

Bike and Trails Plan 2010 - 2015

Vision

To foster a community that acknowledges its heritage, values and lifestyles whilst encouraging sustainable development.

Mission

The Shire of Nannup will deliver quality services, facilities and representation in order to achieve our Vision.



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Disclaimer

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BACKGROUND & GUIDING PRINCIPLES

Section 1 - Introduction

1.1 Background

The Nannup townsite is situated approximately 288 kilometres (by road) south of Perth and is situated on the southern side of the junction of the Blackwood River and the Vasse Highway. Details concerning the town and population can be found at Appendix 1.

The Council corporate municipal logo includes the slogan "*Shire of Nannup -The Garden Village*". The concept of a "village" suggests a friendly, small settlement with a relaxed lifestyle, and this theme has been retained as central to the planning process.

Thompson McRobert Edgeloe prepared a five year Bike Plan for the Nannup Townsite in 2005 and this plan was due for review in 2010. This Bike Plan Review (2010) has been prepared for the Shire of Nannup with funding made available by Lotterywest and Department of Transport (Regional Bicycle Network Local Government Grants program) and will be expanded to include not only foot/bike paths in the Nannup townsite but also walk/cycle trails in the wider region.

The Plan provides a framework for Council in the planning and development of footpaths, cycleways and trails in the Shire and will be used to assist in obtaining future grants. The five year construction programme will be considered by Council in the adoption of its Forward Plan, particularly in terms of its financial implications.

The objective of this Plan is to develop a network of facilities which:

- is convenient, accessible and safe;
- is comprehensive, providing access to most destinations;
- establishes connectivity;
- develops the trails network as part of a future trails hub; and
- has regional coverage.

1.2 Methodology

The methodology used to investigate and to prepare this Plan was as follows:-

- Meetings with :
 - Munda Bidji Trails Foundation (including community workshop).
 - Warren Blackwood Trails Project Officer.
 - Department of Environment and Conservation.

- Water Corporation.
- Meeting with Council staff to identify key issues
- Conduct audit of the townsite and existing path system;
- Conduct audit of existing trails (Old Timberline, Kondil Park and Riverside Walks).
- Liaison with key stake holders, including:-
 - school
 - police
 - Community Access Plan Committee
 - Nannup Visitor Centre
 - Bibbulmun Track Foundation

The following plans and reports were considered during the data collection phase of this project:

- 2005 TME Bike Plan.
- Warren Blackwood Strategic Alliance (this is an association of the Shires of Boyup-Brook, Bridgetown-Greenbushes, Nannup and Manjimup). The WBSA is developing a website to promote trails in the southern region.
- Recreation Facilities Strategic Plan April 2000 (Shirley Barnes & Associates). This plan recommended the expansion of the walk trail network; preferably linking up with existing trails and the Bibbulmun Track.
- Nannup 2009 Community Planning Day Report. This report identified a need for more walk and cycle trails. In addition, a key goal agreed was to “promote Nannup as a cycle friendly town; with key tasks being to improve and add to cycling infrastructure in the town, establish new cycle and walk loop trails around the river and establish more end of trail facilities.
- Blackwood River Valley Trails Audit January 2005 (ISM Consulting). This report recommended that the Nannup Riverside Walk, Kondil Park and Old Timberline Trail be included in the Blackwood River Valley Trails brochure. This was acted on, and copies of this brochure are available at Visitor Centres throughout the region.
- Physical Activity Plan 2005-2008 (ISM Consulting). This plan recommended:
 - Utilising local resources/facilities (Blackwood River, Barrabup Pool, forests and trails) to develop a range of wet and dry adventure activity programs.
 - Developing “Walk It” programs utilising trails and footpaths.
- South West Active Ageing Research Project (South West Development Commission 2010).
- Off Road Vehicle Area Feasibility Study 2008. This regional document identified the Nannup Golf Course as a possible location for trail bike activities and is being progressed by the Shire of Nannup as part of that project.

The information gathered in these reports shared one common theme; that the community supported the development of facilities that would provide opportunities for the community to participate in physical activity programs and that walking/cycling are two of the most popular forms of non-organised activities. Although some of the recommendations have been acted on, there is still much work to be done to improve the standard of footpaths and trails; both in terms of physical condition and marketing.

1.3 Disability Access & Inclusion Plan

The Shire of Nannup adopted a Disability Access Plan (DAIP) in June 2006 and a review was carried out in November 2010. The purpose of this plan is to ensure that people with disabilities can access council facilities, functions and services; including the construction and maintenance footpaths. Under footpaths, it was noted that existing footpaths are not user friendly to people with mobility problems (Outcome No 2). This outcome was reported in both in 2006 and 2010.

Members of the community who use gophers or scooters were consulted during the footpath audit, and problems with footpaths identified; leading to the conclusion that there is still much work to be done in this area.

Although all concrete paths have been designated by the Shire of Nannup as suitable for use by disabled persons, the construction process requires gaps to be left between slabs, and the paths become uneven as the path ages. Regular risk assessment and maintenance is required by the Shire to ensure that concrete paths are safe for use by people with disabilities.

In addition, the DAIP recommended that tactile markers be purchased and laid onto footpaths.

1.4 Community Involvement in the Plan

An extensive community consultation process has been undertaken in developing this Plan. This includes:

- Press releases to the local media, requesting input from residents.
- Involvement of keen walkers and cyclists who have assisted completion of Trails Assessment sheets. See Acknowledgements at Appendix 6.
- Public workshop held to discuss the Munda Biddi Trail.
- Display board/maps presented at Nannup community market. See summary of feedback provided at Appendix 6.

1.5 Cycle Friendly Network

Department of Transport encourages local governments to consider amendments to the Town Planning Scheme to:

- encourage commercial and community facilities to install end of trip facilities eg bicycle racks by amending the Heritage Precinct Design Guidelines, Local Planning Policy 008.
- Provide bicycle facilities as part of the approval process for new residential sub-divisions.

The Shire of Nannup has embraced these philosophies - see Part D Recommendations (General).

1.6 Encouragement of Cycling

A role of local government is to encourage local residents to cycle to local services and facilities. Given the flat terrain in the town, and availability of dual purpose concrete paths, this has largely been achieved. More end of trip facilities in the CBD are, however, required to provide a sense of security for cyclists. See Recommendations (General).

1.7 Finances

Implementation of this plan is dependent on funding availability. Lifecycle costs must be considered in the development of proposals.

TOWN PATHS AND INFRASTRUCTURE

Section 2 Guiding Principles

2.1 Shire of Nannup Forward Plan 2010/11 – 2014/15

The Shire of Nannup maintains a Forward Plan for the municipality. Footpaths and dual use paths are included in program 12.1 of the plan.

2.2 Schedule of Works

The future construction and upgrade of paths and cycle parking in the Shire of Nannup has been based on priorities set by Council. These are as shown below.

Criteria

- Links two or more communities or trip attractors.
- Will be used regularly by local residents.
- Will be used regularly by visitors.
- Services a key destination (eg community facility, school, hospital, sports facility)
- Trail or path already exists and can be upgraded at small cost (eg modifying hazardous drainage grates, providing kerb ramps, building crossing refuges).
- Cycle parking can be provided at key destination.
- Matching grants have a good likelihood of being secured.
- To ensure that the safe crossing points are provided across main roads.
- Meet need where future potential residential growth may occur.
- Topography and local constraints along roadsides are conducive to development.
- Allowing for between 400 and 500 metres of pathway to be constructed each year.
- Improve access to facilities for disabled residents and visitors.

During the assessment process, the route was assessed against these criteria.

2.3 Bike Plan Guidelines 2008

This Plan has been prepared in accordance with the Department of Transport Local Government Bike Plan Guidelines 2008, which requires:

- Identification of local route networks (including identification of trip attractors and safe routes to schools).
- Appropriate design and compliance with Australian Standards AS1742.9 and AS2890.3
- Analysis of travel demand.
- Analysis of accident statistics.
- Analysis of bike parking (end of trip facilities).
- Establish local priorities (through analysis of accident statistics and community involvement in the plan)

- Ongoing processes in place to ensure cycle friendly road networks and the encouragement of cycling.
- Develop a process for schedule of works and maintenance programme; and
- Recommend a Plan review process.

2.4 Trip Attractors

The location of town paths has been reviewed with the aim of providing fast, efficient links between residential areas and trip attractors that attract both adults and children. Special consideration has been given to the provision safe bicycle routes to/from schools and facilities at schools. A full list of trip attractors is included at Appendix 4.

2.5 Travel Demand

There has been no specific research done to determine the level of bicycle use within the town. In considering this it is noted that:-

- 1 Traffic counts indicate that Warren Road has a vehicle traffic count of less than 1,800 vpd.
- 2 Many residential streets would have a vehicle traffic less than 1,000 vpd;
- 3 Of the 125 school children at the Nannup High School, 62 (50%) travel by bus from outlying areas; with a proportion of the remainder either walking or riding to school.

The school principal confirmed that he has no issues with the pathways servicing the school.

These figures indicate that all the roads within the town carry low traffic volumes. However the presence of heavy vehicles and tourist / caravans etc does pose a risk to cyclists, especially children.

2.6 Analysis of Crash Statistics

The Police Department has advised that there are no accident statistics for the town and that there have not been any major accidents reported involving cyclists and/or pedestrians.

