 Education, signage and wayfinding
Sets out the initiatives and actions that contribute to community understanding of Indigenous and European history, environmental awareness and stewardship, the importance of the river, trails code of conduct and promotion of active mobility within, between and to the main locations of the Margaret River Precinct.

5 Implementation framework
Sets out the initiatives, timeframes and the responsible teams for delivery of all identifies projects
Each initiative is explained using the following 3-step process:

**Step 1: Identify**

Identify the issue or opportunity evident in the Margaret River Precinct area. These may be identified through the Shire-wide values survey, social impact planning activity or via workshops with the CRG. Issues or opportunities could also be identified via numerous other mechanisms, such as relevant environmental protection plans identified above, transport studies, and more.

**Step 2: Analysis**

Analyse the detail of the issue or opportunity to understand the best path forward. Discuss solutions proposed with the CRG to gain community support and understand sentiment related to proposed solutions.

**Step 3: Solutions**

Draw on internal and external expertise to develop solutions that solve the issue or take hold of the opportunity.

Further explanations of the initiatives and actions by key focus area are located in Appendix 1, 2, 3 and 4.
# 1 Movement

## 1.1 Movement – Bussell Highway traffic calming

<table>
<thead>
<tr>
<th>Identify</th>
<th>Bussell Highway (North of Higgins Street to the Margaret River Perimeter Road) is not a comfortable place for pedestrians.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis</td>
<td>Bussell Highway is classified as a primary distributor road. This means that it is considered an important road for transporting people and goods. Bussell Highway is also a state highway under the care, control and management of Main Roads Western Australia (MRWA). The proportion of Bussell Highway between the Margaret River Perimeter Road will become a local government road in 2019–20. Bussell Highway has another important purpose: it is a place for people. It connects people between the townsite of Margaret River to the Old Settlement, Rotary Park and businesses, tourist attractions and walking and cycling trails north of the Margaret River bridge. Feedback from the CRG and social impact planning activity indicates that vehicles are travelling too fast on Bussell Highway leading up to the Margaret River bridge. The result of this coupled with missing links in the shared pathway network means people feel unsafe walking or cycling along or across this section of Bussell Highway.</td>
</tr>
<tr>
<td>Solution</td>
<td>Plan and implement Bussell Highway traffic calming</td>
</tr>
</tbody>
</table>
Bussell Highway traffic calming map of initiatives

1.1.1 50 km/hour

1.1.2 Entry statement

1.1.4 Right-hand turning lane

1.1.5 Close access to motor vehicles

1.1.6 Physical barrier

1.1.7 Shared path infill

1.1.8 Midblock pedestrian crossing

1.1.10 Pedestrian access bridge

1.1.11 Trails signage

1.1.3 Landscaping

Legend
- Residential
- Commercial
- River
- Public Realm

Rotary Park

Old Settlement

Carter Road

Bussell Hwy
### 1.2 Movement – Parking

<table>
<thead>
<tr>
<th>Identify</th>
<th>There are numerous carparks within the precinct and each one has differing issues that need to be addressed to improve usability and user experience.</th>
</tr>
</thead>
</table>
| Analysis | The carpark at Apex Weir consists of a gravel road reserve and the disused original Carters Road alignment. This informal carpark is used by visitors to the nearby commercial businesses, mountain bike riders accessing The Pines and by visitors to Rotary Park. As part of the Bussell Highway traffic calming initiative, use of the disused road reserve will become unavailable. As such, formulation of the gravel carpark will facilitate continued use of this overflow parking facility.  
  
  Rotary Park is one of the most popular parks in the shire. It is also used for numerous events and weekly activities, such as Park Run, that rely on car parking. In addition, patrons of surrounding commercial businesses tend to park in this location. This level of use is impacting on the availability of car parking spaces for Rotary Park visitors.  
  
  The Old Settlement Precinct has a number of differing land use activities occurring within the precinct. The vehicle access point on Bussell Highway also influences parking availability and safe access to the precinct. In addition, the Old Settlement Precinct has one user group with specific parking requirements, these being the need to park as close as possible to a number of buildings within the precinct. In order to provide car parking to members of the community with highest need, four bays located close to the Historical Society buildings within the Old Settlement Precinct will be signposted as age-friendly parking reserved for visually impaired users, older people or parents with young children. |
| Solution | Address design of individual carparks, including the impact of closure-of-access points as part of site-specific concept plans. |
1.2 Movement – Parking map of initiatives

1.2.1 Increase parking within existing carpark
1.2.2 Parking wayfinding
1.2.3 Maintain bus/caravan parking
1.2.4 Remove ACROD bay
1.2.5 Age friendly parking
1.2.6 Drop zone
1.2.7 Formalise carpark
1.2.10 Formalise parking
1.2.11 On street parking
1.2.9 Monitor parking

Legend
Residential
Commercial
River
Public Realm

1.3 Movement – Trail types, user experience and linkages

<table>
<thead>
<tr>
<th>Identify</th>
<th>Conflicting user-group activity has led to some community members feeling unsafe and frustrated when using the Margaret River Precinct trails.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis</td>
<td>The Recreational Trails Values Survey indicated that the majority of survey respondents use trails in or around Margaret River for nature walking (28%), cycling (17%), dog walking (17%), running or exercise (16%), mountain bike riding (15%), landcare and environmental activities (4%), and other uses (3%). The survey also indicated that the majority of survey participants (83%) felt that most people use recreational trails in Margaret River responsibly and with consideration of others. The documented conflicting use of trails, however, includes the combination of walking for leisure and fast-moving cyclists. This can be defined as “goal interference attributed to another’s behaviour” (Jacob &amp; Schreyer in American Trails Organisation, 1995). There have been numerous requests to change the use type of a number of trails to walk only, but prior to formally restricting use, the Shire wishes to harness the push–pull benefits of design, signage and educational behaviour-change campaigns to influence the trail routes walkers and cyclist choose to take.</td>
</tr>
<tr>
<td>Solution</td>
<td>Address goal interference attributed to another’s behaviour (user-group conflict) on trails within the Margaret River Precinct through the assignment of trail type, design, signage and educational behaviour-change campaigns to encourage civil behaviour.</td>
</tr>
</tbody>
</table>
## 2 Public realm

### 2.1 Public realm – Rotary Park

<table>
<thead>
<tr>
<th>Identify</th>
<th>Rotary Park serves as the northern entry statement to town. It is well utilised by local residents and visitors alike, and is the most accessible location within the town centre for people to interact with the Margaret River. Rotary Park also provides a great entrance and vista to the Old Settlement Precinct and serves as a trail head to Wooditjup National Park and associated trails, such as the Bunitji Biddi (10 Mile Brook Trail).</th>
</tr>
</thead>
</table>
| Analysis | Rotary Margaret River developed the Rotary Park Nature Playground Concept Plan in 2017. Council adopted this plan on 26 April 2017, excluding the proposed car parking and senior pump track. In addition, Council specified the requirement for a Pedestrian Access and Traffic Management Plan to resolve parking and road management issues, with specific reference to environmental impacts, to be completed and endorsed by Council prior to adopting the master plan of Rotary Park.

In addition, the Shire’s Parks and Gardens team developed the Rotary Park Masterplan in 2017. The purpose of this masterplan is to guide replacement and upgrade of park furniture, facilities and pathways over the next few years as individual items require replacement.

Replacement of the public toilets at this location is also planned for 2021–22.

Feedback from the CRG and social impact planning activity indicates that the wider community is not supportive of increasing car parking at Rotary Park. In addition, feedback suggests that community members are content with the size and location of the current playground. As such, progressive replacement of the existing playground equipment with natural style accessible playground equipment is an appropriate solution to incorporating nature play into this location, without the need to increase the size of the carpark. |
| Solution | Collaborate with Rotary Margaret River and the local Indigenous community to review the concept plan for Rotary Park to include replacement of required items, development of new public amenities, reallocation of parking spaces within existing carpark footprint and replacement of existing play and exercise equipment with natural-style, Indigenous connection-to-country inspired, universally-accessible playground. All items in concept plan to support this precinct as more conducive to walking and meet crime prevention through environmental design principles (CPTED). |
2.1 Public realm – Rotary Park map of initiatives

2.1.1 Verge landscaping

2.1.2 Landscaping

2.1.3 Increase parking within existing carpark

2.1.4 Natural style, Indigenous connection, universally accessible playground

2.1.5 Replacement of public toilets

2.1.6 Replacements and improvements as per Rotary Park masterplan

2.1.7 Revegetation

2.1.8 Bike racks

2.1.9 Signage

Legend
Residential
Commercial
River
Public Realm
### 2.2 Public realm – Old Settlement Precinct

<table>
<thead>
<tr>
<th>Identify</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Old Settlement Precinct holds a unique sense of place for the local community. It is known for its beautiful surrounds, multifunctional complementary land use types and connection to cultural, natural and local Indigenous stories, history and information. However, access through the precinct and upkeep of the outdoor areas is degraded, which impacts environmental management and useability of the precinct.</td>
<td>The Old Settlement Precinct includes eight buildings that are currently leased by two leaseholders with two subsequent subleases in place. These lease arrangements have served to activate the buildings located within the precinct, but it is widely understood that further enhancement of the common areas between the buildings would assist to solidify this location as a public place to be enjoyed by all. In addition, pedestrian and cycle access to and throughout the Old Settlement Precinct is either incomplete, dangerous or degraded. The proposed amendment to vehicle access to the precinct also facilitates opportunities to improve active transport connectivity. As much of the Old Settlement Precinct is under lease agreements until 2025, inclusion of any improvements proposed within the lease areas needs to be developed and undertaken in agreement with the relevant leaseholder.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Solution</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a concept plan and implement identified initiatives to solidify this location as a public place to be enjoyed by all.</td>
<td></td>
</tr>
</tbody>
</table>

### 2.2 Public Realm – Old Settlement Precinct map of initiatives

[Image of map with initiatives and legend]
2.3 Public realm – Barrett Street Weir

<table>
<thead>
<tr>
<th>Identify</th>
<th>The foreshore of the Barrett Street Weir is degraded, which impacts on the health of the river and general amenity of the area.</th>
</tr>
</thead>
</table>
| Analysis | Barrett Street Weir is popular with walkers and cyclists accessing the trails that connect through this location. It is also well utilised as a canoe and stand-up paddleboard launching site.  
A concept plan was developed in 2011 to address environmental management and recreational activity in this location. The original concept plan proposed a fishing platform, toilet block, unsealed car park with edging, a picnic area and a canoe launching area, in addition to environmental restoration requirements.  
Feedback from the CRG and social impact planning activity indicates that the changes proposed in this concept plan exceed community desires and expectations. |
| Solution | Redevelop concept plan and implement identified initiatives. |

2.3 Public realm – Barrett Street Weir map of initiatives
## 2.4 Public realm – Rendall Close Weir

<table>
<thead>
<tr>
<th>Identify</th>
<th>The foreshore of Rendall Close Weir is degraded, which impacts the health of the river and general amenity of the area.</th>
</tr>
</thead>
</table>
| Analysis | Rendall Close Weir is popular with walkers and cyclists accessing the trails that connect through this location. It is also well utilised as a canoe and stand-up paddleboard launching site, picnic area and swimming hole.  
A concept plan was developed in 2011 to address environmental management and recreational activity in this location. The original concept plan proposed a fishing platform, vegetation planting, car parking, a picnic area, picnic shelter and a canoe launching area, in addition to environmental restoration requirements.  
Feedback from the CRG and social impact planning activity indicates that the changes proposed in this concept plan exceed community desires and expectations of the community. |
| Solution | Develop an environmental rehabilitation plan in partnership with local residents to solidify this location as a low-key public place available for the local community to enjoy. |

### 2.4 Public realm – Rendall Close Weir map of initiatives

![Map of initiatives](image-url)
### 3 Environmental management

#### 3.1 Conservation

<table>
<thead>
<tr>
<th>Identify</th>
<th>All areas within the Margaret River Precinct require ongoing monitoring and weed control in order to protect, manage and enhance biodiversity and the ecological health of the Margaret River.</th>
</tr>
</thead>
</table>
| Analysis | The Wooditjup Bilya Protection Strategy (2019), prepared by Nature Conservation Margaret River Region (NCMRR), in partnership with the Margaret River Collaborative Management Group, highlights the importance of working together to protect the Margaret River.  
In addition, the Environmental Management Plan: Barrett Street Reserve (2011) and the Riverslea Foreshore Environmental Management Plan (2014) clearly identify ongoing weed control and environmental revegetation works required throughout the Margaret River Precinct area. Where appropriate, through initiatives proposed for individual precinct areas, specific actions from these environmental management plans have been specified.  
All other recommendations included in these management plans are to be carried out concurrently with the implementation of the Margaret River Precinct Plan.  
NCMRR and friends groups play an integral role in management and protection of the Margaret River and surrounding natural bushland. |
| Solution | Collaborate with NCMRR and friends groups to implement recommendations included in relevant management plans, in addition to singular conservation actions identified through initiatives proposed for individual precinct areas. |

