

Shire of Capel Trails Master Plan

Prepared for



August 2009

Shire of Capel Trails Master Plan



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August 2009

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A VISION FOR TRAILS IN THE SHIRE OF CAPEL

The Capel trails network will cater for local people and visitors, on quality trails that are well constructed, well maintained and well promoted, which enrich the users' experience and knowledge of the natural features and history of the Shire, and which deliver economic, health, well-being and other benefits to the local communities.

To achieve this Vision, the following objectives have been adopted:

- o Availability and coverage - the Shire of Capel trails 'network' will include trails in appropriate locations, thereby providing opportunities for local residents and visitors to discover the unique features and history of the Shire.
- o Quality rather than quantity - the emphasis will be on the development of a range of quality trails, even if that means fewer trails being developed, thereby giving trail users a high order experience.
- o Accessible to all, including the disabled - where practical and appropriate, trails will be developed so as to enable access by people in wheelchairs, people with disabilities, family groups and the elderly.
- o Providing enhanced recreational opportunities - the trails network will be promoted as an additional component to the range of low cost recreational opportunities within the Shire.
- o Providing access to, and an enhanced understanding of, the natural attributes of the Shire of Capel - the Shire of Capel has a diverse and outstanding range of physical attributes, and trails will enable greater opportunities to access these natural features.
- o Providing access to and an enhanced understanding of the history of the Shire of Capel - the many physical reminders of past land uses and activities can be a major component of interpretive information available on the trails network, and a greater inducement for visitors and local people to use trails.
- o Quality promotion - the Shire of Capel will give emphasis and greater priority to promoting the existing trails of the Shire.
- o Effective and ongoing maintenance - all existing trails within the Shire of Capel will be the subject of a regular inspection regime, ensuring that all defects along each trail receive quick attention, thereby keeping the trail up to the requisite standard and quality.
- o Quality construction - new trails will be built to appropriate standards, and to a high quality, thereby minimising the need for maintenance, and giving users a quality experience.
- o Quality information, including brochures and mapping - all existing and new trails will have quality on-trail information, as well as professionally produced and widely available trail brochures and maps.
- o Outstanding interpretive material - trails will have either on-trail interpretive material, or it will be included within trail brochures, providing trail users with a greater appreciation of the more interesting features to be found along the trail.
- o Consistency and uniformity of signage - signage is recognised as an essential element of a quality trail, and all signage erected at trailheads and along trails will conform to accepted standards, and will maintain a consistent theme across the Shire.
- o Adherence to recognised standards - trail construction, signage and trail markers, and trail classification will comply with recognised Australian Standards, thereby ensuring a quality experience across all trails in the Shire.

EXECUTIVE SUMMARY AND RECOMMENDATIONS

Setting the Scene

The Shire of Capel, being positioned within easy reach of Perth and Bunbury, and being on the main route to the popular south west region of Western Australia, is well positioned to take advantage of the growing popularity of bushwalking and mountain biking and other outdoor recreational activities.

The Shire is situated just over two hours drive south of Perth – a distance and time that will be much reduced once the Perth-Bunbury Highway deviation is completed during 2009. That would make the area within easy reach of Perth's population – especially given the visitation that already occurs to the south west of the State.

The southwest region is already a well-visited area, with wineries, music festivals, beaches and many other attractions. The Shire of Capel is located on the main route to Busselton and Margaret River and most tourists to the southwest must pass through the municipality.

The Shire of Capel is fortunate in that it has a wide range of attractive and varied landscapes, and a great diversity in wildlife and vegetation. Its most famous attraction is the tuart forest though the gently rolling topography, its beaches and its diverse agriculture make it an area with something for everyone.

The Shire has large tracts of land are still well covered in natural vegetation including the wonderful tuart forest and other forest areas, natural attractions including the Capel River and the beaches, an abundance of historic places within towns and throughout the municipality, all of which provide ideal opportunities for trails.