2.7 End of Trip Facilities

Bicycles are vulnerable to theft and parking facilities need to be located in regularly frequented places and as close as possible to the destination. There are bicycle parking areas within the town (at skate park, Foreshore Park, at the front of the Visitor Centre and Community Resource Centre, in front of Kalki DVD store, across the road from the General Store and on Village Green). In addition, through the Munda Biddi Foundation Cycle Friendly Business program, businesses are encouraged to install bike racks to cater for the needs of cyclists. There are drink water fountains installed at Tomas Marinko and Foreshore Parks.

2.8 Design

The following design characteristics are to be considered when planning a footpath:

- Suitable surface that is safe and matches the character of the town.
- Minimal environmental impact when considering the location and during construction.
- Access for all users – providing shared use pathways whenever possible.
- Strategies identified in the Disability Access and Inclusion Plan.
- Width – adequate for users.
- Drainage is easy to maintain.
- It would normally be expected that an adjacent sealed and kerbed road would exist before a new pathway was considered.
- That the pathways be kept separate from the road carriageway.
- Public Liability Insurance to be considered.

The use of concrete as a primary building material means that the surface may become uneven within 10 years (earlier if tree root damage occurs) therefore regular inspection and maintenance is to be carried out. See Recommendations (Maintenance & Construction).

2.9 Types of Pathways

Typically, the building materials used are listed below :

- Concrete
- Brick paving

In Nannup townsite, the preferred building material is concrete.

2.10 Facilities

The design of all bicycle facilities must be in accordance with Austroad Guide to Traffic Engineering Part 14: Bicycles and Australia Standards relating to bicycles AS1742.9 and AS2890.3.

Council consider the following guidelines and publications in the design of paths:

- Guideline to Traffic Engineering Practice - Part 13 Pedestrians (Austroad);
- Guideline to Traffic Engineering Practice - Part 14 Bicycles (Austroad);
- Guidelines for the design of Bicycle Facilities (Bikewest);
- Design for Access and Mobility (AS 1428 Parts 1 & 2)

2.11 Signage

Effective directional signage conveys both the destination and distance and must meet Main Roads WA requirements. In addition to directional signage, regulatory signage is required on all shared paths to allow cyclists of 12 years and older to use them legally. Regulatory signage also requires Main Roads approval. There is insufficient signage on Nannup shared use paths and improvements are required. See Recommendations (Signage).

2.12 Cycle Awareness

Effective training of schoolchildren is an important preventative measure. Both Nannup High School and Nannup police agree that it would benefit the community to run cycle safety awareness courses. See Recommendations (General).

TOWN PATHS AND INFRASTRUCTURE

Section 3 Footpath Audit

3.1 Summary of Footpath Construction 1998/99 – 2009/10

The table at Appendix 2, summarises a list of town paths that have been constructed during the period 1998 - 2009.

3.2 Shire of Nannup Forward Plan 2011/12 – 2015/16

The proposed financial commitments for footpath construction in the Shire of Nannup Forward Plan are shown at Attachment 3. This information is to be updated as projects are completed or priorities change due to funding etc. Based on the feedback provided during the consultation held in January 2011, the community is generally satisfied with both the standard of footpaths and plans for future development.

3.3 Footpath Audit

A footpath audit was conducted during development of this Plan and detailed results are provided in the supplementary footpath audit sheets provided with this report.

Austroroad Guide to Road Design (see extract at Appendix 7) states that:

- Kerbing is to provide a smooth change in the level between the footpath and the pavement.
- Guidance devices are to be provided to warn people with limited or no sight, and those with other disabilities, of obstacles and intersections.
- The width of shared use Local Access Paths is to be between 2.0m and 2.5m (Austroads recommend 2.5m however 2.0m is an acceptable width where paths experience very low use at all times on all days).
- Signage and sight distance must be adequate on all approaches so that cyclists and motorist can easily identify the risk at intersections.

The South West Active Ageing Project report (Outcome 5 Mobility and transport) provides some useful feedback from older people and their desire for good walking, cycling and gopher routes.

This should also be used as a guide for future design:

- Provide paths on at least one side of residential streets and on both sides of major roads.
- Ensure that footpaths are wide enough with centre lines so that wheelchairs, gophers, cyclists and walkers can use the facility side by side.

- Design footpaths for use by older people; made from durable non-slip material, have tactile ground surface indicators at bus stops and traffic intersections; and keep gentle gradient on kerb ramps.
- Ensure road crossings are well marked, wheelchair and gopher accessible in a convenient position for pedestrian and cyclist movement.
- Illuminate walking paths and seating areas.

A summary of general observations made as a result of the audit is as follows:

- No directional signage currently exists to assist cyclist and others to determine a preferred route to services and facilities in town. Directional and end of trip signage is required throughout the townsite area and, as a priority, around the school site.
- All concrete paths are designated as shared use but none have signage to confirm this. Appropriate signage to be installed.
- No tactile markers exist on footpaths to assist people with disabilities.
- Paved paths in the CBD are all single use (pedestrian). Although they are wide, the surface is uneven as a result of tree root damage, service/manhole covers and general age/deterioration.
- Concrete and paved paths are uneven - see Appendix 5 and Audit Results (Warren Rd 17B) for photographs of tree root damage and uneven ramps. Although the pathways can be used by gophers and scooters, people using wheelchairs or walking sticks have to exercise great care when using these paths.
- Gopher users advise that some kerb ramps are too high and they occasionally get stuck, needing assistance to move on.
- Stalls from the Community Market spill out on to the footpath during the winter months, making it difficult for gophers to negotiate.

The Shire is already planning a full (Capital Works) review of footpaths and these issues should be included in that review process. Until that time, additional assessments to be carried out by Shire staff to identify and rectify possible trip hazards.

3.4 Bike Paths in Main Street.

Warren Road which runs the length of the Central Business District has a reserve width of 20 metres and a pavement width of 16 metres. It is narrow and travelled regularly by heavy vehicles. The brick paving in the town centre is generally between 2.0 and 3.0 metres wide but is, in places, obstructed by verandah posts, signs and street furniture. This makes it difficult to adequately separate pedestrians and cyclists and could lead to conflict in what is clearly a pedestrian area.

Given the above factors it is not considered practical to provide for cycling on the existing brick paving in Warren Street. Nor is it desirable for cyclists to use the road pavement, due to its narrow width and the need to maintain on street parking facilities. Hence this Plan advocates the establishment of alternative cycling routes along residential roads that run parallel to the main road.

3.5 Gap Analysis

A gap analysis of existing townsite paths identified that the footpaths in Footpath Construction Schedule (Appendix 3) were appropriately prioritised.

As the town develops its “cycle friendly” theme, more bike racks and secure storage lockers will be required in the main street and Visitor Centre.

3.6 Maintenance Schedule

An annual review of paths is required and should be carried out in spring each year. Maintenance should be carried out as follows:

- Check and replace damaged or missing directional signage.
- Check and replace damaged or missing regulatory signage.
- Regular sweeping of paths to ensure that glass, gravel and other debris is removed.
- Spraying paths to minimise weeds.
- Repair to paths as required.
- Lighting – repair and replacement.
- Pruning of trees/bushes.
- Hazard Reports made available to the community (see sample at Appendix 11)

REGIONAL TRAILS

Section 4 Guiding Principles

4.1 Background

Cycling is becoming a fast growing sport. According to information provided by the Munda Biddi Foundation:

- Cycling is an evolving and growing sector.
- Participants are generally mid-high income (greater than \$50,000 pa), travel light and stay in a broad range of accommodation; from backpackers to quality accommodation and dining.
- Although mountain bikers are prepared to find their own trails, recreational riders and holidaymakers require easy access to trails and information.
- For the tenth consecutive year, there were more bikes sold in Australia in 2009 than cars.

4.2 Shire of Nannup Forward Plan 2010/11 – 2014/15

There is no proposed financial commitment for trail construction or maintenance in the Shire of Nannup Forward Plan. Trails are generally funded on an ad hoc basis and grants are sought to facilitate this process.

Criteria against which trails are assessed are as follows:

- Links two or more communities or trip attractors.
- Will be used regularly by local residents.
- Will be used regularly by visitors.
- Services a key destination (eg community facility, school, hospital, sports facility)
- Cycle parking can be provided at key destination.
- Route can be established by installing signage only.
- Matching grants have a good likelihood of being secured.
- Landholders have given in principal support to development of trail.
- Safe crossing points can be provided across main roads.
- Meet need where future potential residential growth may occur.
- Topography and local constraints along roadsides are conducive to development.

4.3 Trip Attractors

Trip attractors considered in this Plan include heritage sites, lookouts, areas of environmental significance, bird watching, wine tasting, picnic areas any activities that support sustainable tourism (active holidays and cultural tourism). A full list of trip attractors is included at Appendix 4.

4.4 Travel Demand

Munda Biddi Foundation provides a long distance off road cycle touring trail (1000km) and caters for families, groups, beginners and experienced cyclists. They estimate that 25,000 people use the Perth to Nannup section each year. Campsites are 35 – 45 km apart away from the townsites).

4.5 End of Trip Facilities

A good quality bicycle rack and bike repair station are available at the Foreshore Park. These facilities provide excellent service for cyclists using the Munda Biddi. There are bicycle parking areas within the town (at skate park, Foreshore Park, at the front of the Visitor Centre and Community Resource Centre, in front of Kalki DVD store, across the road from the General Store and on Village Green). In addition, through the Munda Biddi Foundation Cycle Friendly Business program, businesses are encouraged to install bike racks to cater for the needs of cyclists. There are drink water fountains installed at Tomas Marinko and Foreshore Parks.