#### 3.2 Water quality management

<table>
<thead>
<tr>
<th>Identify</th>
<th>The overall health of the river is of paramount importance in supporting ecological health and recreation use of the river.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis</td>
<td>The Wooditjup Bilya Protection Strategy (2019), the Environmental Management Plan: Barrett Street Reserve (2011), the Riverslea Foreshore Environmental Management Plan (2014) and the Margaret River Action Plan (2003) clearly articulate the values and threats to the ecological health of the river and include prioritisation of strategic actions. Within the precinct area itself, key issues include stormwater management comprising sediment control, maintenance and improvement of riparian vegetation, and management of recreation activities to minimise or avoid impacts to water quality.</td>
</tr>
<tr>
<td>Solution</td>
<td>Ensure that the ecological health of the river is considered through the development and implementation of all initiatives proposed in the Margaret River Precinct Plan. Collaborate with Indigenous owners and the community to implement recommendations included in relevant management plans and strategies.</td>
</tr>
</tbody>
</table>
## 4 Education, signage and wayfinding

### 4.1 Interpretation

<table>
<thead>
<tr>
<th>Identify</th>
<th>Some trail users find navigating trails within and surrounding the Margaret River Precinct difficult. In addition, there is a strong community desire for interpretation signage to be implemented for educational purposes.</th>
</tr>
</thead>
</table>
| **Analysis**                                                             | In 2016, Mulloway Studio developed the Shire of Augusta Margaret River Style Guide – Trails Signage and Augusta Interpretation. This guide provides a framework for the development of new trail signage throughout the shire. Feedback from the CRG, values survey and social impact planning activity identified the need to increase the prevalence of signage within the Margaret River Precinct and for the signage to focus on:  
  • Trail connectivity, loop walks, trail classification and code of conduct  
  • Indigenous connection to place, European history and local stories  
  • Environmental awareness and stewardship  
  Feedback from the CRG also suggested that interpretative signage, where appropriate, could include artistic elements to make it visually appealing in relevant locations. |
| **Solution**                                                             | Develop and implement the Margaret River Precinct Wayfinding and Interpretation Plan. |
# Implementation Framework

## 1 Movement

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Shire role</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Develop traffic calming concept plan and construction drawings</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.1 Speed limit reduction</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.1.2 Entry statement</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.3 Natural style landscaping</td>
<td>Lead</td>
<td>Parks and Gardens</td>
<td></td>
</tr>
<tr>
<td>1.1.4 Right hand turning lane</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.5 Close vehicle access to Old Settlement Precinct</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.5 Monitor Old Carters Road access</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.6 Close access to Old Carters Road (if required)</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.6 Install physical barrier</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.7 Shared path infill</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.1.8 Midblock pedestrian crossings</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.1.9 Line mark on street parking</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.1.10 Pedestrian bridge detailed design</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.10 Construct pedestrian bridge</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.1.11 Trails signage – Carters Road</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.2 Develop parking concept plan and construction drawings</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.2.1 If feasible, redevelop Rotary car park</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.2.2 Parking wayfinding – Rotary Park</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.2.4 – 1.2.7 Formalise Old Settlement car park</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.2.8 Signpost overflow car parking</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.2.9 Monitor parking</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.2.10 Formalise Apex Weir car park – if required</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.3.1 Map trail type, classification and areas of conflict</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.2 Adaptation to Barrett Street trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.3 Adaptation to Minnie Keenan’s Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.4 Adaptation to Alfred Bussell Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.6 Trails behaviour change program</td>
<td>Partner</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.7 Trail signage and wayfinding</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.8 Universal access to Barret Street Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.9 Install chicane</td>
<td>Lead</td>
<td>Asset Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.3.10 If feasible, develop Carters Road underpass</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.11 Increase rest spots</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>1.3.12 Close and revegetate relevant informal and/or illegal trails</td>
<td>Partner</td>
<td>Environment/Landcare Services, Works</td>
<td></td>
</tr>
<tr>
<td>1.3.13 Maintain firebreaks that form part of trail network</td>
<td>Partner</td>
<td>CESM, Works</td>
<td></td>
</tr>
</tbody>
</table>

## 2. Public realm

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Shire role</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Develop concept plan for Rotary Park</td>
<td>Lead</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>2.1.1 Verge landscaping</td>
<td>Lead</td>
<td>Parks and Gardens</td>
<td></td>
</tr>
<tr>
<td>2.1.2 Rotary Park landscaping</td>
<td>Lead</td>
<td>Parks and Gardens</td>
<td></td>
</tr>
<tr>
<td>2.1.4 Construct natural style universally accessible playground</td>
<td>Partner</td>
<td>Asset Services</td>
<td></td>
</tr>
<tr>
<td>Implementation Framework</td>
<td>Funding</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1  Develop traffic calming concept plan and construction drawings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.1  Speed limit reduction</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.2  Entry statement</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.3  Natural style landscaping</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.4  Right hand turning lane</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.5  Close vehicle access to Old Settlement Precinct</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.6  Monitor Old Carters Road access</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.7  Close access to Old Carters Road (if required)</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.8  Install physical barrier</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.9  Shared path infill</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.10  Pedestrian bridge detailed design</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.10  Construct pedestrian bridge</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2  Develop parking concept plan and construction drawings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.1  If feasible, redevelop Rotary car park</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.2  Parking wayfinding – Rotary Park</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.4 – 1.2.7  Formalise Old Settlement car park</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.8  Signpost overflow car parking</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.9  Monitor parking</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3  Map trail type, classification and areas of conflict</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.1  Adaptation to Barrett Street trail</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.2  Adaptation to Minnie Keenan’s Trail</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.3  Adaptation to Alfred Bussell Trail</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.4  Trails behaviour change program</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.5  Trail signage and wayfinding</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.6  Universal access to Barret Street Trail</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.7  Install chicane</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.8  If feasible, develop Carters Road underpass</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.9  Increase rest spots</td>
<td>CAPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.10  Close and revegetate relevant informal and/or illegal trails</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3.11  Maintain firebreaks that form part of trail network</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1  Develop concept plan for Rotary Park</td>
<td>OPEX, partnership</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1.1  Verge landscaping</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1.2  Rotary Park landscaping</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1.4  Construct natural style universally accessible playground</td>
<td>OPEX</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Funding Summary

- **OPEX**
- **CAPEX**
- **OPEX, partnership**
- **CAPEX, grant**
<table>
<thead>
<tr>
<th>Shire role</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Parks and Gardens</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Asset Services, Parks and Gardens</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Lead</td>
<td>Parks and Gardens</td>
</tr>
<tr>
<td>Lead</td>
<td>Parks and Gardens</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Lead</td>
<td>Parks and Gardens</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Environment/Landcare Services</td>
</tr>
</tbody>
</table>

3. Environmental management

<table>
<thead>
<tr>
<th>Shire role</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>Environment/Landcare Services</td>
</tr>
<tr>
<td>Partner</td>
<td>Environment/Landcare Services</td>
</tr>
</tbody>
</table>

4. Education, signage and wayfinding

<table>
<thead>
<tr>
<th>Shire role</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partner</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Lead</td>
<td>Asset Services, Works</td>
</tr>
<tr>
<td>Partner</td>
<td>Asset Services, Works</td>
</tr>
</tbody>
</table>

2.1.5 Replace public toilets
2.1.6 Replacements as per Rotary Park Masterplan
2.1.7 Environmental assessment of treed area
2.1.7 Revegetation of treed area
2.1.8 Bike racks
2.1.9 Rotary Park signage
2.2 Develop concept plan and construction drawings for Old Settlement
2.2.2 Shared path
2.2.5 Landscaping as per Old Settlement Precinct concept plan
2.2.6 Area set aside for First Settlers garden
2.2.7 Install picnic tables and benches - Old Settlement Precinct
2.2.8 Install bike racks
2.2.9 Ongoing weed control and infill planting as required
2.2.10 Erosion control (stormwater – Townview Tce) detailed design
2.2.10 Erosion control (stormwater – Townview Tce) implementation
2.2.11 Silent Space signage
2.2.12 Maintenance by Shire
2.2.13 Install Old Settlement entry sign
2.3 Redevelop concept plan Barret Street Weir
2.3.1 Install bollards – Barrett Street Weir
2.3.2 Monitor erosion – Barrett Street Weir
2.3.2 If required, develop erosion control detailed design
2.3.2 If required, carryout erosion control measures
2.3.3 Install bike racks – Barrett Street Weir
2.3.5 Ongoing weed control and revegetation
2.4 Develop environmental rehabilitation plan for Rendall Close Weir
2.4.1 Support the establishment of a ‘Friends Of’ group for Rendall Close Weir
2.4.2 Monitor erosion – Rendall Close Weir
2.4.2 If required, develop erosion control detailed design
2.4.2 If required, carryout erosion control measures
2.4.4 Ongoing weed control and revegetation
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CAPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposed initiatives explained

Appendix 1: Movement
1.1.1 Speed reduction
Entering into Margaret River from the north, the traffic speed currently reduces from 80km/hour to 60km/hour at the pull-in bay north of Armstrong Road. The speed then reduces again to 50km/hour on the southern side of the Margaret River bridge. As the pull-in zone serves to designate the entry to town and the beginning of the residential area, it is proposed that the speed limit be reduced to 50km/hour from this location.
The Guide to Road Safety Part 3: Speed Limits and Speed Management Austroads (2008) specifies the differing speed limits dependent on the road and traffic situations. As per this guide, Austroads specifies the default limit within urban or ‘built-up’ areas to be 50km/hour and how linear speed limits should change in line with any changes in the nature of the road.

1.1.2 Entry statement
A modest entry statement, similar to below, will include a low granite wall and native style landscaping at the pull-in bay. This will highlight the start of the residential area and the need for vehicles to slow down from 80 km/hour to 50 km/hour. This will also provide an opportunity to display up to four banners in a neat, visually appealing and ordered manner.

As per the community banners permit application, banners can only be used in this location for upcoming community events and functions within the shire, with priority given to not-for-profit organisations.


1.1.3 Landscaping
Landscaping of the verge in front of the Margaret River Brewhouse, Rotary Park and Adamson’s Riverside Accommodation will be natural and low-maintenance, and it will include rocks to reduce informal parking in certain locations.

1.1.4 Right-hand turning lane
Designed in consultation with Main Roads WA, the right-hand turning lane on Bussell Highway will provide improved vehicle access into Carters Road, and it will incorporate a midblock pedestrian crossing between Old Carters Road and the Margaret River Brewhouse and Rotary Park.

1.1.5 Close access to Old Carters Road and Old Settlement
Bussell Highway access to the Old Settlement will be closed to motor vehicles. Old Settlement access will be maintained for pedestrians, cyclists and emergency vehicles only.

Monitor Old Carters Road access and revisit requirements to close Old Carters Road vehicle access prior to installation of 1.1.4 Right-hand turning lane on Bussell Highway to provide improved vehicle access into Carters Road.

1.1.6 Physical barrier
Install a physical parallel barrier between the trail and Bussell Highway, such as railing or bollards, as a means to protect pedestrians, cyclists and vehicles from the steep embankment, and to restrict pull-in from Bussell Highway into former Carters Road.

1.1.7 Shared path infill
The shared path infill will be 2–2.5m wide concrete to tie in with the existing pathway network.
1.1.8 Midblock pedestrian crossing
As per the main street redevelopment, the midblock pedestrian crossings will include exposed aggregate and will be located north and south of the Margaret River bridge and close to the Carters Road intersection.

1.1.9 On-street parking
Line marked on-street parking between Tunbridge Street and the Margaret River bridge will be provided to maximise parking, with consideration given to safety and feasibility.

1.1.10 Pedestrian access bridge
Develop a detailed design for a pedestrian and cycle access bridge on the eastern side of the Margaret River vehicle bridge. Design of the bridge will focus on cost effectiveness and connectivity to the existing and future shared path network. Construction timeline will be subject to funding availability, Council budget processes and identification in the long term financial plan (LTFP).

1.1.11 Trails signage
Install signage that will draw attention to the Department of Biodiversity, Conservation and Attractions (DBCA) mountain bike trails access points (The Pines and Compartment 10) at the Bussell Highway–Carters Road intersection.
1.2 Movement – Parking

1.2.1 Increase parking spaces within existing carpark – Rotary Park
Investigate whether the number of parking spaces within the existing Rotary Park carpark can be increased. Under no circumstances should the carpark in this location be extended.

1.2.2 Parking wayfinding
Rotary Park
Incorporate wayfinding signage to assist with parking congestion. Wayfinding will show the number of parking bays per location and provide directions to alternative parking.
Old Settlement Precinct

As identified in item 1.1.5, access to the Old Settlement Precinct will be closed to motor vehicles, and as such, access to the precinct will be via Higgins Street and Town View Terrace. Parking access signs have been installed at the Bussell Highway–Higgins Street intersection and Higgins Street–Townview Terrace intersection.