There is already a range of opportunities for 'going bush' within the Shire of Capel – particularly within the tuart forest on any number of informal tracks. A number of sealed paths, through and abutting natural areas, exist within the urban areas and are well used. Informal walk trails exist along the Capel River in Capel, and near Peppermint Grove Beach, and a walk trail exists along the Preston River in Boyanup.



The Capel River environs, as seen from the high dunes near Peppermint Grove Beach, provides an opportunity for trails in an attractive setting – whether by foot, bike or canoe.

The community appears well aware of the benefits of trails and the opportunities that exist by being just over two hours drive south of Perth, and the potential for attracting visitors to the area for recreation – such as trails. There are numerous accommodation options in close proximity to Capel (in Bunbury and Busselton, and various B&B's in the region), as well as several cafes and places to buy a meal.

However, visitor numbers to the Shire of Capel could be increased, and having quality trails is seen as one way of attracting additional visitors, keeping visitors longer and to keep them coming back. An interesting and varied suite of trails is viewed as an integral component of a multi-faceted tourism package.

The suite of trails therefore must reflect the quintessential character of Capel – its river, its indigenous history, its pioneers, its heritage, the magnificent tuart forest and its farming traditions.

The financial costs involved in implementing the trails program outlined in this Trails Master Plan need not be borne by the Council alone. A number of funding opportunities are currently available to assist the Shire of Capel in upgrading and enhancing existing

trails and in the development and promotion of new trails. This will enable the Shire to embark on a program to progressively upgrade and expand the trail supply, and to promote the trails and natural attractions of the Shire to local residents, visitors in nearby population centres, as well as the population of Perth and other centres in the south west of Western Australia.

The Existing Trail Supply Situation

In 'setting the scene' for this Trails Master Plan it is important to be cognisant of the fact that a number of walk and shared use trails and pathways already exist in the Shire of Capel. The inventory of Existing Trails prepared as part of this project has identified the following core characteristics of 'trail supply':

- ❖ There are already a number of short walk trails and pathways in the Shire of Capel – mostly in urban areas or near urban areas;
- ❖ There are no formally recognised mountain bike (off road cycle touring) trails or horse-riding trails within the Shire, though a short section of the Munda Biddi passes close to Boyanup and horse riding obviously is occurring throughout the Tuart Forest National Park and various road reserves;
- ❖ Trails in the Shire of Capel are currently not well packaged and promoted, there being no brochures for any existing trails, and existing trails are poorly signposted; and
- ❖ Interpretation along the trails is spasmodic, with interpretation only occurring on two of the existing trails.

The Role of Trails

Against this backdrop of physical beauty and natural resources and rich history, a rapidly growing Shire population and haphazard trail supply, this Trails Master Plan is highly timely. Trails have *much* to offer a local government area such as the Shire of Capel.

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies from National Park Services to tourism departments, and from local government authorities to a host of health organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community:

- ❖ They provide opportunities for low-key unstructured passive recreation for local residents and visitors alike;
- ❖ They enable users to gain fitness and they foster general well-being;
- ❖ They are a valuable tourism attraction, especially when marketed well;
- ❖ They can help instil a conservation ethic amongst users; and
- ❖ They can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail.

Proposed Priority Projects

What then, can trails do for the Shire of Capel? This Trails Master Plan has been based on face-to-face consultation with stakeholders and many days of field work in the study area. It is shaped *specifically* to fit the Shire of Capel's unique qualities.

It proposes a number of significant trail projects that have the potential to deliver solid and *real* benefits to the local communities. This Trails Master Plan recognises the needs and demands of local residents and visitors, and it takes advantage of the diverse range of attractive landscapes and vistas on offer within the Shire of Capel.