4.6 Design

Walking tracks are designed in accordance with AS 2156.2-2001 Walking Tracks Infrastructure Design and the following design characteristics are considered when planning a trail:

- Suitable surface that is safe and will require minimum maintenance.
- Minimal environmental impact when considering the location and during construction.
- Access for single users (walk or cycle trails) to maintain highest levels of safety.
- Width – adequate for users.
- Drainage is easy to maintain.
- Signage is clear and trail route is easy to identify.

4.7 Type of Trail

Typically, the building materials used in construction of trails are listed below:

- Gravel/limestone surface.

- Compacted sand, and
- Other natural materials.

The Department of Environment and Conservation have a wealth of experience in designing rural trails and have been consulted with extensively during the feasibility study.

4.8 Signage

Considerations for provision of trails signage are as follows:

- Directional signage be provided every 500m or at intersections. Signage to be provided in both directions.
- Interpretive and informational signage to be provided at trail heads.

4.9 Access by Public Transport

It is important that visitors are able to access trails using public transport. In Nannup, visitors are able to access most trails from the townsite. Two bus services service the town (see Appendix 10) however this research has identified that the bus service to Nannup is poor and should not be promoted in marketing information.

4.10 Cycle Friendly Communities

The following facilities are recommended by the Munda Biddi Foundation to encourage cyclists to stay longer in communities:

- Safe cycling routes (off road trails and rural roads with low traffic levels).
- Circular routes for day trips.
- Built and natural attractions along the route.
- Hard copy and electronic maps of the local area that include bicycle friendly accommodation, attractions, bicycle repair, bicycle racks and toilets.
- Retail outlets for bicycle sales, hire, repair and spares.
- A range of eating places providing high carbohydrate meals.
- Secure bike racks that comply with Australian Standards (near main entry to cafes, accommodation and attractions) with good natural surveillance, easily lockable.
- Cycle friendly accommodation.
- Tour companies that provide guided tours and transport for luggage.
- Public transport that allows bicycles on board.

The Shire of Nannup is keen to embrace these principles and is working with the Munda Biddi Foundation to develop Nannup as a Cycle Friendly town.

4.11 Warren Blackwood Recreational Trails Project

The Warren Blackwood Recreational Trails (WBRT) project is identifying existing and potential new trails in the Warren Blackwood region for bushwalking, mountain-biking, horse-riding and canoeing. Once the data has been collated, a web page will promote trails in the Warren Blackwood region as a whole. It will also create strong links between other sites such as Visitor Centres, Shires, Top Trails, Munda Biddi and Bibbulmun Track. See <http://www.warrenblackwood.com.au/> for details.

WBRT is also co-ordinating a map of the Blackwood River that will open up a canoe trail between Boyup Brook and Nannup. The section to Bridgetown has already been mapped and it is now planned to map the section between Bridgetown and Sues Bridge.

4.12 Munda Biddi Trails Project

The Munda Biddi trail is already established to the north of Nannup; with steps being taken to construct the southern section during the next two years. A community workshop was held in Nannup in September 2010 and the following Shire of Nannup action items have been extracted from the strategy document.

Nannup Cycle Tourism Draft Strategic Plan Action to Develop Opportunities
<p>Finalise draft Nannup Bike and Trails Plan</p> <p>Five new trails identified:</p> <ul style="list-style-type: none"> • Balingup Nannup Rd • Loops off the Sidings Rail Trail • Link Timberline and Sidings Rail Trails • Willow Springs-Nannup to Balingup link • Town to Kondil Park <ul style="list-style-type: none"> • Integrate cycle tourism infrastructure into Mainstreet Project <ul style="list-style-type: none"> ○ Develop guidelines to allow MBTF CFB 's to install bike racks on footpaths ○ bike rack at key community facilities eg Shire Offices ○ bicycle lockers in CBD ○ remove the cyclist squeeze point outside the video store ○ ensure street furniture is multi use eg tree guards are also bike racks <p>Prioritise trails Seek funding for trails</p> <p>Expansion of dual use paths and footpaths</p>

<p>Develop trail maintenance MOU template between SON and DEC . Lobby DEC, politicians and state government to maintain trails.</p>
<p>Provide bicycle mechanic training to interested Nannup residents</p> <p>Investigate options for a non bank ATM to be located in a business Investigate options to increase mobile phone coverage</p> <p>Contact/lobby state/federal government to secure funding to finish sealing Mowen Rd</p>
<p>Develop a policy that allows CFB's to install bike racks outside their business</p> <p>Ensure streetscape furniture is multi-use eg tree guards that are also bike racks</p> <p>Install bike racks at key community facilities-eg Shire Offices Identify key community facilities that require bicycle racks</p>
<p>Conduct a MBTF trail opening event</p> <p>Better communication and cross promotion with other communities eg WAMBA, Northcliffe (Karri Cup)</p>
<p>Identify volunteers interested in maintaining trails</p>

SON – Shire of Nannup
MBTF – Munda Biddi Trail Foundation
DEC – Department of Environment & Conservation
CWA – Cycling WA.
CFB -

REGIONAL TRAILS

Section 5 Trails Audit

5.1 Trails Audit

An audit of existing trails was conducted during development of this Plan in accordance with Appendix 12, and detailed results/recommendations are provided in the supplementary information provided with this report. A summary of general observations are as follows:

Riverside/Foreshore:

- This trail is on Unallocated Crown Land and Shire Reserve.
- Directional signage is poor and requires upgrade.
- Interpretive signage is old and requires upgrade.
- Trails surface is uneven and loose gravel presents a slip/trip hazard.
- Riverbank erosion is causing subsidence of the existing trail and realignment is required. Also consider removal of trees from river to reduce potential for erosion.

Kondil Park:

The trail is on DEC land and is well maintained by DEC but directional signage needs improvement.

The interpretive sign at the rear of the Visitor Centre shows the trail to be a figure of eight. It in fact comprises of two circular loops, linked by a single 500m (approx) trail. There is no interpretive signage at the entry to the walk trail.

The trail could easily be accessed via the Old Timberline Trail however there is no marketing information to encourage this. The existing map provided by the Visitor Centre needs updating. Cyclists could be encouraged to use the Wildflower Drive which runs in a loop around the walk trail.

Old Timberline Trail:

- The Old Timberline Trail is on DEC managed land.
- A bridge has collapsed between Sleeper Hewers Hut and Cambray Siding therefore the hut, and this section of the trail, has been closed for around two years. The closed section is easily passable in the dry season but DEC has chosen not to reopen it during the summer.
- A good map of the trail is available for purchase at the Visitor Centre but the map does not indicate that the trail is closed (and staff were not aware of the closure).

- Directional signage is good, but this is a very remote area and more signs would reassure casual visitors that they are on the right track.
- The local DEC representative has expressed some concern that the Old Timberline Trail is designated as a walk/cycle trail because it is narrow in places, with poor visibility on corners. He is are concerned that, if usage increases, an accident could occur.
- This trail is listed as one of the “Top 50 Trails in Western Australia” and is listed in Australia’s South West magazine as a recommended hike, walk, ride. The trail should therefore be maintained and marketed to its full potential. Investigations should be made to determine if an alternative cycle route can be found.

Cockatoo Valley Trail.

The Cockatoo Valley is on Main Roads Road Reserve. This concrete pathway was constructed to link Nannup townsite with the Cockatoo Valley subdivision. It was opened in November 2010 and no audit was carried out.

5.2 Gap Analysis

Existing Trails. The deteriorating condition of existing trails needs to be addressed in consultation with the Department of Environment and Conservation. The Old Timberline Trail should be reopened as a matter of urgency.

Memorandum of Understanding. A Memorandum of Understanding between the Shire of Nannup and key stakeholders (DEC and Department of Waters & Rivers) should be agreed to determine how trails can be properly maintained in the future. This process should also include consultation with the community, to identify possible involvement of “Friends of Trails” groups, and the Department of Corrective Services.

5.3 Maintenance Schedule

Where there are trails on Shire managed land it is the responsibility of the auspicing body to carry out an annual audit. Maintenance should be carried out as follows:

- Check and replace damaged or missing directional signage.
- Spraying trails to minimise weeds.
- Repair as required.
- Pruning of trees/bushes.
- Hazard Reports made available to the community (see sample at Appendix 11).

5.4 Friends of Trail

It could be effective to establish a "Friends of Trails' Group to identify work that needs to be carried out, and to undertake light duties (eg pruning and replacing directional signs). As most of the trails pass through DEC land, this group would need to be established under the auspices of DEC to ensure that adequate insurance was maintained. Due to the small population of Nannup, Friends of Trails could not be relied upon as a primary source of manpower to maintain trails.

Nannup High School has confirmed that, although school children do not currently use the trails for organised activities, they would be interested in a joint venture whereby community groups work with the children on projects that would provide:

- Environmental awareness
- Historical information.
- Practical skills (map reading, GPS, compass skills).

See Recommendations (General).