1.2.3 Maintain bus and caravan parking – Rotary Park

Rotary Park is frequently used by tour buses and tourists travelling with a caravan. As caravan parking is already limited within the townsite of Margaret River, it is critical to maintain parking for these vehicles at this location. Promotion of other recreational vehicle requirements, such as the location of the free dump point at Gloucester Park, could further support the use of Rotary Park for this user group.

1.2.4 Removal of one accessible parking bay – Old Settlement

The National Construction Code of Australia (BCA) specifies the percentage of accessible parking (ACROD) bays required per class of building. As per the BCA, ACROD bays should be located close to the main accessible building entrance, and the path from the bay to the nearest accessible entrance must also be accessible. The Old Settlement Precinct could be viewed as including building of Class 7a – Carpark, Class 6 – Shop, Class 8 – Handicraft or process of production, or Class 9b – Assembly building. Based on these classifications, one ACROD bay is required for every 50 parking spaces. As there are less than 50 parking bays in this location, and as there is an identified need to increase parking spaces for specific user groups (such as older residents who volunteer at the Margaret River District Historical Society, or parents with young children), removal of one ACROD bay and redesign of the carpark and access pathways to ensure a compliant ACROD bay has been determined as an appropriate option in this case.

1.2.5 Age-friendly parking – Old Settlement

As identified, the Old Settlement Precinct has a number of differing user groups and functions running concurrently. In order to provide car parking to high-need members of the community, four bays located close to the Historical Society buildings within the Old Settlement Precinct will be signposted as age-friendly parking reserved for visually impaired users, older people or parents with young children. Signs will be easy to read and understand, whilst also being simple and visually attractive.

It is important to note that Ranger Services is unable to enforce compliance with this form of parking restriction, as it is not a legislated use type. As such, compliance will rely on other motorists leaving them free as a courtesy to visually impaired users, older people and people with small children.

1.2.6 Drop zone

Entry to the Old Settlement Precinct from the car park will include a drop zone. The drop zone will function as the entry point to the pathway network within the Precinct whilst also serving to promote universal access through providing a drop off point for relevant users.

1.2.7 Formalise carpark – Old Settlement

Design development for the Old Settlement carpark will address the pinch point at Town View Terrace. The carpark will be constructed from red asphalt in keeping with the unique feel of the precinct, and its formalisation will include age-friendly parking and the removal of one accessible parking bay.

1.2.8 Overflow carpark – Old Settlement

Townview Terrace, between the entry to the Old Settlement and Churchill Avenue, will be signposted as Old Settlement Precinct overflow parking. As it is anticipated that this parking will only be required occasionally, bays will remain informal with no line marking proposed.
1.2.9 Monitor parking
Once the specified changes have been completed, car parking occupancy will be monitored for a period of two years to determine whether there is a need to increase parking within the Margaret River Precinct area. Parking occupancy surveys will be carried out at different times of day and year to gain a true account of the level of use and future need.

1.2.10 Formalise carpark Apex Weir (if required)
Once the car parking occupancy two-year survey has been completed, and if there is an identified need to increase car parking within the precinct area, a detailed design of a carpark at Apex Weir should be developed. In developing the design, it is important to recognise that this carpark should be formalised similarly to the Margaret River Community Centre carpark, whereby gravel-surfaced bays are designated using discs.

Once the carpark has been formalised, wayfinding signage showing the number of bays will be installed on Bussell Highway and at the entry to the carpark.

1.2.11 On-street parking (between Tunbridge Street and the bridge)
Refer to item 1.1.9.

1.3 Trail types, user experience and linkages

1.3.1 Map trail types, classification and areas of conflict
To improve trail user experiences, each trail within or servicing the precinct needs to be mapped by trail type, classification and areas of conflict. This process will assist the Shire to influence trail etiquettes and user safety factors, such as:

- User speed
- Mass of users and vehicles
- Sight distances
- Trail width
- Trail surface
- Users overtaking one another silently or without warning
- Congestion
- Trail difficulty
- User skill level and experience
- User expectations and preparedness
1.3.2 Adaptation to Barrett Street Trail
Redesign the Barret Street Trail and remove any bike jumps and other obstacles to ensure the dual-use nature of the trail is supported. Physical mechanisms will be used in some places to reduce cycle speeds and ensure the trail is conducive to walker and cyclists interactions.

1.3.3 Adaptations to Minnie Kennan’s Trail
Redesign Minnie Kennan’s Trail and remove any mountain bike jumps and other obstacles to highlight its use as a walk only trail. Physical mechanisms will be used in some places to reduce mountain bike speeds and ensure the trail is conducive to walking.

1.3.4 Adaptation to Alfred Bussell Trail
Redesign Alfred Bussell Trail to ensure it is the most desirable link and fun link for mountain bike riders to The Pines mountain bike trails. To support use by mountain bike riders, the trail should be designed and constructed specifically for this type of use.

1.3.5 Safe access from Margaret River Precinct to Alfred Bussell Trail
Design and construct a dual-use path from Townview Terrace, along Higgins Street to the pedestrian crossing and pathway networks itemised in 1.1 Movement – Bussell Highway traffic calming.

1.3.6 Collaborate to foster behaviour change
Work with Margaret River Off Road Cycle Association (MRORCA), Hairy Marron and other relevant stakeholders to promote Alfred Bussell Trail as the most suitable and fun link to The Pines and Compartment 10 trail for off-road cyclists.

1.3.7 Signage and wayfinding
As per section 4.1 Trail connectivity, loop walks, trail classification and code of conduct (Appendix 4: Education, signage and wayfinding), signage and wayfinding will be used to influence route choice and user experience. Barrett Street Trail and Minnie Keenan’s Trail will be promoted as family-friendly trails appropriate for walking and low speeds. Alfred Bussell Trail will be promoted for use as a mountain bike access trail to The Pines and Compartment 10 mountain bike trails. Alfred Bussell Trail will be further supported as the most amenable linkage to The Pines and Compartment 10 for mountain biker riders through the use of a unique symbol displayed on directional markers.

1.3.8 Universal access
Currently, universal access to Barret Street Trail is impeded at Barrett Street Weir. Relevant steps will be carried out to facilitate access for all in this location.

1.3.9 Install chicane
A chicane will be installed at the southern end of the Rendall Close Weir to restrict access to connecting trails by motorbike. Care must be taken to ensure universal access is not negated when determining the most appropriate chicane to install.

1.3.10 Carters Road underpass – Feasibility study (Wadandi Track–Carters Road)
If the Carters Road underpass is deemed an appropriate safe crossing option, as per the Wadandi Track–Carters Road Feasibility Study, construction of the underpass will be subject to funding availability, Council budget processes and identification in the LTFP.

1.3.11 Rest spots
Increase the amount of park-bench-style rest spots along popular trails to foster equitable trail use for all users. Rest spots will be located in shady spaces just off the trail.

1.3.12 Illegal trails
Undertake trail mapping (identified in item 1.3.1) to determine trail use, conflict locations and the general conditions of each trail. This exercise will identify which trails are in high or regular use. All other informal and/or illegal trails will be closed and revegetated.

1.3.13 Firebreaks
There are a number of firebreaks that form informal trails. The firebreaks identified through item 1.3.1 as serving as part of the wider trails network should be maintained to facilitate ease of use as a trail.
Proposed initiatives explained

Appendix 2: Public realm
2 Public realm

2.1 Public realm – Rotary Park

2.1.1 Verge landscaping
As per item 1.1.3, landscaping will be natural, low maintenance and include rocks to reduce informal parking in required locations. Plants will be selected by the Shire Parks and Gardens Department.

2.1.2 Landscaping
Hard and soft landscaping will be undertaken to promote Rotary Park as a pedestrian-friendly area. Landscaping will prohibit bike riding at speed through the park.

2.1.3 Increase parking spaces within existing carpark
As per item 1.2.1, investigation is required to determine whether the number of parking spaces within the existing Rotary Park carpark can be increased. Under no circumstances should the carpark in this location be extended.

2.1.4 Natural style
Indigenous connection, universally accessible playground

2.1.5 Replacement of public toilets

2.1.6 Replacements and improvements as per Rotary Park masterplan

2.1.7 Revegetation

2.1.8 Bike racks

2.1.9 Signage
2.1.4 Natural style, Indigenous connection, universally accessible playground

Collaborate with Rotary, Indigenous elders and regular users to design a universally accessible, natural-style playground to replace the existing playground and exercise equipment. As part of the development of the revised concept plan, other suitable areas for the insertion of ‘play’ items may be identified. It is of paramount importance to understand regular user requirements and incorporate these into the design.

2.1.5 Replacement of public toilets

The public toilets at Rotary Park are due for replacement in 2020–21. Siting of a new public toilet should be considered in the redevelopment of the Rotary Park concept plan. Design development of the public toilets will address the blind corner caused by the siting of building.

Public amenities will be designed independently.

2.1.6 Replacement and improvements as per Rotary Park Masterplan

Redevelopment of the Rotary Park Concept Plan will include replacement and improvement items nominated in this plan. On completion and approval by Council of the redeveloped concept plan, the Rotary Park Masterplan will be revoked.

2.1.7 Revegetation

An environmental assessment, including recommendations for managing the area between Rotary Park and the Margaret River Brewhouse, is required to ensure protection and ecosystem benefits to this treed area.

2.1.8 Bike racks

Hard landscaping will include the installation of bike racks. Bike racks will be located at various locations within the precinct, but away from areas of high pedestrian activity to support the inner areas of the precinct as a low bike riding area.

2.1.9 Signage

As per section 3, Education, signage and wayfinding, signage within Rotary Park will be installed to promote inner areas of the precinct as low bike riding areas.

2.2 Public realm – Old Settlement Precinct

![Diagram of Old Settlement Precinct]

Legend
- Residential
- Commercial
- River
- Public Realm

- 2.2.1 Close access
- 2.2.2 Shared path
- 2.2.3 Remove ACROD bay
- 2.2.4 Age friendly parking
- 2.2.5 Drop zone
- 2.2.6 Landscaping
- 2.2.7 First settler’s garden
- 2.2.8 Picnic tables/benches
- 2.2.9 Bike racks
- 2.2.10 Revegetation
- 2.2.11 Erosion control
- 2.2.12 Silent space
- 2.2.13 Old Settlement sign
- 2.2.14 Higgins Street
- 2.2.15 Town View Tce
- 2.2.16 Residential
- 2.2.17 Commercial
- 2.2.18 River
- 2.2.19 Public Realm
2.2.1 Close access
As identified in Bussell Highway traffic calming item 1.1.5, the access to the Old Settlement Precinct will be closed to motor vehicles. As such, vehicle access to the precinct will be via Higgins Street and Town View Terrace. Parking wayfinding signs have been installed at the Bussell Hwy–Higgins Street intersection and Higgins Street–Town View Terrace intersection. Access from Bussell Highway, however, will be maintained as a pedestrian, cyclist and, if required, emergency vehicle access point.

2.2.2 Shared path
As identified in item 1.1.7, a shared path will be constructed from the Shell Petrol Station through to the Bussell Highway existing entry point of the Old Settlement in 2.5m wide concrete. From this point, the path is to change to a 2m wide red asphalt path that leads people from the highway and parking area through the precinct to the Rotary Park pedestrian bridge and Barrett Street Trail access point.

2.2.3 Remove ACROD bay
As per item 1.2.4.

2.2.4 Age-friendly parking
As per item 1.2.6

2.2.5 Drop zone
Entry to the Old Settlement Precinct from the car park will include a drop zone. The drop zone will function as the entry point to the pathway network within the Precinct whilst also serving to promote universal access through providing a drop off point for relevant users.

2.2.6 Landscaping
Plant selection and landscaping will be designed and constructed in line with crime prevention through environmental design (CPTED) and water sensitive urban design (WSUD) principles. The plant selection will consist of hardy native plants appropriate for the specific location. Hard and soft landscaping features will be used to mitigate non-desirable behaviour, such as use of swale drains as bike tracks. Development of the landscape plan should also identify areas of weed infestation to be replaced with native landscaping.

2.2.7 First settlers garden
A small proportion of space (approximately 3m x 3m) will be set aside for use by the Margaret River District Historical Society as an example of a first settler’s garden. This garden will be located close to the Historical Society building. The Historical Society should also be provided with a detailed list of appropriate edible plants that can be planted in the garden as a means to mitigate environmental degradation caused by garden escapees.

2.2.8 Picnic tables and benches
Installation of a number of informal seating areas will be included in the common spaces of the Old Settlement Precinct. Seating should include a variety of types to meet the needs of differing users groups.

2.2.9 Bike racks
Hard landscaping will include the installation of bike racks at the various entry points to the precinct. Locating the bike racks at entry points will help to support the inner areas of the precinct as a low bike riding area.

2.2.10 Revegetation works
Ongoing weed control and infill planting as required.

2.2.11 Erosion control (end of Town View Terrace)
Investigate WSUD stormwater management options and develop a detailed design and costing of a preferred option. The construction timeline will be subject to funding availability, Council budget processes and identification in the LTFP.

2.2.12 Silent space
Inclusion of a silent space as part of the Margaret River Precinct is borrowed from Silent Space Organisation United Kingdom.