It is worth noting now that the brief for the Project sought several key outcomes:

- ❖ An inventory of existing and potential trails including their purpose, general condition and use.
- ❖ Identification of potential trails while having due regard for other landowners such as adjoining local governments and land managed by the Department of Environment and Conservation.
- ❖ Mapping of trails within the Shire of Capel.
- ❖ Preliminary cost estimates and priorities for upgrading of existing trails and development of any proposed new trails.
- ❖ Identification of management actions that will allow land managers to adequately manage the trails network.
- ❖ Community consultation.
- ❖ Provision of a recommended action plan and strategies for implementation of the local trails master plan.
- ❖ Consideration and recommendations for trail information and interpretation including brochures, signs and on-line information, along with an appropriate unique identification, utilising corporate colours not to be confused with Australian Standards.
- ❖ Identification of links to other trails, services or facilities including those of neighbouring shire being Busselton, Bunbury, Donnybrook – Balingup & Dardanup.



The network of existing tracks through the Tuart Forest National Park provides opportunities to explore and enjoy this wonderful natural attraction right at Capel's front door.

Principles for Selection of Trail Projects

Candidate trails and sites were assessed against a number of important criteria:

- ❖ Trail demand - the majority of users are seeking short trail opportunities;
- ❖ Community and Project Committee input;
- ❖ Value for money (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. A few high quality, well built, well maintained and well promoted trails highlighting the best features of the Shire of Capel is preferable to a large number of poor quality trails badly constructed and not maintained;
- ❖ Practicalities of trail development – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users; and
- ❖ User experience. Trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The trail projects need to ensure a high level user experience.

Combined with the field assessment, consideration of these elements allows the determination of trail projects.

The following trails have been identified as much needed in the community by residents and are not listed in any particular order. The prioritisation of the trails will be determined each year by staff and will be dependent on available resources, funding opportunities and how they link with other shire projects eg. townscape strategies. It should be noted that it would be possible to develop more than one trail at any given point in time due to the variance in requirements and implementation.

Fifteen specific projects are recommended in this Trails Master Plan. The 15 projects are as follows:

a) Mallokup Bridge Heritage Trail Design and Development Project

This project involves designing and constructing a shared use trail/pathway along the levee bank alongside the Capel River between the historic Mallokup Bridge and the Peppermint Grove Beach estate.

b) Capel to Peppermint Grove Beach Trail

This project involves designing and constructing a dual-use trail between the townsite of Capel and the residential areas at Peppermint Grove Beach, to enable residents of each area to cycle or walk between the two settlements.

c) Capel to Boyanup Trail (railway reserve)

This project involves designing and constructing an 18km dual-use trail within the disused railway reserve between Capel and Boyanup.

d) Capel Heritage Trail (Design and Development Project)

This project involves developing a new in-town heritage trail in Capel. The proposed heritage trail would commence from the Capel Community Centre, and use existing footpaths where available.

In-town heritage trails provide a signposted and interpreted route to the most significant sites within a town, thereby informing local people about their history as well as being an interesting activity for visitors to a town to enjoy.

e) Boyanup Heritage Trail (Design and Development Project)

This project involves revamping the old in-town heritage trail in Boyanup - making use of much of the original information prepared in 1994. The proposed (new) heritage trail would commence from Fettle's Park, and use existing footpaths where available. A new section of trail will be required along the northern side of the old railway between South West Highway and the maze crossing of the railway near the Boyanup Transport Museum.

This heritage trail project will include the construction of a 2.0 km signposted walk trail, with interpretive panels installed at historically important sites and buildings.

f) Ironstone Gully Falls Trail Design and Development Project

This project involves designing and constructing a circuit trail through the Ironstone Gully Falls Reserve, commencing and finishing at the existing parking and picnic area. The proposed trail would be approximately 1000m long (20 – 30 minutes duration).

A circuit trail, heavily interpreted, would be a valuable addition to the suite of trails available to visitors (and local people).

g) Capel Circuit Trail

This project includes two components: a Capel River Walk Trail along the banks and floodplain of the Capel River between the proposed new bridge across the river between Barlee Road and Jamieson Road (near the school) and the drainage reserve at the western end of town near Hannaby Park; completion of the circuit by including sections of the proposed in-town heritage trail (which uses existing footpaths of the town).