REGIONAL TRAILS

Section 6 New Trails

6.1 Ellis Creek Trail

A link between the Bibbulmun Track (Ellis Creek) and Nannup has been investigated and the outcomes are included in the supplementary trails audit sheets provided with this report. Relevant stakeholders were consulted:

- Department of Environment & Conservation
- Bibbulmun Track Foundation.
- Water Corporation
- Nannup Historical Society.

The Ellis Creek area enjoys excellent historical and natural significance, with the existence of two large jarrah trees estimated to be over 400 years old, and an old Mill site on the trail. Access to the trail is via Disease Risk Area and no vehicles, bicycles or horses are allowed on the access roads without permission from DEC.

Stakeholders have agreed that the link to Ellis Creek is possible however a number of constraints have been identified and are listed in the recommendations section of the Ellis Creek trail report. In summary, these can be overcome by:

- Entering into a Memorandum of Understanding with DEC to maintain the track on an ongoing basis. The Shire of Nannup is to acknowledge that DEC receives no additional funding for maintenance of new trails developed on its land.
- Ensuring that no vehicles/bikes enter the Disease Risk Area.
- The Shire of Nannup is to obtain approval from private landowners near Nannup townsite for the trail to pass over their land.
- Confirming the support of Water Corporation for the project.

It was also agreed that funding should be sought to construct a campsite, and to install extensive interpretation at Ellis Creek. This could be carried out in a later phase of the project (after the trail has been established). The Old Mill Site currently has a DEC pine plantation, ready to harvest, and it might be possible to secure some funding from the second phase of this project, through sales of this timber.

6.2 New Trails

As a result of consultation with the community, a number of potential new trails have been identified:

- A series of loop trails in the Cundinup area.
- A link trail between Nannup and Balingup/Greenbushes (via Willow Springs).
- A link trail between the old Timberline Trail and Sidings Trail (via Tycoon Rd)
- A trail between Stewart Rd and Lake Jasper in Scott River.
- A mountain bike trail between Revelly Bridge and Lewana.
- A loop trail suitable for mountain bikes between Nannup, Jalbarragup and Tycoon Rd.

Although these trails have not been audited, most run along existing roads/tracks and the following process could result in their implementation:

- Obtain approval of Department of Environment and Conservation (and other landholders if applicable).
- Conduct Risk Assessment.
- Liaise with log haulier companies (if applicable).
- Purchase and install signage.
- Design and produce maps.

Trail location	For implementation this trail needs:			
	Audit	Risk assessment	Signage & maps	Other
Cundinup Loop	√	√	√	DEC approval
Revelly – Lewana	√	√	√	DEC approval
Willow Springs to Balingup	√	√	√	DEC approval
Canoe Trail	x	x	√	Assessment being completed by WA Canoe
Timberline – Sidings link	√	√	√	DEC approval
Scott River	√	√	√	DEC Manjimup review and approval
Jalbarragup Loop	√	√	√	DEC and Shire approval

A full list is at Appendix 13 and details of each trail are included in the supplementary trails audit sheets provided with this report.

6.3 Department of Environment and Conservation (DEC) Considerations

Some trails have been designated as unsuitable for horses because they pass through disease risk area.

DEC advise that new trails would probably need a "Disturbance Activity Check" and Aboriginal Heritage Site assessment to be undertaken. It is possible that these assessments could be undertaken by DEC as an in kind contribution to the project.

Section 7

CONCLUSION & RECOMMENDATIONS

7.1 Review of the Nannup Bike & Trail Plan

To maintain currency, this Plan is to be reviewed every four years

7.2 Council Adoption

The methodology for implementation of this Plan is as follows:

- Council review of draft Plan and Five year programme;
- Public advertising of the Plan; and
- Adoption.

7.3 Recommendations

Recommendations are detailed in Table 1.

**TABLE 1
RECOMMENDATIONS**

Subject	Action	Comment/ possible funding opportunities	Priority	Action By
Adoption	That Council adopt the Shire of Nannup Pathways and Trails Strategy 2011 and that it be used for the planning, development and implementation of future pathways.	This Plan to be incorporated into Council's Forward Plan and the pathways drawings to be reviewed annually. All recommendations from the plan to be reviewed against available budget each year.	High	SHIRE
Funding	That Shire funding be considered annually to continue the proposed program of works. Continue to apply for grants to purchase and install new paths, trails and bicycle parking facilities after upgrade work has been completed.	See Appendix 9 for possible funding opportunities.	High	SHIRE
	That a portion of the funds allocated in the Main Street Upgrade be allocated to replacing the paved footpaths in the CBD.	Particular care to be taken to upgrade to a surface that is suitable for use by gophers and wheelchairs and to improve the kerbs at intersections.	High	SHIRE
	That the Shire of Nannup, in conjunction with other LGAs in the region, request that the State Government review the current method of allocating funds for trails maintenance.	DEC advise that they receive no additional funding to maintain trails or replace missing directional signs. A method is required whereby volunteers identify the work required and funded resources are provided (by DEC or Correctional Services) to carry out trails maintenance.	High	SHIRE

Subject	Action	Comment/ possible funding opportunities	Priority	Action By
Maintenance & Construction (Pathways)	Pathways are to be constructed in accordance with AUSTROAD Guide to Road Design (see extract at Appendix 7).	<p>AUSTROAD guide states that:</p> <ul style="list-style-type: none"> • Kerbing is to provide a smooth change in the level between the footpath and the pavement. • Guidance devices are to be provided to warn people with limited or no sight, and those with other disabilities, of obstacles and intersections. • Signage and sight distance must be adequate on all approaches so that cyclists and motorist can easily identify the risk at intersections. 	High	SHIRE
	That new paths be constructed in accordance with the priorities identified in Appendix 3.	Where funds are available	Medium	SHIRE
Subject Maintenance & Construction (Pathways)	<p>That discussions take place with DEC to facilitate the reopening of the Old Timberline Trail.</p> <p>That the recommendations made in the trails assessment sheets for the Riverside, Kondil Park and Old Timberline Trails be implemented and that the deteriorating condition of existing trails is addressed before new trails are constructed.</p> <p>That the Shire liaise with WBRT to obtain a copy of</p>	<p>Comment/ possible funding opportunities</p> <p>Lobby DEC to undertake this work</p>	High	SHIRE

	the canoe trail between Boyup Brook and Nannup.				
New Trails	That the recommendations in the trails assessment sheets for potential new trails be implemented.			Low	SHIRE
Ellis Creek	That the recommendations in the trails assessment sheet for Ellis Creek Trail be implemented.			Medium	SHIRE
Subject	Action	Comment/ possible funding opportunities	Priority	Action By	
Signage (Pathways)	That existing town path signage be reviewed and upgraded as a matter of priority.	Directional and end of trip signage is required throughout the townsite area and, as a priority, around the school site. All concrete paths to have signage installed designating them as dual use.	Medium	SHIRE	
Signage (Trails)	That directional signage on existing local trails be upgraded as a matter of priority.	<ul style="list-style-type: none"> • Riverside Walk • Kondil Park • Old Timberline Trail 	High	DEC DEC	
	That funding be sought to upgrade interpretive signage on existing local trails.		Low	SHIRE	
	A display board be located centrally within the Central Business District which is accessible to visitors – this to be linked with a display board indicating the proposed trail programme.		Low	SHIRE	

Audit Process	That the Pathway Inspection Sheets at Attachment 11 be used as a template to conduct an audit of footpaths/ shared use paths. That an annual audit of street lights be carried out to ensure serviceability.	Audit to be carried out in March each year so that repairs/upgrades for non-urgent work can be included in budget for the next financial year.	Low	SHIRE
Subject General	Action The school and police be encouraged to run periodic training sessions at the school for children to improve their road skills. Continue to encourage commercial and community facilities to install end of trip facilities eg bicycle racks. Develop suitable planning policies to: <ul style="list-style-type: none"> • encourage commercial and community facilities to install end of trip facilities eg bicycle racks. • provide bicycle facilities as part of the approval process for new residential subdivisions. That a list of community groups interested in facilitating trails projects (environmental, historical	Comment/ possible funding opportunities	Priority Low Med Med Low	Action By NDHS Police SHIRE SHIRE SHIRE NVRC NDHS

	and educational) be provided to the Nannup High school each year.				
	That the coordinators of Nannup Community Market be advised to keep pathways clear for gopher access.	Organisers need to be reminded that this is a public liability issue and they could be liable if injury occurs.	Med		SHIRE
Subject	Action	Comment/ possible funding opportunities	Priority	Action By	
Marketing	<p>A copy of the trails segment of this Plan to be provided to the WBRT and Munda Bididi Coordinators.</p> <p>That the Shire of Nannup /Visitor Centre websites be linked to the Warren Blackwood Recreational Trails website http://www.warrenblackwood.com.au/ . To include downloadable information such as:</p> <ul style="list-style-type: none"> • Maps of bike trails (including location of accommodation, bike racks, repair/services, cafes, toilets and attractions.) • Details of bike tour operators and local businesses that will transport luggage. • Public transport availability. 		High	SHIRE	
		The Shire will need to provide current information on an ongoing basis to the WBRT website.	High	SHIRE NTA	