Silent Space Organisation describe a silent space as being a natural area, or area of a park that is permanently or temporarily set aside for silent visiting. Once in a silent space we stop talking, turn off our phones and switch off from social media. We use this time to notice the beauty around us.

Silent Space Organisation recognise that even as little as five minutes a day helps us to enjoy the restorative benefits of being peaceful in a green or natural space.

The Love Seat has been identified as an appropriate location to test this idea, but this idea could also be trialled at an alternative location.

2.2.13 Old Settlement entry sign
An entry sign has been developed to promote the various businesses, community groups and points of interest located within the Old Settlement Precinct. It has been suggested that this sign should be located at the corner of Town View Terrace and Churchill Avenue as a means to guide vehicles into the precinct. As this location would not serve to draw in passing tourists and community members walking alongside Bussell Highway, insertion of this sign at the Bussell Highway proposed pedestrian and cyclist entry point is deemed a more appropriate location. The sign is 2600mm high by 900mm wide.
2.2.14 Maintenance by the Shire
Ongoing maintenance of the Old Settlement Precinct’s external areas and carpark will be undertaken by the Shire’s Parks and Gardens Department.

2.3 Public realm – Barrett Street Weir

2.3.1 Bollards
Simple, aesthetically pleasing bollards will be installed to ensure the carpark cannot be expanded any closer to the river.

2.3.2 Erosion control
Erosion will be monitored for a period of two years. If, at this stage, erosion of the foreshore is still prevalent, then detailed design and development to reduce run-off will incorporate canoe and swimming access.

2.3.3 Bike racks
Hard landscaping will include the installation of bike racks.

2.3.4 Universal access
As per item 1.3.8 universal access to Barret Street Trail is impeded at Barrett Street Weir. Relevant actions will need to be carried out to facilitate access for all at this location.

2.3.5 Weed control and revegetation
Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and the Friends of Barrett Street Reserve. The Environmental Management Plan: “Barrett Street Reserve” May 2011 will be referred to for a detailed understanding of recommended actions for weed control and revegetation in this location.
2.4 Public realm – Rendall Close Weir

2.4.1 Support the establishment of a ‘Friends Of’ Group
Support the establishment of a ‘Friends Of’ group for Rendall Close Weir and encourage local community members to actively participate in undertaking environmental restoration works.

2.4.2 Erosion control
Monitor erosion on the riverbank. Revisit in two years’ time to determine whether formal access is required to be developed to facilitate water access for canoe launching and swimming purpose.

2.4.3 Chicane
As per item 1.3.9

2.4.4 Weed control and revegetation
Ongoing weed control and revegetation to the foreshore and surrounds is required in this location. The Riverslea Foreshore Environmental Management Plan, May 2014 will be referred to for a detailed understanding of recommended actions for weed control and revegetation. Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and Friends of Riverslea.
Proposed initiatives explained

Appendix 3: Environmental management
3 Environmental management

3.1 Conservation

3.1.1 Precinct Plan initiatives
Undertake weed management, erosion control and revegetation initiatives as recognised in the Precinct Plan under items 2.1.7,2.2.10,2.2.11,2.3.2,2.3.5,2.4.2 and 2.4.6

3.1.2 Audit of environmental management plans
Undertake an audit of the Barrett Street and Riverslea environmental management plans. The audit will focus on what has been done, emerging issues and what items still need to be addressed.

3.1.2 Implement actions identified in relevant management plans
Continue to collaborate with Nature Conservation Margaret River Region (NCMRR) and friends groups to implement recommendations included in the Wooditjup Bilya Protection Strategy 2019, Barrett Street Reserve Environmental Management Plan 2011 and the Riverslea Foreshore Environmental Management Plan 2014.

3.2 Water quality management

3.2.1 River health considerations
The river's health has been considered through the development and implementation of all initiatives proposed in the Margaret River Precinct Plan.

3.2.1 Implement actions identified in relevant management plans
As per item 3.1.2.
Relevant management plans include:
Wooditjup Bilya Protection Strategy 2019
Barrett Street Reserve Environmental Management Plan 2011
Riverslea Foreshore Environmental Management Plan 2014
Proposed initiatives explained

Appendix 4: Education, signage and wayfinding
4.1.1 Trail connectivity, loop walks, trail classification and code of conduct
Wayfinding will be developed and implemented to show trail circuits, connection to other trails and kilometre per journey, and will inform users about trail etiquette (code of conduct) and what to expect on particular trails.

The wayfinding and trail signage format will be consistent with the Department of Biodiversity, Conservation and Attractions signage and as per the Shire of Augusta Margaret River Style Guide – Trails signage and Augusta interpretation (2016).

4.1.2 Indigenous connection to place, European history and local stories
Interpretation signage will focus on recognising Indigenous connection to place, European history and stories connected to the Margaret River Precinct. Interpretive material will be developed in collaboration with relevant stakeholders and using information displaying methods consistent with the Shire of Augusta Margaret River Style Guide – Trails signage and Augusta interpretation (2016), including layout, colours and font.

The form and methodology for displaying interpretive information will be redeveloped to include artwork and other innovative and interesting ways of displaying information.

4.1.3 Environmental awareness and stewardship
Environmental awareness and stewardship information will be specified on the Margaret River Precinct Wayfinding and Interpretation Plan signage located throughout the precinct, and will cover biodiversity values and threats, including flora and fauna of the river and surrounding area.
<table>
<thead>
<tr>
<th>Version Control table</th>
</tr>
</thead>
<tbody>
<tr>
<td>Related Documents</td>
</tr>
<tr>
<td>Responsible Directorate</td>
</tr>
<tr>
<td>Prepared by</td>
</tr>
<tr>
<td>Approved by</td>
</tr>
<tr>
<td>Last Reviewed</td>
</tr>
<tr>
<td>Date of this Review</td>
</tr>
<tr>
<td>Next Revision Date</td>
</tr>
</tbody>
</table>
Walk and Off-Road Cycle Trails Strategy
Margaret River
2020-2024
# Contents

1 Introduction 1
   1.1 Purpose of the Margaret River Walk and Off-Road Cycle Trails Strategy 1
   1.2 Main scope area 1
   1.3 How trails contribute to the delivery of community outcomes 1
   1.4 Guiding principles 2
   1.5 Vision 2
   1.6 Aim 3
   1.7 Objectives 3
   1.8 Community benefits 3
   1.9 Planning context 4
   1.10 Activities 4
   1.11 Walk and off-road cycle trails covered by this Strategy 4
   1.12 Summary of engagement approach 5

2 Background 5
   2.1 Need for a walk and off-road cycle trails strategy 5

3 Trail classification 6
   3.1 General 6
   3.2 Classification types and trail categories 6

4 Trail planning and development 9
   4.1 General 9
   4.2 Indigenous heritage 9
   4.3 Significance hierarchy 9
   4.4 Trail models 9
   4.5 Trail systems 10
   4.6 Trail development process 11

5 Trail Town 11
   5.1 Classification as a trail town 11
   5.2 Trail network 11
   5.3 Trail centre 12
   5.4 Supporting facilities 12

6 Recommendations 12
   6.1 Design guidelines 12
   6.2 Illegal trails 12
   6.3 Signage and wayfinding 13
   6.4 Future provision – Extensions and linkages 14

7 Prioritisation and future provision 15
Appendix A - Trail network
Appendix B – Map of existing trail network
Appendix C – Design guidelines
Appendix D – Existing and Potential Trails
Acknowledgement of Country

The Shire of Augusta Margaret River would like to acknowledge that we are on Wadandi and Pibelmen country whose ancestors and their descendants are the traditional owners of this country.

We acknowledge that they have been custodians for many centuries and continue to perform age old ceremonies of celebration, initiation and renewal. We acknowledge their living culture and their unique role in the life of this region.

The Shire is committed to Indigenous Australians sharing fairly and equitably in the shire’s cultural, environmental and economic future.
Alignment with Community Strategic Plan
This document relates to Key Result Area 1, 2, 3 and 4 in the Community Strategic Plan.

Key Result Area 1
Valuing, protecting and enhancing the natural environment

Key Result Area 2
Welcoming, inclusive and healthy communities

Key Result Area 3
Ensuring sustainable development

Key Result Area 4
Vibrant and diverse economy

Key Result Area 5
Effective leadership and governance
1 Introduction

1.1 Purpose of the Margaret River Walk and Off-Road Cycle Trails Strategy

The Margaret River Walk and Off-Road Cycle Trails Strategy 2020-2024 (The Strategy) has been developed to provide strategic guidance for the development and management of walking and off-road cycling trails within Margaret River and environs in response to growing demand for walking and off-road cycling within this location.

1.2 Main scope area

The area incorporated within the Strategy includes the main scope area displayed on the map below, however it may extend beyond this area if considered appropriate. This may include the maintenance and development of longer distance trails that extend outside this area as well as incorporating trails which traverse this area.

1.3 How trails contribute to the delivery of community outcomes

Key result area 1: Valuing, protecting and enhancing the natural environment: A variety of trails and linkages increase access to the natural environment whilst also providing opportunities for community members and visitors to appreciate its conservation value whilst having minimal impact. In addition, planned trails as opposed to unplanned trails reduce the spread of weeds and dieback.

Key result area 2: Welcoming, inclusive and healthy communities: Trails provide community members and visitors with opportunities to engage in low-key unstructured passive recreation, such as, walking, running/jogging or cycling. In addition, trails provide opportunities for health benefits and general well-being through connection to the natural environment.

Key result area 3: Ensuring sustainable development: Walking and off-road cycling trails are essential community infrastructure that contribute to healthy living and meeting people’s leisure needs. In some instances, they are also used for commuting to school, work or for access to shops.
and other services. Well maintained and fit for purpose trails are essential for ensuring user safety and enjoyment.

Key result area 4: Vibrant and diverse economy: Within Margaret River and environs, trails serve as a valuable tourism attraction. Providing and promoting quality recreational trails and supporting infrastructure and services enhances visitor experiences of the region and supports tourism.

1.4 Guiding principles

All current and future trails and supporting facilities proposed within the main scope area are to be examined against the following guiding principles to determine suitability. Only trails and supporting facilities that meet the criteria set in the guiding principles are to be considered.

Value, protection and enhancement of the natural environment
Value, protection and enhancement of the natural environment to be supported through increased and ongoing environmental management, including, but not limited to, retention of all vegetation, weed management, and revegetation in degraded areas.

Respect for cultural and historical values
Respect for Wadandi cultural and historical values to be supported through ensuring that trail interpretation provides opportunities for sharing of knowledge, the story of the river, Indigenous connection to country, and local European history.

Community connectedness and beneficial use
Community connectedness and beneficial use to be supported through ensuring trails within Margaret River and environs remain places where people can gather, enjoy active and healthy pursuits in a safe environment, enjoy equitable use and have opportunities for reflection, relaxation, and appreciation for nature.

Provision of public access
Provision of public access is supported through a focus on passive transport options (walking, cycling, etc.) with low-impact, safe and connected pathways, with trails to and throughout Margaret River and environs.

1.5 Vision

Walk and off-road cycle trail needs of visitors and the community are met through the provision of a network of trails that offer a variety of experiences and are constructed and maintained to a standard appropriate for their intended use.
1.6 Aim
The aims of the Strategy are to:

- Carry out an assessment of Margaret River’s status as a Trail Town;
- Undertake an audit and develop an inventory of the existing trails network;
- Provide direction to Council regarding future provision and level of service of trails within the main scope area; and
- Develop a prioritised set of recommendations for required upgrades, management, signage, supporting facilities and future provision.

1.7 Objectives
A series of objectives have been identified that have guided the development of the Strategy and the identification and level of service of the network. The objectives of the Strategy are summarised as follows:

- Increase participation in physical activity through the development, maintenance, and management of safe, quality, and integrated infrastructure suitable for walking, jogging or off-road cycling;
- Connect to popular destinations including: key activity centers, other community destinations, and natural environs;
- Enable walking and off-road cycling to be a legitimate form of transport for short trips for people of all ages and mobility ranges; and
- Determine trail design solutions that specifically cater to the natural environment.

1.8 Community benefits
As specified in Western Australian Strategic Trails Blueprint 2017-21(WASTB) a well-planned trails network, once implemented can lead to multiple health, lifestyle, social, environmental and economic benefits for the community.

Generally recognised benefits include:

- Encouraging more frequent outdoor physical activity leads to improved physical and mental wellbeing, and a reduction in lifestyle diseases and associated medical costs.
- Improved lifestyle due to opportunities for outdoor recreation by individuals, groups, education institutions, and community organisations.
- Providing low cost facilities for recreation accessible to many different groups in the community.
- Improved awareness and appreciation of the natural environment and support for its conservation and protection.
- Economic benefits from employment and business opportunities in trail development, management, maintenance, events, and supporting products and services.
- Tourism growth to trail destinations with resulting economic stimulus of local economies.
- Trails adding to the value of nearby properties.
- Protection and showcasing of natural, cultural, and historic areas through the provision of strategic access routes.
- Improved amenity of local communities through making them places that are more attractive to live.
- Opportunities for social interaction and development of community identity through participation in trail activities, maintenance, and conservation.
1.9 Planning context

The WASTB outlines a statewide planning structure for trails with regional trails master plans referencing all trail types located under activity-based strategies as shown in figure 1. The Margaret River Walk and Off-Road Cycle Trails Strategy sits under regional trails master plans and localised trail master plans.