The focus of this project is to enable local people to access the river, which forms an integral component of the town. Numerous background documents have pointed to the desire of local people to access the river to enjoy its beauty.

h) Tuart Forest Heritage Trail

The tuart forest is the Shire of Capel's greatest natural asset. This Trails Master Plan seeks to capitalise on its close proximity to develop a series of trails that will enable local people, and visitors, to make use of and enjoy the magnificent forest.

The proposed heritage trail would commence at the Ludlow Settlement (itself the subject of a proposed heritage trail – set out later in this Trails Master Plan), and travel through the length of the tuart forest to terminate at a proposed recreation site being proposed by the Department of Environment and Conservation at the historic limekilns site.



The towns and rural areas of the Shire of Capel are rich in history and historical sites – including the old limekilns. The heritage buildings and historic places provide excellent opportunities for heritage trails interpreting the Shire's history.

i) Ludlow Settlement Heritage Trail

The Ludlow Settlement has tremendous potential for a small, heavily interpreted circuit trail. The settlement is partly located within the Shire of Busselton, and partly within the Shire of Capel. The settlement spans two different land tenures (State Forest and an unallocated reserve) and is managed by the Department of Environment and Conservation.

This project will involve an assessment of the settlement to determine an appropriate route for a heritage trail and the works required to develop a walk trail.

j) Capel River Canoe Trail

The Capel River provides an opportunity for a water-based trail (or canoe trail) taking users to various historic and natural sites along the river, between the river mouth and Capel Vale Winery.

The project is based around the installation of a number of floating interpretive panels at historic locations along the river.

k) Capel to Bunbury Links

Though not a trail in its truest sense, this project seeks to complete several strategically important missing links in the route that could be traversed by cyclists and walkers between Bunbury and Busselton, via Capel.

l) Capel to Ludlow Rail Trail

The railway line between Capel and (the former) Ludlow station has been closed and disused for many years. Disused railways make excellent multi-use trails and there are now dozens of rail-trails in operation around Australia, including the extremely popular Mundaring Railway Reserve Heritage Trail.

This project will involve an assessment of the corridor to determine works required to convert the railway formation into a trail suitable for cyclists (on mountain bikes), walkers and horse riders.

m) Existing Trails Upgrading Program

Most trails assessed during the preparation of this Trails Master Plan were inadequate in some respect (inadequate signage; overgrown vegetation; erosion; lack of trailside furniture; poor mapping, etc). All trails inspected required some degree of improvement.

This project will see enhancement made to the following trails:

- o Preston River Ramble
- o Joshua Brook Circuit
- o Tuart Walk
- o Dalyellup Bushland Trail
- o Dalyellup Lake Circuit
- o Munda Biddi Trail

The range of improvements required on the existing trails would include:

- o Promotional signage.
- o Interpretation (both at trailhead, and along the trail)
- o On-trail directional signage and warning signage
- o Trail surfacing improvements
- o Additional trail clearing and trail realignment
- o Infrastructure/amenities (seats, tables, shelters, etc)

n) Drive Trails Project

Recognising the geographically dispersed nature of the attractions of any Shire, this Trails Master Plan proposes two drive trails that will take future visitors to a wide range of attractions throughout the Shire of Capel and in particular to the existing and proposed (non-motorised) trails of the municipality.

o) Capel Singletrack Project

This project involves utilising a disused sand mine on the edge of Capel for a singletrack off-road mountain biking course for young people.

In addition to the trails development/upgrading projects listed above, another important task (or trails-related project) for the Shire of Capel is a Marketing and Promotion Program.

A series of walk, cycle and drive trails will be developed or upgraded through the programs set out above. When in place, they will need to be better promoted. This is best achieved through a concerted effort at compiling information, and publishing it in the form of simple but aesthetically-pleasing brochures/maps.

This project will focus on collating, producing and disseminating information regarding the range of trail opportunities within the Shire of Capel.