	<p>Monitor the progress of the WBRT project to ensure that the website links to appropriate websites eg Tourism WA, DEC "50 Top Trails", Triathlon Events, Bicycle Australia, Karri Cup, Bibbulmun Track and Munda Biddi Foundation websites.</p> <p>That hard copy route maps of town and regional trails be produced and distributed via the Visitor Centre network.</p> <p>That the Shire promotes the Munda Biddi Cycle Friendly Business program resource kit on behalf of Munda Biddi.</p>	<p>It may be necessary for the Shire to provide a small amount of funding to the WBRT project after the funding period expires (August 2011). It is important that the regional trails website is maintained.</p> <p>Cycling information be made available to residents at the Shire of Nannup Administration office, Library and Nannup Visitor Centre.</p> <p>See Section 4.10.</p>	<p>Med</p> <p>Low</p> <p>Med</p>	<p>SHIRE</p> <p>NTA SHIRE</p> <p>SHIRE</p>
Subject	Action	Comment/ possible funding opportunities	Priority	Action By
Marketing	That the Shire continues to support the Warren Blackwood Recreational Trails project.		Med	SHIRE
	Continue to promote trail development via local media and schools to encourage usage.		Low	SHIRE
	Continue to support development of Mountain Bike Tours in the Shire of Nannup:		Med	SHIRE

Overview of the Shire of Nannup

Location. Nannup townsite is located at the junction of the Vasse and Brockman Highways about 70 kilometres due south of Bunbury (110 kilometres by road) and 65 kilometres from the coast at Busselton. The Blackwood River borders the western and northern edges of the town adding to its scenic quality. The Shire covers an area of over 3000 square km and embraces the localities of Nannup, Donnelly River, Bidelia, Carlotta, Cundinup, Scott River, lake Jasper, Darradup and Barrabup.

Town Layout. Urban areas extend between the now disused Busselton - Nannup railway line to the west and Mount Folly Creek to the east. Commercial, administrative and recreational activities are generally situated along Warren Road which is the main thoroughfare traversing the town from north to south.

The Central Business District is situated at the northern end of the town, close to the river. The town has developed generally in a southward direction along the axis of Warren Road (Vasse Highway). Residential areas extend up to approximately two kilometres south of the Blackwood River.

The land adjacent to the River, along the western side of town is relatively flat and areas are within the 1:100 year flood level. East of Warren Road the land generally begins to rise and in parts there are some localised steep areas.

Road Links. The Shire of Nannup is the second largest Shire in the South West region with approximately 160 km of sealed roads and 380km of unsealed roads. South of the town, the Brockman Highway joins the Vasse Highway to form a link with Augusta, 89 kilometres to the south-west. The eastern leg of the Brockman Highway forms a link between Nannup and Bridgetown (45 kilometres). There is also a popular scenic route between Nannup and Balingup along the Blackwood River Valley.

Population. The population of the Shire of Nannup were in the 2006 Census was:

- Aged 0 – 14 yrs 235
- Aged 15 – 29yrs 116
- Aged 30 – 54 yrs 444
- Aged 55 – 74yrs 346
- Aged more than 75 yrs 51

- TOTAL 1192

According to the Shire of Nannup Strategic Plan, as at 1 Jul 09, the population had increased to 1260 with 747 dwellings.

In general, the population is spread throughout the Shire, with about half the population living in the Nannup townsite.

Weather. Nannup is often cited as having a "Mediterranean" style of climate; being hot dry summers and cool wet winters. In fact the town has an annual rainfall of approximately 1,000 mm per year, which is greater than for the Perth metropolitan area. This reinforces the need for an appropriate pathway system because the winter rain would otherwise restrict the mobility of path users due to the wet muddy conditions. This is especially important for those in the community that may have mobility restrictions and rely upon a suitable pathway system.

Tourism. Nannup is located at the heart of the Blackwood River Valley and many scenic drives and walk trails are available in the immediate area. Over 85% of the Shire is under forest and the town of Nannup enjoys a number of nature and recreational reserves and public buildings. Environment and heritage play a large part in the community's culture.

Growth in the tourism industry is important to the Shire, and has led to the establishment of a range of tourist accommodation including farm stays, chalets and bed and breakfasts. The town is a popular stopping point for day trippers and travellers because of its central location within the region. This is evident on many weekends with the number of persons exploring the local craft shops. The marketing title adopted by the Shire is "The Garden Village".

Annual events include the Nannup Music Festival in March, the Flower Festival in August, and the Blackwood Classic power boat event which pass through the town in October.

FOOTPATH/ DUAL USE PATHS – CONSTRUCTED SINCE 1998

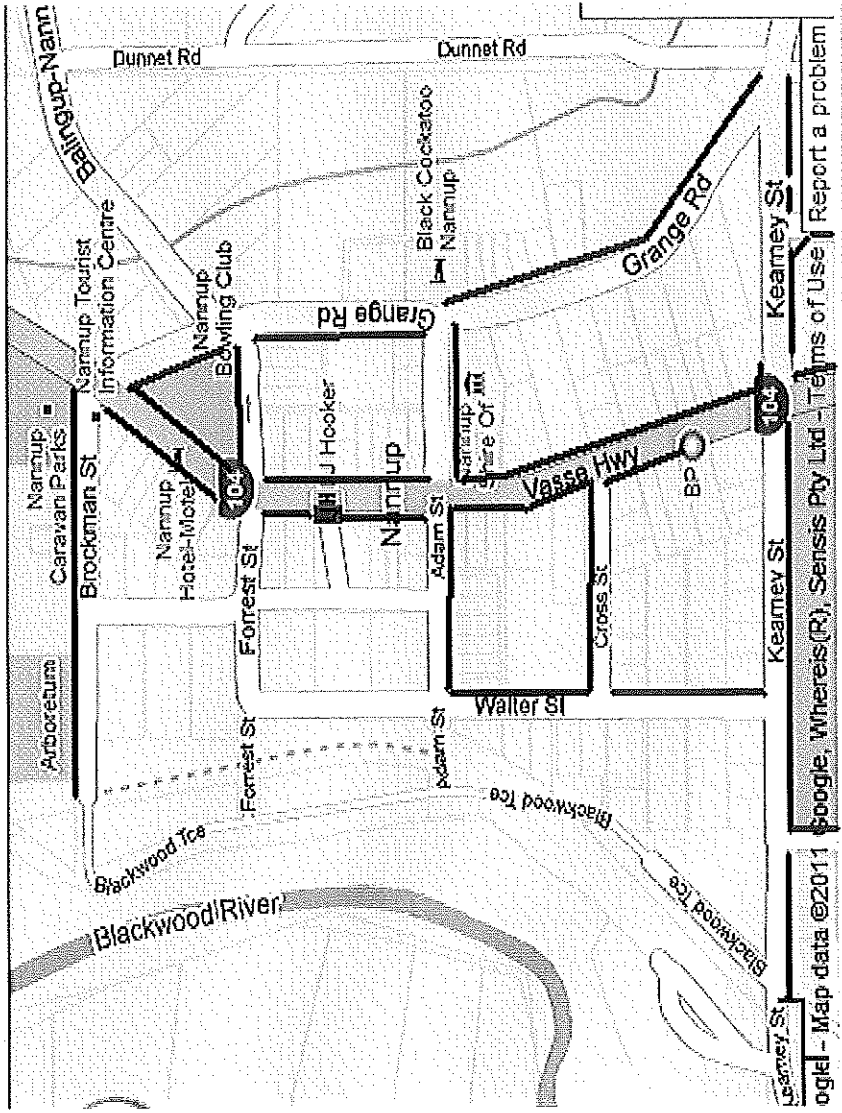
SHIRE OF NANNUP	
YEAR	SECTION
98/99	Warren Rd – Struthers St to Cemetery
99/00	Bishop St – Warren Rd to School
00/01	Community Centre – Warren Rd to centre
01/02	Grange Rd – Warren Rd to Forrest St
01/02	Forrest St – Warren Rd to Grange Rd
01/02	Kearney St / Carey St – Warren Rd to Hospital
02/03	Grange Rd – Forrest St to Adam St
02/03	Kearney St – Warren Rd to North St
03/04	Walter St – Kearney St to Cross St
03/04	Brockman St – Warren Rd to Tourist Centre
04/05	Cross St – Warren Rd to Walter St
05/06.....	Community Centre - Community Centre to Higgins
05/06.....	North St - Kearney to Higgins
06/07.....	Higgins St - Warren to Community Centre
06/07.....	Adam St - Warren to Grange
08/09.....	Kearney – Carey to Dunnet
10/11.....	Grange Rd – Adam to Kearney
10/11.....	Kearney St - Carey to Dunnet.
10/11.....	Higgins St - Community Centre to North.

Pathway Construction Schedule

DESCRIPTION	metres	COMMENT
Grange Road (Adam to Kearney)	400	Completed (after audit).
Higgins St (Warren to North)	235	Completed (after audit).
Kearney St (Carey to Dunnet)	160	Completed (after audit).
Brockman St (Caravan Park to Foreshore)	227	Completed (after audit).
Adam St (Warren to Walter)	157	Completed (after audit).
Higgins (Warren to Carey)	114	Complete link to hospital. Residential access to Warren.
Carey St (Higgins to Hospital)	122	Hospital frontage (provides access and connection to doctor's surgery). Completes connection.
Walter St (Cross to Adam)	140	Provides a more direct route from the North Rd residential area into the CBD; as an alternative to Warren Rd. Also assists aged care access. Preferable to coincide with Adam St upgrade.
Carey St (Higgins to Struthers)	250	Completed connection
Kearney St (North St to Foreshore)	160	Link to foreshore area.
North St (Higgins to Ford)	325	Residential access. Links to Higgins and recreation centre.