1.10 Activities

Activities considered in Margaret River Walk and Off-Road Cycle Trails Strategy include:

1.11 Walk and off-road cycle trails covered by this Strategy

The strategy covers recreational and commuter trails that are provided by or maintained by the Shire within the main scope area.

With the exception of the Wallcliffe Road path to coast shared pathway, it does not cover shared pathways, roads, specialist mountain bike, BMX tracks or other recreational trails built by private trail builders or community groups.

It should be noted, however, that it may be necessary to use roads or shared pathways to access trails or to link up with different sections of trails or routes where it is not possible to complete the journey in its entirety off-road.
1.12 Summary of engagement approach

The Strategy was compiled in collaboration with a Community Reference Group (CRG) with sessions facilitated by an independent facilitator. The CRG consists of two Shire Councillors and broad representation of key interest groups and stakeholders. The engagement approach harnessed for the Strategy was based on the IAP2 community engagement framework. In accordance with this framework, the Shire aspired to collaborate with the community through the development of this document. The engagement process also featured a values survey and social impact planning assessment as a means to facilitate group discussions with the CRG.

Consultation findings through the values survey concluded the following:

- Community health and wellbeing is valued as the most important outcome of recreational trails followed by environmental protection, user safety, knowledge of local history and cultural heritage, with the value trails serve for tourism and the local economy considered to be of least importance;
- Individuals feel safe using recreational trails in Margaret River, trails are used responsibly and with consideration of others;
- Trails in Margaret River should be kept informal, rustic, and natural;
- More should be done to protect the environment through recreational trails management;
- Trail signage may not be sufficient for people not familiar with the area; and,
- Accessible trails within Margaret River are important for attracting visitors to the area.

2 Background

2.1 Need for a walk and off-road cycle trails strategy

In the last ten years, there has been significant growth in recreational off-road cycling (mountain biking) in and around Margaret River. In parallel, there have been occurrences of unsanctioned trail building in areas such as The Pines and South Carters, north-west of the town centre. Existing Shire managed trails, such as along the Margaret River are not signposted for the exclusive use by any particular user group and walkers have historically been the main user group. However, these trails also experienced significant growth in off-road cycling for recreation and for access to the mountain bike trails. This has led to complaints about conflict between walkers and off-road cyclists. Concerns have also been raised about the environmental impacts of trails (clearing of native vegetation, dieback, erosion and impacts on endangered fauna and rare flora).

To provide for the growth in recreational trails use in WA, government agencies and stakeholder groups prepared a suite of trails strategies including the WA Mountain Bike Strategy and South West Mountain Bike Masterplan. In the later document, Margaret River was identified as a trails hub of national significance. DBCA (formerly Department of Parks and Wildlife) has developed a network of mountain bike trails in Wooditjup National Park (Compartment 10), Wharncliffe and the Pines.

In addition, within Margaret River, a number of issues have emerged from the growth of recreational off-road cycling, including:

- Unsanctioned trail development in Shire reserves;
- Lack of connectivity/safe access to trails, particularly from Old Settlement/Rotary Park to The Pines/Compartment 10;
- Lack of supporting facilities, such as parking, toilets, shelters and seats;
- Lack of signage, including the classification of trails;
- Existing substandard trails;
- Unsuitability of some trails for shared use;
- Maintenance standards; and,
- Management issues, including need for a Code of Conduct.
3 Trail classification

3.1 General

It is important that the various trails and linkages that traverse the main scope area are fit for purpose and provide a quality experience for their users.

3.2 Classification types and trail categories

Nomination of trail classification and category type allows for the design, supporting facilities and management of trails to be developed appropriately for user groups and anticipated level of use.

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>The primary category represents high use trails used by tourists and community members alike.</td>
</tr>
<tr>
<td>Secondary</td>
<td>The secondary category represents high use commuter or recreational trails used predominately by local community members.</td>
</tr>
<tr>
<td>Local</td>
<td>The local category represents trails with low-level use.</td>
</tr>
</tbody>
</table>

Walking trail classification

DBCA have developed a suite of walking trail classification descriptors. This classification system provides users with an understanding of what to expect on a trail, fitness level and walker experience required in addition to whether any specialised equipment is needed to undertake individual walks. The trail classification also sets the management criteria for the different class of trail based on Australian Standard 2156.1.

Extended walk trail classification descriptors

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
<th>Class 4</th>
<th>Class 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Class 1" /></td>
<td><img src="image2" alt="Class 2" /></td>
<td><img src="image3" alt="Class 3" /></td>
<td><img src="image4" alt="Class 4" /></td>
<td><img src="image5" alt="Class 5" /></td>
</tr>
</tbody>
</table>

**Overview Description**

- **Class 1**: This symbol indicates a well defined walk trail with a firm, even surface and no steep sections or steps.
- **Class 2**: This symbol indicates an easy, well defined walk trail with a firm surface. You may encounter gentle hill sections and occasional steps.
- **Class 3**: This symbol indicates a moderate walk trail with clear directional signage. You may encounter minor hazards such as short, steep sections; steps; shallow water crossings; and unstable or slippery surfaces.
- **Class 4**: This symbol indicates a walk trail with limited directional signage and difficult sections. You may encounter hazards such as long steep sections; water crossings; and unstable or slippery surfaces.
- **Class 5**: This symbol indicates a walk trail with no directional signage and very difficult sections. You may encounter hazards such as long, steep sections; water crossings; and frequent unstable or slippery surfaces.

**Expected terrain and track condition**

- **Class 1**: Broad, hard surfaced track.
- **Class 2**: Hardened or modified surface.
- **Class 3**: Modified surface, possibly with
- **Class 4**: Distinct trail without major
- **Class 5**: Limited modification with track.
<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
<th>Class 4</th>
<th>Class 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trail width</strong></td>
<td>1200mm or more.</td>
<td>900mm or more.</td>
<td>&lt;900mm and variable.</td>
<td>Variable but distinct trail.</td>
</tr>
<tr>
<td><strong>Trail surface</strong></td>
<td>Hardened surface suitable for wheelchair use</td>
<td>Generally modified or hardened surface</td>
<td>Generally modified, may be hardened in sections Kept mostly clear of</td>
<td>Natural surface. Debris and obstacles likely.</td>
</tr>
</tbody>
</table>

**Fitness Level**
- **Class 1**: Suitable for all fitness levels.
- **Class 2**: Suitable for all fitness levels but may present difficulties for people with mobility impairments.
- **Class 3**: Average level of fitness required.
- **Class 4**: Good level of fitness required.
- **Class 5**: High level of fitness required.

**Walker experience**
- **Class 1**: Recommended for all experience levels.
- **Class 2**: Recommended for most experience levels with a minimal level of specialized skill required to manage minor natural hazards.
- **Class 3**: Recommended for experienced walkers with specialized skills such as navigational and first aid skills.
- **Class 4**: Recommended for experienced walkers with advanced specialized skills such as navigational and first aid skills.

**Specialist equipment required**
- **Class 1**: Standard equipment – sufficient water, hat, sunscreen, shirt, sturdy shoes, insect repellent.
- **Class 2**: Standard equipment – sufficient water, hat, sunscreen, shirt, sturdy shoes, insect repellent.
- **Class 3**: Standard equipment + First Aid Kit. Map of area recommended.
- **Class 4**: Standard equipment + some specialized equipment including First Aid Kit, map, and compass.
- **Class 5**: Standard equipment + some specialized equipment including First Aid Kit, map, and compass.
<table>
<thead>
<tr>
<th>Mountain biking trail classifications</th>
</tr>
</thead>
</table>

Mountain biking trail classifications are guided by the Western Australian Mountain Bike Management Guidelines with trails rated from easiest through to extremely difficult. The difficulty rating system outlines the ratings, which are determined by trail width, tread surface, average trail gradient, maximum trail gradient, natural obstacles and technical trail features. The mountain bike trail classifications in Western Australia include:

**Easiest – White Circle (WH)**
Typically wide trail with smooth terrain and low gradients. Surface may be uneven, loose, or muddy at times but free from unavoidable obstacles. Recommended for novice riders.

**Easy – Green Circle (GN)**
Typically flowing open trails on firm terrain with gentle gradients. Surface may be uneven, loose, or muddy at times. Riders may encounter small rollable obstacles and technical trail features. Recommended for beginner mountain bikers.

**Moderate – Blue Square (BU)**
Typically narrow trail with loose, soft, rocky or slippery sections and hills with short steep sections. Riders will encounter obstacles and technical trail features. Recommended for riders with some technical mountain biking experience.

**Difficult – Black Diamond (BL)**
Trails with variable surfaces and steep gradients. Riders will encourage large obstacles and technical trail features. Recommended for experienced riders with good technical skill levels.
Extreme – Double Black Diamond (DB)
Trails may contain highly variable surfaces, very challenging terrain and/or very steep sections. Riders will encounter committing and unavoidable obstacles and technical trail features that may not be rollable. Recommended for very experienced riders with high level technical skill level.

4 Trail planning and development

4.1 General
Development of successful and sustainable trails requires comprehensive planning in order develop a detailed understanding of significance hierarchies, trail models, and the trail development process.

4.2 Indigenous heritage
The Margaret River and its foreshore are registered Aboriginal sites under the Aboriginal Heritage Act 1972. It is noted that recognition and preservation of Aboriginal heritage values is integral to best practice river management and for the management of this precinct. As such, any planned changes or extension to trails that intersect with Aboriginal heritage sites are to be discussed with local Indigenous representatives prior to design, development, and construction.

4.3 Significance hierarchy
The South West Mountain Bike Master Plan (SWMP) identifies the importance of delivering unique trails in appropriate locations that are acknowledged through a significance hierarchy, which categorises a location as having national, regional, or local significance.

Location significance defines a population centre or area's opportunity, including the scale of development and desired recreation and tourism outcome. It also identifies the supporting services and infrastructure required to meet the significance rating.

<table>
<thead>
<tr>
<th>National significance</th>
<th>Regional significance</th>
<th>Local significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A mountain bike facility for a large population centre and/or a tourism resource that caters for at least a week of unique riding opportunities</td>
<td>A mountain bike facility for a small population centre or large community and / or a tourism resource that caters for short breaks or weekend trips.</td>
<td>A mountain bike facility for a small community or tourism resource that caters for day trips</td>
</tr>
</tbody>
</table>

Margaret River has been identified in the SWMP as a location of national significance for mountain bike riding. In addition, the SWMP identifies Margaret River as a trail town.

4.4 Trail models
The Western Australian Strategic Trails Blueprint 2017-2021 (WA Trails Blueprint) trail model defines how trails available within a distinct location can be developed and applied to a population centre or individual location. The four main trail models include:

Trail Town
A population centre which has been assessed and accredited as a destination for its trails offering through the provision of high quality:
- Trails (single or mixed use);
• Outdoor experiences that encourage extended visitation;
• Trail-user related facilities and services (including accommodation);
• Trail-related businesses; and
• Trail branding and signage.

Trail Centre
A managed multiple trail facility with dedicated visitor services supported by high quality:
• Trails (single or mixed use);
• Outdoor experiences that encourage single day visitation;
• Trail-user related services; and
• Trail branding and signage.
A Trail Centre can stand alone in an individual location or may be positioned within a Trail Town.

Trail Network
A multiple trail facility with limited or no visitor services, supported by high quality:
• Trails (single or mixed use);
• Outdoor experiences that encourage single or part day visitation; and
• Trail branding and signage
A Trail Network may be a stand-alone facility or form part of a Trail Town or Trail Centre.

Individual Trails
Individual linear or looped trail. Not typically defined as a development model for a destination.
Long distance trails can link development models and can be the precursor to developing a destination. Small individual trails typically form part of an alternate trail model.

4.5 Trail systems
Trails can be standalone or part of trail systems that connect several linear or loop trails or other facilities together. The different types of trails include:

Linear Trails: Trails with point-to-point alignment starting and finishing in different places. Linear trails can be used to link destinations, point of interest or other trails, with long-distance linear trails providing an uninterrupted trail experience over a significant distance.

Loop Trails: Loop or circular trails start and finish in the same place with a single trailhead. Types of looped trails include stacked loop, cloverleaf, linked loop and trail finger. The different type of looped trails enable the provision of a variety of trail lengths, classification and trail types in an available space and provides trail users with a variety of trail options during the same or subsequent trips.
4.6 Trail development process

The Western Australian Mountain Bike Management Guidelines outline that working with a standardised methodology is especially important in high conservation areas and that building rigour into the development process will ensure that trail proposals are transformed into high quality, low maintenance assets on the ground.

The trail development process involves eight stages and encompasses constant evaluation, review and improvement process as trails are extended or revised. The following table provides a summary of the trail development process. While initially developed and used by DBCA to assist mountain bike planning it is equally relevant for walk or multi-use.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Trail proposal</td>
<td>A trail development proposal is either supported in principle by the land manager/owner, or not supported (due to environmental, social, cultural or other constraints). The purpose of a proposal could be to identify potential suitable areas for consideration.</td>
</tr>
<tr>
<td>2 Framework</td>
<td>A project outline developed by the steering group (stakeholders), including project objectives, project management model, stakeholders, roles, target market, requirements, execution, and ongoing management model.</td>
</tr>
<tr>
<td>3 Site assessment</td>
<td>Broad scale study of the area and identification of opportunities, constraints and characteristics such as soil types, vegetation etc.</td>
</tr>
<tr>
<td>4 Concept planning</td>
<td>Identification of opportunities and conceptual trail plan, including broad trail corridors and infrastructure requirements.</td>
</tr>
<tr>
<td>5 Corridor evaluation</td>
<td>Detailed assessment of trail corridors for use in determining the final trail alignment.</td>
</tr>
<tr>
<td>6 Detailed design</td>
<td>Detailed trail design and alignments physically flagged in the field. Includes detail on the trail classifications, technical trail features (TTFs), construction methods, and specifications.</td>
</tr>
<tr>
<td>7 Construction</td>
<td>Trail constructed in line with the Detailed Design.</td>
</tr>
<tr>
<td>8 Management</td>
<td>Management plan implemented detailing maintenance and monitoring requirements.</td>
</tr>
</tbody>
</table>

5 Trail Town

5.1 Classification as a trail town

To be classed as a Trail Town a location/town needs to meet the requirements of this trail model and be assessed and accredited against these, as per the WA Trails Blueprint. Trail model requirements include:

- Trail network;
- Trail centre; and
- Supporting facilities.

As itemised in the following section, Margaret River is already functioning as a Trail Town.

5.2 Trail network

Located in Appendix A there are in order of 100km of trails that traverse the subject area which include mix of loop and linear trails that range in classification from walking Class 2, mountain bike class Easiest to walking Class 4, mountain bike class Difficult.
5.3 Trail centre

Also known as a Trail Hub, a Trail Centre is a managed multiple trail facility with dedicated visitor service that is supported by high quality trails, outdoor experiences, trail-use related services and trail branding and signage.

RAC Margaret River Nature Park (RAC Nature Park) located at Wharncliffe Mill informally serve as the Trail Centre (Trail Hub) within Margaret River.

The RAC Nature Park is supported by the Compartment 10, Pines, South Carters and Wharncliffe trails and provides a variety of nature-based eco-experiences for guests. In addition, RAC Nature Park lends itself as a Trails Centre due to the provision of the following trail-use related services.

- Camp kitchen & BBQ’s;
- Café & kiosk;
- Laundry facilities;
- Cabins;
- Amenities Block;
- Free Wi-Fi; and
- Mountain bike hire.

In addition, DBCA is currently considering the potential for development of future trail centres (trail hub) in the Compartment 10/Pines area through the provision of additional parking and supporting facilities.

5.4 Supporting facilities

Trail experiences can enhance business opportunities, profitability of existing businesses, and employment. To support the Trail Town model the location requires attractions, accommodation, restaurants, bars, café, visitor information, trail information, car parking, toilets, showers, and bike sales hire and repair.

There is a range of existing supporting facilities within the subject area being:

- A variety of accommodation options;
- A variety of dining options;
- Existing off-trail experiences including shops, galleries, sights, museums and caves;
- Daily public transport from Perth; and
- Bike hire, sales and repair.

As Margaret River is already functioning as a Trail Town, all surrounding facilities and services within this area should be uploaded to the Trails WA website.

6 Recommendations

6.1 Design guidelines

Located in Appendix C, the Design Guidelines recommend ongoing maintenance and level of service requirements, including supporting facilities, for the trails networks within Margaret River and its environs. The aim of the design guidelines is to standardise minimum design practices as a means to develop and maintain consistency of the trails network.

The Design Guidelines have been created in response to the current design standards and guidelines applicable within Western Australia and in response to the needs and desires of the local community.

6.2 Illegal trails

It is not acceptable to build trails on Shire, public land, reserves or within bushland and, as such, illegal trail building will not be tolerated within Margaret River and environs. In instances where
unsanctioned trail building occurs, the Shire will take the appropriate steps to rehabilitate these areas and seek to prosecute offenders where possible. In addition, if there is a noticeable increase in this activity the Shire will seek opportunities to inform the public on the magnitude of trails available, and the harm to the environment that illegal trail building creates.

6.3 Signage and wayfinding

As recognised in the WA Mountain Bike Management Guidelines and WA Trails Blueprint, signage is a vital element in the management and use of trails as it provides a key communication tool, which informs trail users of the characteristics of the individual trail.

In order of priority signage on Shire managed trails must communicate clear and consistent messaging to include the following:

6.3.1 Trailhead: Situated at the starting point of the trail the trailhead sign should include:

- Name and short description of the trail, with individual trail symbol (if applicable)
- Trail classification and description (walk and cycle, where appropriate)
- Site orientation and information (shown on map)
- Directional information and length of trails (shown on map)
- ‘You are here’ location
- Site-specific management messages to (where appropriate) include:
  - Walk and cycle safety, tread lightly
  - Follow these tips to have a safe and enjoyable walk or bike ride:
    - Plan your ride or walk
    - Notify someone of your start and finish location and times
    - Wear appropriate footwear, weatherproof clothing and sun protection
    - Cyclists, check your bike, helmet and gear
    - Carry sufficient food and drinking water (2 to 3 litres per person for long walks) and drink often
    - Stay on the marked track
    - On hot, windy days walking or cycling on the track is not advised due to bushfire risk.
    - Do not pick wildflowers or feed wildlife
    - Leave farm gates as you find them
    - Please take all your rubbish, including food scraps, with you and dispose of in bins
  - Cyclists: Remember to warn and give way to walkers. Allow room when passing and travel at a safe speed. Walkers: Watch for cyclists and keep to the left of the track if a bike is approaching.
  - Risk or warnings (shown in symbols)
  - Land manager logo, local group logo and sponsor logo (where appropriate)
6.3.2 **Code of conduct:** To be located shortly after the trailhead and in known areas of user conflict.

Code of conduct based on the key message of *share the path* with humour harnessed within the imagery to draw attention to improving awareness, safety, access and enjoyment for all users on trails within the subject site.

6.3.4 **Directional markers:** Trail markers to be situated at the start of trails and at intersections, to direct trail users and keep them on the correct trail.

6.3.5 **Interpretation:** Interpretive signage to be installed at key locations with a focus on historical, cultural and environmental messaging.

6.4 **Future provision – Extensions and linkages**

To support conservation of the local environment and heritage areas recommendations for new trails focus on enhancement and connection of existing trails, with a focus on maintaining existing trails over the creation of new trails. To this end, as identified in Appendix D, future provision is to be developed in line with the Leeuwin-Naturaliste 2050 Cycling Strategy as highlighted in section 7 – Prioritisation and future provision.
### 7 Prioritisation and future provision

**Priority 1: Trail Upgrades**

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Margaret River Pedestrian Access Bridge</td>
<td>Lead</td>
<td>Asset Services</td>
<td>As per LTFP</td>
<td>CAPEX grant</td>
</tr>
<tr>
<td>Develop a detailed design for a pedestrian and cycle access bridge on the eastern side of the Margaret River vehicle bridge. Design of the bridge to focus on cost effectiveness and connectivity to the existing and future shared path network.*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adaptation to Barrett Street Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>Redesign Barret Street Trail and remove any bike jumps and other obstacles to ensure the dual-use nature of the trail is supported. Harness physical mechanisms in some places to reduce cycle speeds and ensure the trail is conducive to walker and cyclist interactions.*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adaptation to Minnie Kennan’s Trail</td>
<td>Partner</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>Redesign Minnie Kennan’s Trail and remove any bike jumps and other obstacles to highlight its use as a walk only trail. Physical mechanisms will be used in some places to ensure the trail is conducive to walking.*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adaptation to Alfred Bussell Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>Redesign Alfred Bussell Trail to ensure it is the most desirable and fun link for mountain bike riders to The Pines mountain bike trails. To support use by mountain bike riders, the trail should be designed and constructed specifically for this type of use.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe access from Margaret River Precinct to Alfred Bussell Trail</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>Design and construct a dual-use path from Townview Terrace, along the northern side of Higgins Street to the pedestrian crossing and pathway networks itemised within the Margaret River Precinct Plan.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Priority 2: Develop Signage Plan & Implementation Schedule**

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and implement a signage plan to include the use of signage and wayfinding to influence route choice and user experience.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>To this end Barrett Street Trail will be promoted as family-friendly trails appropriate for walking and low cycling speed, Minnie Keenan’s Trail promoted as a walking trail and Alfred Bussell Trail promoted for use as a mountain bike access trail to The Pines and Compartment 10.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install signage as per implementation schedule.</td>
<td>Lead</td>
<td>Asset Services Works</td>
<td>2021-2024</td>
<td>OPEX</td>
</tr>
</tbody>
</table>
### Priority 3: Develop Trail Management Program

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop annual management program as per the Design Guidelines (Appendix B). Management program to include monitoring and assessment of human traffic levels to ensure level of use does not outweigh the carrying capacity of the trail.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>OPEX</td>
</tr>
<tr>
<td>Implement management program as identified in Trail Management Program.</td>
<td>Lead</td>
<td>Works</td>
<td>2020-24</td>
<td>OPEX</td>
</tr>
</tbody>
</table>

### Priority 4: Develop Additional Trails

Future provision is to be developed in line with the priority projects identified in the Leeuwin-Naturaliste 2050 Cycling Strategy

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a connection between Wannang Biddi and Wadandi Track.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2021-22</td>
<td>OPEX</td>
</tr>
<tr>
<td>Complete the Wadandi Track between Shire northern boundary and Augusta.</td>
<td>Lead</td>
<td>Works</td>
<td>Ongoing</td>
<td>OPEX</td>
</tr>
<tr>
<td>Provide a pedestrian underpass where the Wadandi Track intersects with Carters Road.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2022-23</td>
<td>CAPEX Grant</td>
</tr>
</tbody>
</table>

### Priority 5: Installation of Supporting Infrastructure

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carryout systematic installation of supporting infrastructure as per the Design Guidelines (Appendix B).</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-24</td>
<td>OPEX</td>
</tr>
</tbody>
</table>

### Priority 6: Accreditation as a Trail Town

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upload all trail facilities in the shire onto the Trails WA website.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Seek accreditation as a Trail Town as per the WA Trails Blueprint.</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2022-23</td>
<td>OPEX</td>
</tr>
</tbody>
</table>

### Priority 7: Finalise construction of the Winter Diversion Trail

<table>
<thead>
<tr>
<th>Action</th>
<th>Shire role</th>
<th>Service area</th>
<th>Implementation</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finalise construction of the Winter Diversion Trail in accordance with recommendations of the Working Group report*</td>
<td>Lead</td>
<td>Asset Services</td>
<td>2020-21</td>
<td>CAPEX</td>
</tr>
</tbody>
</table>

*All trails intersecting with Aboriginal heritage sites to be discussed with local Indigenous representatives prior to design, development, and construction.
### Appendix A - Trail network

There are a number of existing trails located throughout the main scope area as listed and indicated in subsequent map.