NOTE: - Schedule is based upon a maximum length of 500 metres being constructed in any one year. Funding is based upon a maximum of 50% external funding being received.

Nannup (Northern Section)



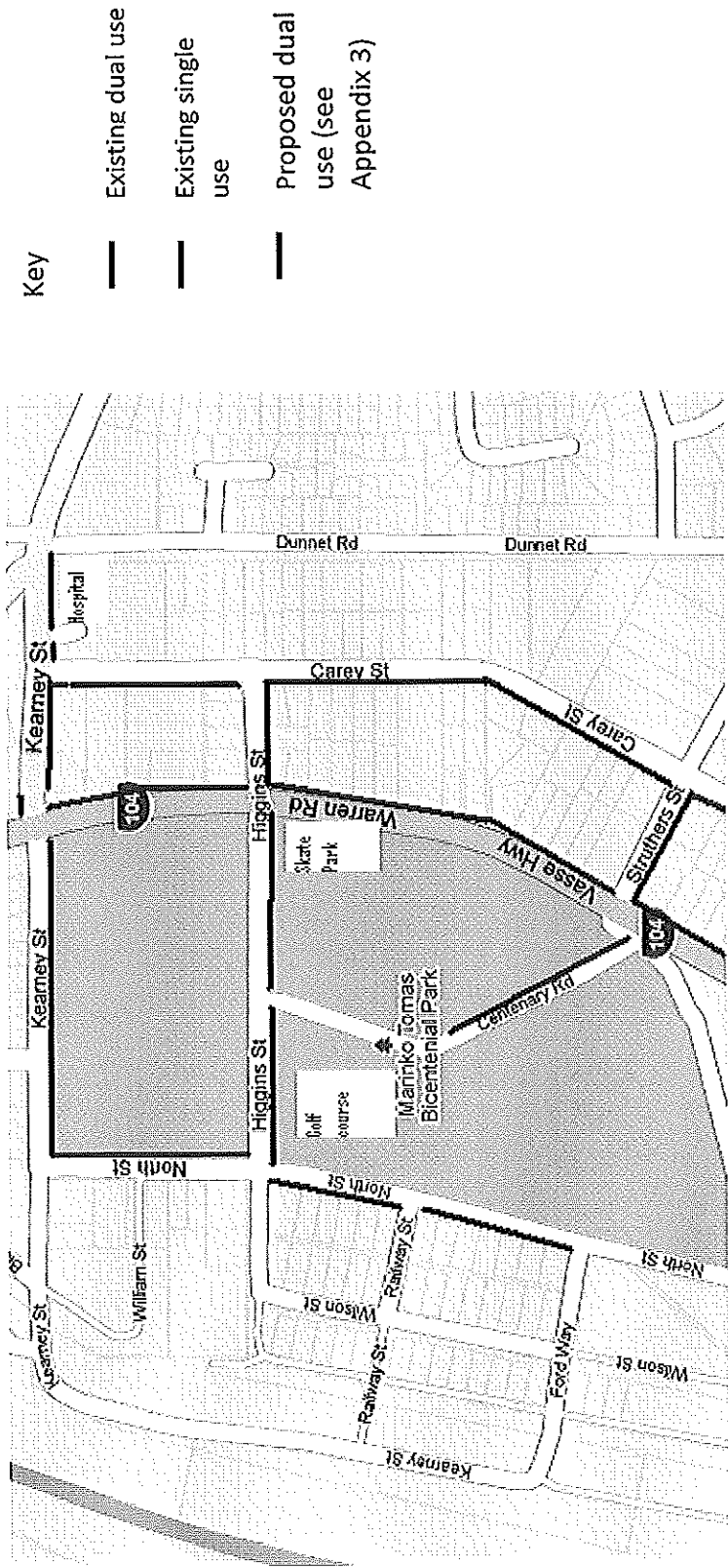
Key

— Existing dual use

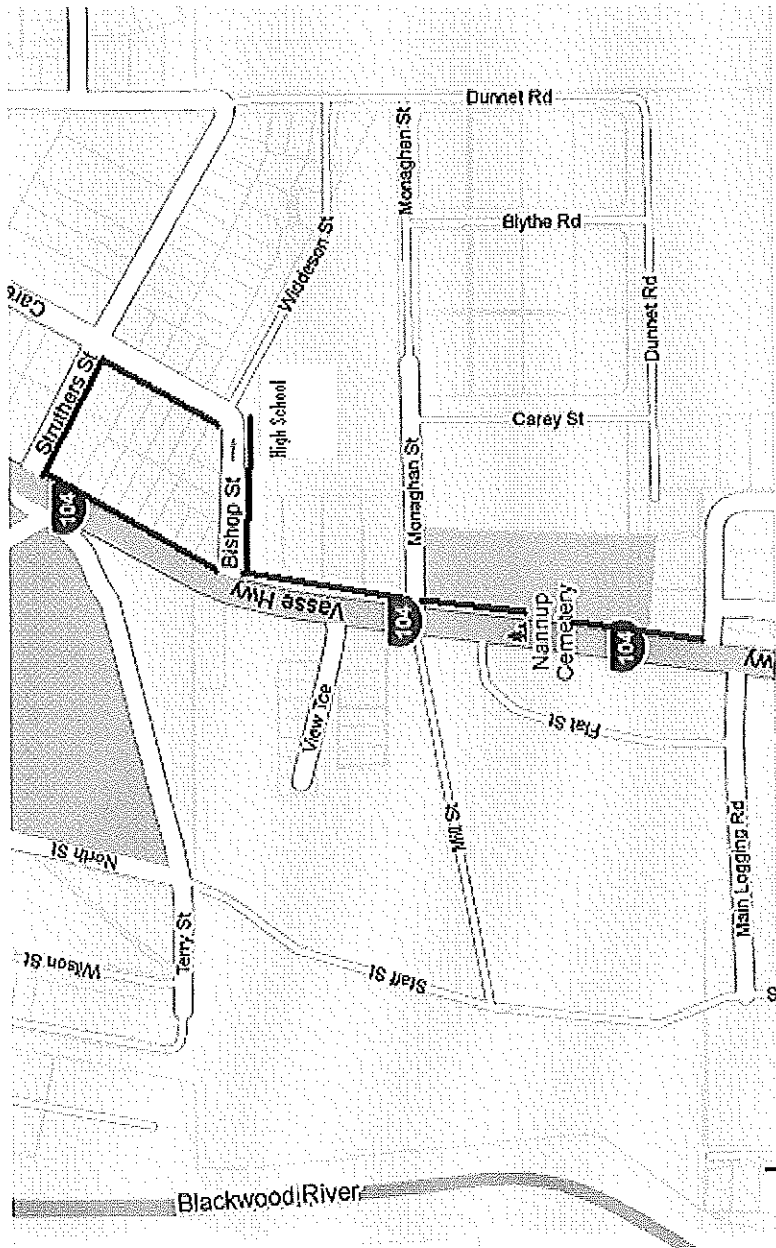
- - - Existing single use

— Proposed dual use (see Appendix 3)

Nannup (Central Section)



Nannup (Southern Section)



Key

- Existing dual use
- Existing single use
- Proposed dual use (see Appendix 3)

TRIP ATTRACTORS

Trip attractors considered in this Plan include schools, shops, sports precincts, heritage sites, lookouts, areas of artistic and environmental significance, bird watching, wine tasting, picnic areas, local events and any activities that support sustainable tourism (active holidays and cultural tourism).

Townsite Trip Attractors

The majority of the townsite development stretches along the Warren Road corridor; creating an elongated pattern of development with the school being located at the southern extremity. Most of the trip attractors have developed along the Warren Road corridor: the CBD and cultural precinct to the north and the school, recreation centre and community centre to the south.

The most significant trip attractors within the town for local cyclists are considered to be:-

- Central Business District (access to shops and restaurants);
- Nannup District High School and Nannup Kindergarden
- Main recreation areas, including the skateboard facility and community centre;
- Nannup Visitor Centre and foreshore area at the end of Brockman St (cultural precinct);
- Main residential areas, in particular the flatter area along North Road;
- Nannup Hospital.

The School Principle of Nannup District High School has advised that, from the school's perspective, there are adequate footpaths in place to service the school.

Regional Trip Attractors

The most significant trip attractors identified in the region include:

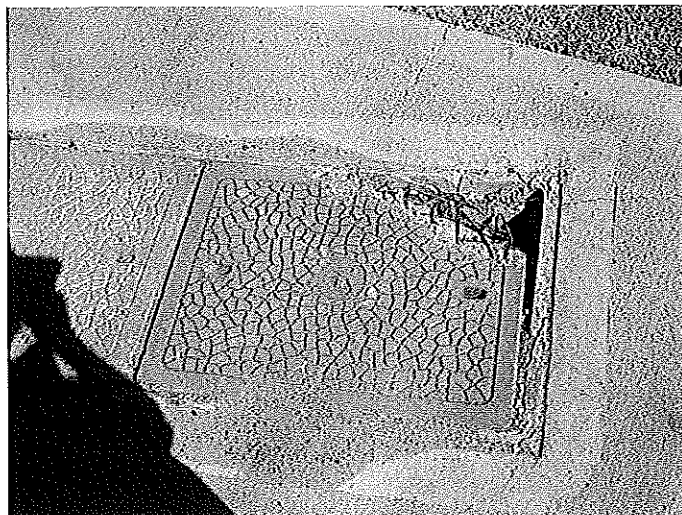
- Blackwood River
- Barrabup Pool
- Workman's Pool
- Munda Biddi Trail
- Bibbulmun Tack
- Balingup-Nannup Road (scenic drive)
- Ellis Creek (historic Mill Site)
- Tank 7 (scenic lookout)
- Wineries and Lavender Farm
- Heritage buildings
- Old Timberline and Sidings Trails
- Foreshore Park and Arboretum
- Kondil Park
- Riverside Walk.