<table>
<thead>
<tr>
<th>Trail name</th>
<th>Trail significance</th>
<th>Trail system</th>
<th>Length (km)</th>
<th>Classification</th>
<th>Visitor service quality</th>
<th>Trail quality</th>
<th>Trail manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wannang Biddi</td>
<td>Secondary</td>
<td>Linear</td>
<td>3.6 km</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Shire</td>
</tr>
<tr>
<td>Wadandi Track</td>
<td>Primary</td>
<td>Linear</td>
<td>31 km</td>
<td></td>
<td>Medium</td>
<td>High</td>
<td>Shire</td>
</tr>
<tr>
<td>Bunitj Biddi (10 Mile Brook Trail)</td>
<td>Primary</td>
<td>Linear</td>
<td>7.5 km</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>DBCA</td>
</tr>
<tr>
<td>Wallcliffe Road path to coast</td>
<td>Primary</td>
<td>Linear</td>
<td>9.2 km</td>
<td></td>
<td>High</td>
<td>High</td>
<td>Shire</td>
</tr>
<tr>
<td>Barrett Street Trail</td>
<td>Primary</td>
<td>Loop</td>
<td>2.2 km loop</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Shire</td>
</tr>
<tr>
<td>Winter Diversion (walk only) - <em>Not constructed in full</em></td>
<td>Local</td>
<td>Linear</td>
<td>4.0 km</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Shire</td>
</tr>
<tr>
<td>Minnie Keenan Trail (walk only)</td>
<td>Primary</td>
<td>Linear</td>
<td>1.5 km</td>
<td></td>
<td>Low</td>
<td>Low</td>
<td>Shire/DBCA</td>
</tr>
<tr>
<td>Alfred Bussell Trail</td>
<td>Primary</td>
<td>Linear</td>
<td>1.4 km</td>
<td></td>
<td>Low</td>
<td>Low</td>
<td>Shire</td>
</tr>
<tr>
<td>Riverslea Run</td>
<td>Secondary</td>
<td>Linear</td>
<td>2.2 km</td>
<td></td>
<td>Medium</td>
<td>Low</td>
<td>Shire</td>
</tr>
<tr>
<td>Cape to Cape Track (walk only)</td>
<td>Primary</td>
<td>Linear</td>
<td>124 km</td>
<td></td>
<td>High</td>
<td>Medium</td>
<td>DBCA/Friends of Cape to Cape Track/Shire</td>
</tr>
<tr>
<td>Compartments 10, Pines, South Carters and Wharncliffe Trails</td>
<td>Primary</td>
<td>Loop</td>
<td>Approximately 39 km</td>
<td>Medium</td>
<td>Medium-high</td>
<td>DBCA</td>
<td></td>
</tr>
<tr>
<td>Prevelly Gnarabup Foreshore Path</td>
<td>Primary</td>
<td>Linear</td>
<td>1.6 km</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Shire</td>
</tr>
</tbody>
</table>
### Appendix C – Design guidelines

#### Design Criteria

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management</td>
<td>Reactive maintenance only</td>
<td>Annual inspection and undertake any identified maintenance requirements</td>
<td>Biannual inspection and undertake any identified maintenance requirements</td>
</tr>
<tr>
<td>Signage</td>
<td>Trailhead and minimal directional signage</td>
<td>Trailhead, code of conduct and directional signage, as required.</td>
<td>Interpretative, trailhead, code of conduct and directional signage, as required.</td>
</tr>
<tr>
<td>Supporting facilities</td>
<td>N/A</td>
<td>Rest spots</td>
<td>Car parks, rubbish bins (at carparks), rest spots, picnic areas, shelters and public toilets, as required.</td>
</tr>
</tbody>
</table>

#### Level of Service

<table>
<thead>
<tr>
<th></th>
<th>Management</th>
<th>Signage</th>
<th>Supporting Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Secondary</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Local</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>
Appendix D – Existing and Potential Trails

Walk and Off-Road Cycle Existing and Potential Trails

Off road trail strategy existing trails:
1 Alfred Russel Trail
2 Barnett Street Trail
3 Bunka Biddi (10 Mile Brook Trail)
4 Cape to Cape Track
5 Gnangalup Prevelly Foreshore Track
6 Minnie Keenan Track
7 Rovers Run
8 Wadjemup Track
9 Walkcliffe Road Path
10 Warang Biddi
11 Winter Diversion Trail

DBCA Managed MTB areas:
- Compartment 10
- Potential Bridge
- Potential Underpass
- LN 2050 Future Trails
- Wharncliffe

IMPORTANT INFORMATION: All reasonable effort is taken to keep the information presented by the online mapping system accurate and current, however NO WARRANTY is given that the information is free from error or omission.

Reproduced by permission of the Western Australia Land Information Authority (Landgate). 2014

Created by John McInnes 2022-03-071235 35

Scale at A3: 1:50,000
### Version Control table

<table>
<thead>
<tr>
<th>Related Documents</th>
<th>Margaret River Precinct Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible Directorate</td>
<td>Asset Services</td>
</tr>
<tr>
<td>Prepared by</td>
<td>Project Planning Officer – Asset Services</td>
</tr>
<tr>
<td>Approved by</td>
<td>Council</td>
</tr>
<tr>
<td>Last Reviewed</td>
<td>N/A</td>
</tr>
<tr>
<td>Date of this Review</td>
<td>Feb 2020</td>
</tr>
<tr>
<td>Next Revision Date</td>
<td>Feb 2022</td>
</tr>
</tbody>
</table>
Community Engagement Report
Margaret River Precinct Plan and Walk and Off-Road Cycle Trails Strategy
Table of Contents

1 Introduction 1

2 Community Reference Group 1
   2.1 Role 1
   2.2 Membership 2
   2.3 Meeting structure 2

3 Community Values Survey 3
   3.1 Purpose 3
   3.2 Methodology 3
   3.3 Reach 3
   3.4 Survey results 3

4 Social Impact Planning 4
   4.1 Purpose 4
   4.2 Refining the approach 4
   4.3 SIP activity 4

5 Indigenous engagement 5

6 Residents of Rendall Close and Waters Edge engagement 5
   6.1 Onsite meeting 5
   6.2 Position letter 5
   6.3 Attendance at CRG Workshop 5

7 Community Access and Inclusion Reference Group (CAIRG) 6
   7.1 Presentation 1 6
   7.2 Presentation 2 7

8 Conclusion 7

Appendix A – Feedback from Social Impact Planning activity 8
Alignment with Community Strategic Plan
This document relates to key result area 5 in the Community Strategic Plan.

Key Result Area 1
Valuing, protecting and enhancing the natural environment

Key Result Area 2
Welcoming, inclusive and healthy communities

Key Result Area 3
Ensuring sustainable development

Key Result Area 4
Vibrant and diverse economy

Key Result Area 5
Effective leadership and governance
1 Introduction

The Margaret River Precinct Plan 2020-2030 (Precinct Plan) and the Walk and Off-Road Cycle Trails Strategy Margaret River 2020-2024 (The Strategy) was compiled in collaboration with a community reference group (CRG) through sessions delivered by an independent facilitator. The CRG consisted of two Shire councillors and broad representation from key interest groups and relevant external stakeholders. The engagement approach undertaken for the Precinct Plan and Strategy was based on the IAP2 community engagement framework. As per this framework, the Shire aspired to collaborate with the community through the development of these documents. The engagement process also featured a values survey and social impact planning assessment of the precinct as a means to support group discussion through the CRG.

In addition, Shire Officers consulted with Undalup Association and the Community Access and Inclusion Reference Group (CAIRG) on the Precinct Plan and residents from Rendall Close and Waters Edge on proposed initiatives included in the Precinct Plan for Rendall Close Weir.

This report documents the process and key finding of this consultation process.

2 Community Reference Group

2.1 Role

A Community Reference Group (CRG) was formed to facilitate community input, on behalf of stakeholder groups, to the preparation of the Precinct Plan and Strategy. Tasks that the group was required to provide input on included:

Walk and Off-road Cycle Trails Strategy

- Review of the scope and process for conduct of the project;
- The development of a future network of walk and cycle trails;
- Identification of locations that are not suitable for development of trails;
- Identify existing trails that should be restricted to particular user groups, upgraded or closed;
- Integrate the strategy with the overall plan for the River Precinct, the Bike Plan, and other plans and strategies as relevant;
- Identify the most appropriate location for an Off-road cycle hub in Margaret River.
- Infrastructure needed to support trail development;
- Maintenance and management requirements;
- Development of a trail user’s code of conduct;
- A staged and costed implementation program;
- To promote responsible use of trails within member groups; and
- Provide a channel for communication back to stakeholder groups and the broader community.

Margaret River Precinct Plan

- Review scope and process for conduct of the project;
- Review previous plans and strategies for the precinct;
- Prepare a long-term management plan for the precinct with a focus on safety, amenity and environmental values;
- Create an attractive natural gateway to the Margaret River town centre;
- Improve safety for all road users, particularly pedestrians and cyclists;
- If feasible, identify low impact locations where the supply of car parking could be increased;
- Include heritage interpretation opportunities, both Indigenous and European;
• Improve wayfinding signage for pedestrians and cyclists; and
• Integrate the precinct plan with adopted plans and strategies in the precinct, including the main street upgrade.

2.2 Membership

Core membership was composed of:

1. Two (2) members of Council
2. Department of Biodiversity Conservation and Attractions
3. Friends of Reserves
4. Margaret River Busselton Tourism Association
5. Margaret River Regional Environment Centre
6. Margaret River Off Road Cycling Association
7. Nature Conservation Margaret River Region
8. Willing Walkers
9. Margaret River Chamber of Commerce and Industry
10. Margaret River & Districts Historical Society
11. Rotary Club of Margaret River
12. Friends of the Margaret River
13. Transition Margaret River
14. Youth Advisory Council (Shire Community Development Trainee)
15. Four (4) individual community members (not aligned with other stakeholders).

2.3 Meeting structure

The CRG was formed in January 2018 to govern and guide development of the Strategy. The group met several times throughout 2018 to explore specific issues and key principles, acknowledging through this process that a precinct plan for Margaret River was needed before development of the wider area Strategy.

On the 23 January 2019, Council approved the expanded terms of reference of the CRG to include development of the Margaret River Precinct Plan and Andrew Huffer from Andrew Huffer and Associates was appointed to facilitate five CRG workshops throughout 2019-2020.

Through these workshops, the CRG and the Shire collaborated to ensure all elements of the Precinct Plan and Strategy were considered and determined together, based on general consensus.

Workshop 1 and 2

These workshops focused on mapping issues and opportunities and reviewing the results of the shire wide values survey as a means to consider wider community sentiment in relation to trails and the Margaret River Precinct area and as a means to begin formulation the key components of the Precinct Plan.

Workshop 3 and 4

These workshops focused on development of the objectives and refinement of the draft Precinct Plan, harnessing the results of the social impact planning activity. Workshop 4 also provided an opportunity to begin formulation of ideas for the Strategy.
Workshop 5
This workshop provided an opportunity to finalise the draft Strategy and celebrate the productive and mutually supportive CRG process.

3 Community Values Survey

3.1 Purpose

The purpose of this survey was to seek a sample of community sentiment to guide the CRG in their work on the use and development of local trails.

3.2 Methodology

A draft survey was created by the Shire’s Community and Corporate Planner and presented to the CRG for feedback and discussion on 29 April 2019. The survey was designed around 10 value statements related to key issues previously identified by the group.

The survey was then refined by the Shire project team and launched on 30 April 2019 to a random selection of the rates database. The survey was open from 1 May to 22 May 2019.

3.3 Reach

The random selection included a total of 896 ratepayers. This number was based on a target return rate of 10% (90 responses). Each invitation included a unique code to ensure participation was limited to only the random selection. Of the surveys issued a total of 412 were posted and 484 emailed.

From the random selection of 896 ratepayer chosen to be part of this survey a total number of 82 submissions were received, which is close to the desired 10% return rate expected.

3.4 Survey results

The majority of survey respondents were aged between 51-65 (44%) and predominantly live in Margaret River (50%) followed by Cowaramup (14%), Prevelly (8%) and Augusta (5%). As indicated the vast majority of survey respondents (93%) agreed that trails are important for their physical and mental health.

The majority of survey respondents use trails in or around Margaret River for nature walking (29%), followed by cycling and dog walking (17%), running or exercise (16%) and mountain biking (18%) and said they valued trails primarily for community health and wellbeing outcomes followed by environmental protection, user safety, knowledge of local history and cultural heritage. With tourism and the local economy rated as the least important outcome of trails in and around Margaret River.

The majority of survey respondents feel safe whilst using trails and feel that recreational trails are used responsible and with consideration of others and should be kept informal, rustic and natural, but that more should be done to protect the environment through recreational trail management.

Responses received indicated that the majority of survey participants feel there are some issues with recreational trails in Margaret River and that signage may not be sufficient for people not familiar with local trails. The majority of respondents were also supportive of some recreational trails in Margaret River being made single use (walk only).
4 Social Impact Planning

4.1 Purpose
The purpose of the Social Impact Planning (SIP) activity was to explore and understand the social impact of potential changes to the Margaret River Precinct with users and other stakeholders of the precinct.

4.2 Refining the approach
Shire Officers developed the approach for this SIP activity. An independent specialist was then involved to review the approach in line with best practice. This was done through analysis of the CRG activity results and the values survey results to identify key areas for assessment. This ensured time spent undertaking the assessment would deliver insights required.

4.3 SIP activity
4.3.1 Face to face interviews
The SIP activity was undertaken from 6 to 20 July 2019. Over this time a total of 32 face-to-face interviews were carried out over eight hours and across varying locations. This included Rotary Park and trails to Barret Street Weir, Old Settlement and the entry area to Margaret River Woolworth’s supermarket (near the café).

Participation in the interviews was voluntary, with Shire representatives inviting individuals by random selection to engage in a short 5-minute survey discussion. Visual maps were used alongside a set of standard questions. As young families and youth were a target group for this work, the Youth Advisory Council (YAC) joined for two hours of this work with a special focus of engaging families around the playground areas.

The majority people interviewed were Margaret River residents, aged between 36 – 50 years with 34% of these users stating they visited the precinct regularly and were not deterred by cooler weather.

The majority of those engaged said they were happy with the precinct as it was. With a key theme being that the precinct is an important place for families in the shire; offering a natural experience with safe accessible infrastructure a priority. Participants were asked if they experienced any issues with parking at the precinct. Of the 32 participants interviewed only four people expressed issues with parking with issues raised related to the availability and busyness of Rotary Park carpark, including the impact of usage by travellers.