Maintenance Problems – Footpaths

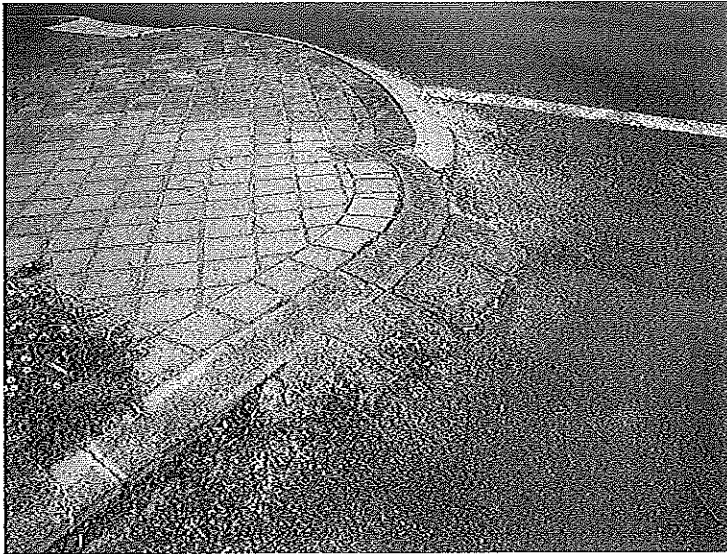
Concrete paths are designed to have gaps in between each section, separated by an expansion material. Most gaps are between 1 – 2cm wide and the expansion material has eroded away, leaving earth, weeds and an uneven surface. This cannot be repaired retrospectively and most sections of old paths are “lifting”, resulting in one section being up to 1.5cm higher than the other. This poses a real trip hazard.



Brick paving footpaths are uneven as a result of tree root damage.



Service/manhole access covers in concrete paths are generally uneven. This photo was of an extreme case of damage.



On and off ramps at road intersections are uneven and can cause wheelchairs to tip. The intersection at the corner of Adam and Warren St is of particular concern.

Community Consultation.

The Shire of Nannup wishes to acknowledge the following people who made valuable contributions to the development of trails identified in this report:

- Sophie Camarri
- Brad Commins (DEC)
- Barbara Dunnet
- Charles Gilbert
- Jim Green
- Charley Cannon
- Brian O'Hehir (DEC)

In addition, the following feedback was received at the community market on 22nd January 2011. A detailed list of comments and contact telephone numbers has been provided separately to maintain confidentiality.

"Many of our guests ask for information on walk trails around Nannup and surrounding areas. We would support any upgrades of existing trails and any new ones".

"We would be prepared to look at allowing the Ellis Creek spur to cross our property".

"I am considering establishing a family bike hire business and would like to be kept informed of progress".

"Riverside Walk and Kondil Park need improvement – both in directional signage, interpretive maps and the quality of the trails. Need a map in the centre of the town".

"Concept of adventurous cycle tracks excellent – bring more people through and increase accommodation possibilities".

All feedback received was positive and supported the development of trails.

No feedback was provided on footpaths (either positive or negative).

Austroad Guide to Road Design

(Formerly known as Standards Australia Guide to Traffic Engineering Practice Parts 13 & 14)

Department of Environment and Conservation Considerations (Rural Trails)

- DEC discourages the creation of multi-purpose trails that lead users to single purpose (walk) trails as it encourages the use of bikes and horses on single use trails.
- As a general rule, no bikes or horses are permitted along roads/tracks that have Disease Risk Area (DRA) on both sides of the road. DEC will however, consider applications for bike/horse trails.
- In interpretive signage, website and marketing, it is important to remind riders to stay on the trails to protect rare flora and fauna.
- Declared rare flora and threatened ecological communities (vegetation surveys are required for clearing land).
- Dieback
- Safety/erosion along river walks.
- Bridge and culvert design (DEC have designs for bridges, boardwalks and culverts and are usually happy to make available.) Old bridges need to be tested to ensure they are safe for maintenance vehicles.
- Need access for maintenance vehicles and safety rescue.
- Need to consult with adjoining land owners to discuss increased fire risk, theft, trespass and vandalism.

POSSIBLE FUNDING OPPORTUNITIES

The Shire will consider funding for pathways and trails on an annual basis, taking into account available budgets and competing projects. Funding from developers will also be sought where possible. This strategy acknowledges:

- Provision of pathways, by developers, in new developments.
- Contributions by developers to connect new developments to existing networks.

External sources of government/other funding will also be actively sought. The following sources of funding were investigated during the data collection phase of this report:

South West Regional Grants Scheme (Royalties for Regions)

<http://www.swdc.wa.gov.au/funding.aspx>

Under the Royalties for Regions initiative the Western Australian Government provides funding through a variety of schemes including the South West Regional Grants Scheme, which is administered by the South West Development Commission.

There is no upper financial limit on applications, however grants in excess of \$150,000 will require a business case and will be referred to the Minister for Regional Development for approval.

The Scheme aims to improve economic and community infrastructure and services in the South West region through funding projects that will assist in attracting investment and increasing jobs or help to improve the quality of life in the region. Projects must be "project ready" and must comply with the SWDC Disability Access & Inclusion Plan.

R4R approved a grant of \$3 million to the Munda Biddi Trail Foundation to facilitate completion of the southern section of the trail.

Eligibility criteria:

1. The project must demonstrate that it will result in a positive economic, social and/or environmental return (e.g. employment growth, population increase, improve education and information technology links, improve facilities) to the South West Region.
2. The project must fit within the framework of the South West Development Commission's Strategic Plan or other nominated regional planning documents.
3. Applicants should demonstrate a high level of financial commitment to the project, either through sourcing other project funding and/or a direct financial contribution.
4. The project should have the support of local government and/or key regional stakeholders.
5. The project should promote partnerships (i.e. between community/business sector and government; or across various levels of government).

6. The project should reflect a commitment to local decision-making and planning.
7. The project should demonstrate its capacity for meeting ongoing operating and maintenance costs.
8. The proponent should demonstrate that detailed project planning has been completed (including all approvals being in place or achievable in a short timeframe), the project is ready to proceed and that it can be completed in a timely manner. *(Note: This criterion will not preclude applications for feasibility studies and business planning.)*

The SWDC contact for the Shire of Nannup is:

Deanna Giumelli

deana.giumelli@swdc.wa.gov.au

9777 1555

0408 903 263

Regional Bicycle Network Local Government Grants

<http://www.transport.wa.gov.au/cycling/2909.asp>

Grant is for dual use paths & bike facilities within townsite area. The maximum grant amount is \$50,000, which is provided on a dollar-for-dollar basis

The total grant funding available for the State was \$750,000. A total of 76 project applications were received from 40 regional local government authorities, requesting \$2.1 million in grant funding.

In 2010, a total of \$142,250 was received for projects in the South West, of which \$137,250 was allocated for the construction of dual use paths. The average length of footpath was 375 metres and average value of grant issued was \$22,875.

Only local government authorities in regional Western Australia can apply for funding. The local government authority's 50% share of the project cost can be jointly funded with other sources, such as local user groups, community groups, local industry or federal funding. Funds from other Western Australian State Government agencies can be included as part of the local government authority's funding contribution but must not exceed 50% of the project cost.

Grants can be used to fund:

- Bicycle lanes (on road carriageway)
- Bike Plans
- Signage
- Dual use paths (new)
- Dual use paths (upgrades)

- End of trip type facilities (U-Rails, lockers, Cora Racks, secure compounds, showers, water fountains, clothes lockers).
- Promotional grants (eg encourage shared path activities, educate the community in regards to cycling or shared path us, hosting openings of new paths, development of maps, and other materials, safety awareness and education workshops).

The Bikewest website (www.transport.wa.gov.au/cycling) indicated that Bikewest might be able to provide assistance with the development of maps and ride guides. It was found however that Bikewest only produces maps and ride guide for Perth and the major regional tourist precincts such as Margaret River (refer Tony Stephens, Tony.Stephens@transport.wa.gov.au). Bikewest advised that Nannup falls outside the scope of a major regional tourist precinct and suggested that Nannup access funding under the RBN Grants process for promotional purposes such as maps.

Bunbury Port Authority

Bunbury Port Authority offer grants of up to \$6000 each year to local governments in the region however, they are unable to confirm whether Nannup is "in their catchment" area and it is possible that grants would not be forthcoming.

Environmental Community Grants

<http://www.dec.wa.gov.au>

In August 2010, \$1.5 million was allocated to groups and individuals in the second round of the State Government's Environmental Community Grants Program. Almost 250 applications were received and, of those, 139 projects were funded.

Grants of up to \$30,000 were issued for projects such as:

- Weed control
- Enhancing remnant vegetation
- Biodiversity projects
- Surveying flora and fauna
- Wheelchair access and motorbike exclusion.