A summary of the key themes and impacts and opportunities received via this process is located in Appendix A.

4.3.2 Engagement with business owners
Through the SIP activity, face to face or telephone interviews were carried out with local business operators whose businesses are located either within, or close to Rotary Park, Old Settlement and Apex Weir. This aspect of the SIP activity was undertaken to ensure feedback from these important stakeholders was considered and reflected in the Precinct Plan and Strategy. A summary of this feedback is included in Appendix A.

4 Natural | Connected | Prosperous
4.3.3 Parking occupancy survey

A parking occupancy survey was carried out between 6 and 21 July 2019 to determine the level of occupancy of the carparks in and adjacent to the Margaret River precinct at different times of the day and week. Times chosen for this analysis included, Saturday morning at 8am as Parkrun is on at that time and Sunday afternoon at 4pm to review the impact of Margaret River Brewhouse’s weekend trade. Another midweek assessment was taken on the first and second Monday of the school holidays.

As shown in Appendix A, during the evaluation period none of the carparks were at capacity, with the highest recorded level of use being at Brewhouse on Monday afternoon whereby 24 of the 30 bays were in use (80% capacity).

5 Indigenous engagement

There was a desire from Shire Officers to work closely with the local Indigenous community on the development of the Precinct Plan and Strategy. Shire staff met with five representatives from the Undalup Association on the morning of 7 February 2020 to discuss this and several other Shire projects. Undalup has agreed to consult with the majority of other Indigenous groups in Margaret River. A site visit was organised for the same day, but only one Undalup representative was able to attend together with an anthropologist. Conversations with Undalup and others local Indigenous groups will continue in relation to the initiatives proposed in the Precinct Plan and Strategy.

6 Residents of Rendall Close and Waters Edge engagement

6.1 Onsite meeting

Residents of Rendall Close and Waters Edge, Margaret River requested an onsite meeting to discuss initiatives in the Precinct Plan that related to Rendall Close Weir. David Nicholson (Manager Asset Services) and Susan Elton (Project Planning Officer) met with this stakeholder group at 5pm on Wednesday 15 January 2020 to discuss the proposed initiatives to be included in the Precinct Plan for this site and to listen to their views. The main issues raised related to increased traffic that any changes to this site could bring, increase in facilities (picnic tables, bike racks), formalisation of the grassed area and the inclusion of investigating the option of universal water access at this location.

6.2 Position letter

A follow up position letter, endorsed by 24 owners, was sent to Cr Godden on 23 January 2020, to formalise their position, request changes to the initiatives for Rendall Close Weir and to request attendance at the final CRG workshop prior to the Precinct Plan being released for public comment.

This letter was emailed to all members of the CRG for consideration and a decision was made to allow two representatives from Rendall Close and Waters Edge to attend the final workshop to make a short presentation.

6.3 Attendance at CRG Workshop 5

Two representatives from Rendall Close and Waters Edges attended CRG Workshop 5 to provide the CRG with a detailed understanding of their concerns. CRG members were offered an opportunity to ask questions of these representatives to gain a greater understanding of their concerns.

The initiatives proposed in the draft Precinct Plan were modified in the following manner in response to the presentation and position letter.
Original initiatives proposed for Rendall Close Weir

- **Picnic Area** - Formalisation of a low-key picnic area at Rendall Close Weir will include levelling of the grassed area and installation of two picnic tables and chairs and one park bench closer to the foreshore.

- **Erosion control** - Monitor erosion on the riverbank. Revisit in two years’ time to determine whether formal access is required to be developed to facilitate water access for canoe launching and swimming purposes.

- **Bike racks** - Hard landscaping will include the installation of bike racks. Bike racks will be located close to the weir crossing but away from the picnic area to support the inner areas of the precinct as a low bike riding area.

- **Investigate universal access to the river** - Investigate the option of universal access to the river at this location. Investigation of options and the development of a concept design will harness co-design principles and, as such, be developed in collaboration with wheelchair users.

- **Chicane** - A chicane will be installed at the southern end of the Rendall Close Weir to restrict access to connecting trails by motorbike. Care must be taken to ensure universal access in not negated when determining the most appropriate chicane to install.

- **Weed control and revegetation** – Ongoing weed control and revegetation to the foreshore and surrounds is required in this location. The Riverslea Foreshore Environmental Management Plan, May 2014 will be referred to for a detailed understanding of recommended actions for weed control and revegetation. Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and Friends of Riverslea.

Modified initiatives for Rendall Close Weir

- **Support the establishment of a ‘Friends Of’ group for Rendall Close Weir** - Support the establishment of a ‘Friends Of’ group for Rendall Close Weir and encourage local community members to actively participate in undertaking environmental restoration works.

- **Erosion control** - Monitor erosion on the riverbank. Revisit in two years’ time to determine whether formal access is required to be developed to facilitate water access for canoe launching and swimming purposes.

- **Chicane** - A chicane will be installed at the southern end of the Rendall Close Weir to restrict access to connecting trails by motorbike. Care must be taken to ensure universal access in not negated when determining the most appropriate chicane to install.

- **Weed control and revegetation** – Ongoing weed control and revegetation to the foreshore and surrounds is required in this location. The Riverslea Foreshore Environmental Management Plan, May 2014 will be referred to for a detailed understanding of recommended actions for weed control and revegetation. Weed control and revegetation to the foreshore and surrounding bushland will be carried out in collaboration with NCMRR and Friends of Riverslea.

7 Community Access and Inclusion Reference Group (CAIRG)

7.1 Presentation 1

The Shires Project Planning Officer presented the findings of the consultation process and draft objectives of the Precinct Plan to the Community Access and Inclusion Reference Group (CAIRG)
in October 2019. Particular elements of interest to CAIRG included parking considerations at Old Settlement, universally accessible playground at Rotary Park and the investigation of universal (wheelchair) access to the water at Rendall Close Weir. Reference group members provided advice on these components and how they could be further enhanced for usability.

7.2 Presentation 2
As Rendall Close and Waters Edge residents requested removal of investigation into universal access at Rendall Close Weir, this item was referred back to CAIRG as a means to understand the desire from the community for this type of facility and whether this initiative should stay in the Precinct Plan or be included in the initiatives for Barrett Street Weir. CAIRG members felt strongly that both options should be advertised to gain a clear understanding of level of support and suitability of location options.

8 Conclusion
This consultation report provides a detailed understanding of the multifaceted engagement approach undertaken to assist the CRG with development of the Precinct Plan and Strategy, based on the IAP2 community engagement framework. The feedback and consultation has been reflect in the Precinct Plan and Strategy. Individual reports of each component of this process are available on request.
Appendix A – Feedback from Social Impact Planning Activity

Summary of feedback grouped under areas of consideration, received via the face-to-face interviews.

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access</strong></td>
<td>• Improved pedestrian access to Rotary Park and Old Settlement from town would be beneficial.</td>
</tr>
</tbody>
</table>
| **Wayfinding and signage** | • Local residents often get stopped on trails from people needing directions. Wayfinding should be improved in line with new signage at The Pines (DBCA).  
  • Could provide information on the ducks at Rotary Park including: what to feed them and where to get duck food.  
  • Use of digital technology, such as the ‘Find the Fun’ app could be harnessed to assist with wayfinding. |
| **Play**      | • Nature play supported at Rotary Park including the replacement of the coloured play equipment as it is a little outdated.  
  • Swimming in the river should be encouraged. |
| **Parking**   | • No issues with parking, can be a little busy but there was a strong opinion that no further parking was required. |
| **Landscaping and street furniture** | • Landscaping could be increased at Old Settlement and entry to town. Landscaping should be of a natural style.  
  • More places to sit throughout the precincts is supported. |
| **Lighting**  | • Rotary Park and Old Settlement could be further enhanced with lighting to support use in the evenings. |
| **Environmental impact** | • Any enhancements to the precincts should not have any adverse environmental impact. |
| **Road changes** | • Changes to Carters Road intersection to include a roundabout or right hand turning lane are supported. |
| **Trail connectivity** | • A need for direct access to the trails is of high importance.  
  • Some trails could have low speed to promote majority of use by walkers.  
  • Most people feel safe using the trails, but one or two people have experienced conflict of use between walkers and cyclist. |
| **Entry statement and public art** | • Entry to town could be further enhanced through artwork. This could be at the Perimeter Road intersection or closer to the entry to town. |
| **Public amenities** | • Changing Places facility supported at Rotary Park. |

Feedback from Local Business Operators

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Comment</th>
</tr>
</thead>
</table>
| **Access**    | • Improved pedestrian access to Rotary Park and Old Settlement from town to the motels on the north of town are required as motel customers etc. wish to walk to town through the precinct and currently it is not safe to do so.  
  • Pedestrian crossings required in the path network on Bussell Hwy on both the north and south of the Margaret River vehicle bridge.  
  • A new pedestrian bridge on the eastern side of vehicle bridge would facilitate direct access to Rotary Park, Brewhouse and Motels, which is supported.  
  • Pedestrian access from Carters Road into town should be addressed. |
### Traffic calming and road changes
- All business owners reported the issue of highway safety and traffic speed, reporting that many drivers are coming into town well above the speed limit.
- Traffic speed should be reduced to 50km from the start of the houses to the north of town.
- Roundabout to Carters Road supported for the ability to slow traffic.
- Alternative ‘traffic calming’ mechanisms such as change in surface material, planting etc. also supported.
- Closing the vehicle access to Old Settlement from Highway would be supported if it facilitated safe pedestrian networks and increased parking spaces within the precinct.
- Traffic calming on Carters Road to be considered for safety.
- Increased parking on highway alongside improved pedestrian connectivity could assist with traffic calming and accessibility.

### Entry statement and public art
- Artwork / entry piece to town supported.
- Precinct area could be further enhanced by a Public Art Trail similar to Northcliffe [http://www.understory.com.au/](http://www.understory.com.au/)
- Old Settlement could have sculpture that represents Early Settlers
- Lighting could be used to enhance the natural beauty of the trees on the entrance to town.

### Trail connectivity
- Need safe access to the Pines to ensure people do not have to walk or cycle along Carters Road.
- Need direct access to trails (as shown below)

### Car parking
- Although Rotary Park, Brewhouse, Old Settlement and Carters Road overflow parking can be full at certain times of year business owners saw the benefit of this in promoting alternative modes of transport such as riding and walking to access their venues.
- If the proposed nature play playground increased the size of the current playground this would trigger the need for more parking at Rotary Park.

### Wayfinding and signage
- Access to The Pines from Carters Road and Bussell Highway could be sign posted to relieve pressure on parking through promotion of parking at McQueen Road (within The Pines).

### Landscaping and street furniture
- Bike parking at the Old Settlement and Rotary Park to be increased.
- Old Settlement precinct could be further enhanced through incorporating more informal common seating areas.
Car parking Occupancy Survey

**Carter Road – Informal parking**
- Sat (am) average bays in use: 1
- Sun (pm) average bays in use: 3
- Mon (pm) average bays in use: 0

**Brewhouse – 30 bays**
- Sat (am) average bays in use: 1
- Sun (pm) average bays in use: 20
- Mon (pm) average bays in use: 24

**Rotary Park – 30 bays**
- Sat (am) average bays in use: 17
- Sun (pm) average bays in use: 0
- Mon (pm) average bays in use: 12

**Old Settlement – 25 bays**
- Sat (am) average bays in use: 9
- Sun (pm) average bays in use: 6
- Mon (pm) average bays in use: 5

**Town View Tce – Informal parking**
- Sat (am) average bays in use: 1
- Sun (pm) average bays in use: 0
- Mon (pm) average bays in use: 0

**Ned Higgins Lane – Informal parking**
- Sat (am) average bays in use: 1
- Sun (pm) average bays in use: 15
- Mon (pm) average bays in use: 7

**Behind Good Olive – Dome – 54 bays**
- Sat (am) average bays in use: 7
- Sun (pm) average bays in use: 8
- Mon (pm) average bays in use: 19

**Churchill Ave – 9 bays**
- Sat (am) average bays in use: 0
- Sun (pm) average bays in use: 0
- Mon (pm) average bays in use: 2
Margaret River
41 Walcliffe Road (PO Box 61)
Margaret River 6285
T (08) 9780 5255 | F (08) 9757 2512
Office Hours
Mon to Fri, 9am – 4pm
Phone enquiries
8am – 4.30pm

Augusta
66 Allnutt Terrace
Augusta 6290
T 08 9780 5660 | F (08) 9758 0033
Office Hours
Mon to Fri, 9am – 4pm
(closes for lunch 12pm – 1pm)
Phone enquiries
8am – 4.30pm

If you are deaf, or have a hearing impairment or speech impairment, contact us through the National Relay Service:
• TTY users phone 133 677 then ask for 08 9780 5255
• Speak and Listen users phone 1300 555 727 then ask for 08 9780 5255
• Internet relay users connect to the NRS www.relayservice.com.au then ask for 08 9780 5255