Lotterywest Grants

Trails (Community Facilities - Advancing Participation in Community Life)

<http://www.lotterywest.wa.gov.au/grants/grant-opportunities/663>

Lotterywest provides up to \$1,000,000 per year in grants for trail development in Western Australia. These grants are managed through a grant round in partnership with the Department of Sport and Recreation.

The types of trails projects supported include:

- The preparation of a plan for a trail;
- The conversion of disused railways into recreational trails;
- The upgrading of existing trails;
- The construction of a trail for non-motorised uses, such as walking, hiking, mountain biking, canoeing or horse riding;
- Interpretive and directional signposting along a trail;
- Promotion, publicity, trail guides and maps; and
- Special trail events (trail openings etc).

All applications are assessed by Lotterywest and a Trails Grants Assessment Panel, involving the Department of Sport and Recreation.

Interpretation of Cultural Heritage Grants

<http://www.lotterywest.wa.gov.au/grants/grant-opportunities/663>

Lotterywest accepts applications for its Interpretation of Cultural Heritage Grants through an annual grant round. The annual closing date for each round is in July each year.

Interpretation of Cultural Heritage Grants aim to help communities to develop an understanding of the significance of their cultural heritage places and objects, as a way of maintaining their sense of identity and heritage.

The total budget available for this grant area is limited. \$15,000 is usually the maximum amount that can be granted to any one project.

Active Participation (Advancing Participation in Community Life)

<http://www.lotterywest.wa.gov.au/grants/grant-opportunities/663>

Lotterywest will consider Active Participation proposals that respond to the needs of people who are not fully participating in community life and that engage and involve the target group in recreation as a way of building their community involvement. Particular encouragement is given to projects that aim to increase community participation by people with a disability.

This grant area aims to respond to a wide variety of needs and circumstances by supporting:

- Initiatives such as weekend or holiday projects, workshops, 'come and try' and small group activities designed to build skills and confidence to encourage and facilitate future recreation participation within the broader community.
- Projects that aim to facilitate long-term change that will benefit people facing barriers to participation as well as their communities. Projects must be time limited - that is having a beginning and end date. Support may be provided over a period of time up to a maximum of three years, depending on the nature of the project.

Public Transport

- South West Coachlines provide two services a day (no service on weekends or school holidays) to Nannup and drops passengers at the Ampol Service Station. Their policy on carrying bicycles is as follows “All freight including surfboards, bicycles, scooters and skateboards must be stowed under the coach. Surfboards and bicycles are subject to a flat rate and is at the discretion of Management. Freight is carried only if room exists in the luggage bins. If there is no room, then the freight will be transported on the next available service which has room.”
- TransWA Coachlines provide three services a week to Nannup (Sun, Tue, Thur) and returns to Perth the following day (Mon, Wed, Fri). This service is routed through Augusta, which extends the travelling time considerably. Their policy on carrying bicycles is as follows “Bicycles and surfboards will be carried on all services (excluding the Prospector) if space permits. Both will incur a fee of \$10.00. Bicycles – to fit in storage compartment. It is recommended that bicycles be pre-booked as space is limited.

Hazard Report Form

Asterisk * indicates completion is mandatory

Location	
Type	<input type="checkbox"/> Trail <input type="checkbox"/> Path
Local Government Authority	Shire of Nannup
Suburb *	
Street Name *	
Intersecting Street *	
Nearest Landmark	

Description of Hazard *		
<input type="checkbox"/> Pothole	<input type="checkbox"/> Road Bump	<input type="checkbox"/> Sand on surface
<input type="checkbox"/> Grass on surface	<input type="checkbox"/> Broken Glass	<input type="checkbox"/> Overhanging branches
<input type="checkbox"/> Grab rail	<input type="checkbox"/> Kerb ramp	<input type="checkbox"/> Drainage grate
<input type="checkbox"/> Other:	<input type="checkbox"/> Caltrop thorns (double gees)	
<input type="checkbox"/> Other:		

Comments

Reported By	
Name *	
Address *	
Suburb *	
Postcode *	
Email	
Phone (H)	
Phone (W)	
Date	

RISK MANAGEMENT ASSESSMENT

Under the terms of the Bike and Trail Plan review, the following Risk Management Assessment was carried out.

Trail	Proforma assessment completed	Trail walked	Risk Management Assessment completed
Riverside walk	Yes	Yes	No
Kondil Park	Yes	Yes	No (DEC responsibility)
Old Timberline Trail	Yes	Yes	No (DEC responsibility)
Ellis Creek Trail	Yes	Yes	Yes
Walks proposed by community members	Yes	No	No

The Audit Process

To ensure consistency throughout the audit process, a standard proforma was used to assess each trail. Results were recorded under the following headings:

- Potential linkages to other communities, other trails and public transport.
- Upgrade/improvement requirements
- Type of Trail
- Unique features/history.
- Signage
- Land ownership issues
- Infrastructure
- General Condition
- Gradient
- Risk Management Assessment
- Skill Level & degree of difficulty
- Marketability

Each of the existing trails was walked at least once and a comprehensive selection of digital photographs were taken to identify the key features of each trail.

Nannup Trails – Summary Sheet

Name	Route	Type	Distance (approx)	Existing Y/N?	Consultant/proposed by	Audited	Comment
Canoe Trail	Nannup to Sues Road via Blackwood River	Canoe		Y	C.McKay	N	Maps currently being developed by Warren Blackwood Recreational Trails.
Cockatoo Valley	Nannup to Cockatoo Valley via Vasse Hwy	Walk & bike	2 km	Y	N/A	N	Concrete dual use path constructed in 2010.
Cundinup Loops	A series of loop trails in the Cundinup area.	Walk & bike	60 km loop	N	W.Trow/ S.Camarri	N	Roads and trails exist. Some trails in DEC land. Risk assessment, maps and signage needed.
Ellis Creek	Nannup to Bibbulmun Track.	Walk	23 km	N	W.Trow/ L.Stokes	Y	90% of roads and trails exist. DEC land and some private property. Risk assessment, maps, signage and some development needed.
Jalbarragup Loop	Nannup, Jalbarragup, Tycoon Rd	Bike/ horse	60km loop	N	W.Trow/ B.Commins	N	Roads and trails exist. DEC/Shire land. Good potential for loop trail but may be conflict with trail bikes and 4WD vehicles.
Kondil Park (Casuarina & Sheoak Walks)	3.5km NE of Nannup	Walk	3 km loop	Y	W.Trow	Y	Existing trail maintained by DEC. Work is required to improve signage and link trail to Nannup.
Old Timberline Trail	2km NW of Nannup through DEC land.	Walk & bike	20 km	Y	W.Trow	Y	Existing trail maintained by DEC. Work is required to improve signage and repair bridge.
Revelly - Lewana	Revelly Bridge to Lewana Cottages	Mountain Bike	16 km	N	W.Trow/ J.Green	N	Roads and trails exist. DEC land. Risk assessment, maps and signage needed. Good potential as high quality mountain bike trail.
Riverside Walk	Along river and within townsite.	Walk	4 km	Y	W.Trow	Y	Existing trail in prime location but maintenance problems due to flooding. Work is required to upgrade and improve the safety of this trail.

Name	Route	Type	Distance (approx)	Existing Y/N?	Consultant/proposed by	Audited	Comment
Scott River	Stewart Rd to Lake Jasper	Walk	23 km	N	W.Trow/ B.Dunnet	N	Roads and trails exist. DEC land. Risk assessment, maps and signage needed.
Sidings Rail Trail	Jarraahwood to Nannup	Walk & bike	26 km	Y	N/A	N	Existing trail maintained by DEC.
Timberline – Sidings Link	Loop trail – via Timberline trail, Tycoon Rd and Sidings.	Walk & bike	26 km	N	W.Trow/ C.Cannon	N	Roads and trails exist. DEC land. Risk assessment, maps and signage needed.
Willow Springs to Balingup	Option 1 via Wetherley Rd Option 2 via Stallard Rd.	Bike	40 km	N	W.Trow/ J.Green	N	Roads and trails exist. DEC land (some DRA). Risk assessment, maps and signage needed. Good potential as link bike trail between Nannup and Balingup/Greenbushes.

Nannup Trails

These trails were proposed by residents to C. McKay as part of the Warren Blackwood Recreational Trails project however no-one came forward to provide more data during the October/November 2010 review process. No checklists completed.

Name	Route	Type	Existing Y/N?	Consultant	Comment
Kearney St – Barabup Rd	Would connect Nannup with Wildflower Drive, Timberline Trail and Kondil Park. Links to Archdall Park sub-division.	Walk	N	C. McKay	Would need suspension bridge across river.
Bald Eagle	Nannup Townsite to Tank 7.	Walk	N	C. McKay	No map provided. Maggie Longmore showed interest in this trail but could not identify the route.
Folly Rd	Planned trail (C. McKay) - 8.5km walk/cycle trail.	Walk/ cycle	N	C. McKay	Private property.
River Rd – St John Rd	Vasse Hwy -River Rd – Neverman Rd over Blackwood to St John Rd	Walk/ cycle	N	C. McKay	Would have to cycle/walk down Vasse Highway.
40km Horse Ride around Nannup		Horse	N	C. McKay	Private property, national park and liability issues.
Blackwood River South	Starts near Railway Station	Walk	N	C. McKay	