In proposing a total of 15 projects this Trails Master Plan recognises the limited capacity of the Shire of Capel – which is a relatively small local government with limited financial resources. It is more appropriate to embark upon a restricted program of activity – but one that is *achievable* – rather than a ‘pie in the sky’ list of projects that could well seem too daunting to even attempt.

A Program of Delivery

This Trails Master Plan suggests a five-year initial implementation program for the 15 projects, bearing in mind that a number of them will flow on into trail development programs which may extend beyond that time frame. Estimates in the body of this Report suggest that Year 1 will require \$1,034,620, \$629,270 in Year 2, \$448,600 in Year 3, \$287,600 in Year 4 and \$359,700 in Year 5.

Most of the priority projects will result in the need for substantial implementation and marketing funding – sourcing these funds should be a priority action for the Shire of Capel. A range of grant programs are outlined in the report, which appear strong prospects for various elements of the program. For example, the recently announced \$42 billion 'rescue package' contains \$50 million specifically for 'bike paths'. Council will need to be ready to make applications for a share of these funds, and this Trails Master Plan will facilitate that process.

It should be noted that the cost estimates also include the cost of completing pathways in Dalyellup, which may well be already be planned to be constructed by the developer. Similarly, a large cost has been attributed to the development of links between Stratham and Dalyellup which may ultimately become the responsibility of future developers of land in this vicinity.

In addition, the cost estimates make no allowance for contributions from any other authorities (such as the Department of Environment and Conservation) or the Shire of Busselton.

Marketing and Promotion

The brief for the project suggested the need for advice on marketing and promotion of the Shire's trails network.

Attracting users to trails is a competitive business. Numerous local governments, and not-for-profit organisations, are now beginning to realise the tremendous benefits that trails can bring to a community. Across Western Australia there are well over 500 trails, most of which are poorly built, poorly signposted, poorly maintained and poorly promoted. With this in mind, this Trails Master Plan strongly recommends that the Shire of Capel strive to attain a competitive edge in its supply and marketing of its trails. To this end, the provision of a small suite of quality trails, rather than numerous 'ordinary' trails, be the primary objective. With the implementation of the trails projects developed in this Trails Master Plan, the Council will be able to attract visitors to the Shire and be able to keep them in the region for a full weekend – or longer.

Summary

In summary, the Shire of Capel is fortunate to have an enviable array of physical and geographical attributes – including the Capel and Preston Rivers, the Tuart Forest National Park, the heritage buildings of the towns and the region and the indigenous history of the area. It is just over two hours drive from Perth – and on a busy route to the increasingly popular 'down south' region of Western Australia.

In addition, the quiet scenic back roads offer much to those visiting and touring the area by car. Taken together, these factors create an ideal climate for a carefully targeted, well coordinated and achievable trail development program.

This Trails Master Plan sets out a simple project-focussed program of activity designed to deliver the maximum benefits to the widest cross-section of the community. It does not focus solely on developing new trails, but recognises the existence of a number of trails already in the municipality. It will support the upgrading of a number of these, and enshrines the requirement for quality (and carefully targeted) marketing and promotion.

Recommendations

It is recommended that the Shire of Capel Council:

- Resolve to endorse the Shire of Capel Trails Master Plan and seek to implement the recommendations contained therein.
- Refer this Trails Master Plan to the Department of Environment and Conservation and seek the continued assistance of the DEC with respect to the development of trails within the Tuart Forest National Park in accordance with this plan. In particular, the Shire of Capel is advised to seek to have the proposed trails of the Tuart Forest National Park included within the Management Plan currently being prepared by the DEC.
- Consider an annual allocation to supplement grants from other sources to implement the projects contained within the Capel Trails Master Plan.
- Agree to the Project Team remaining in place to oversee the implementation of this Trails Master Plan.
- Seek funds from other sources and funding programs for the projects contained within the Shire of Capel Trails Master Plan.
- If external funding can be sourced, make arrangements for a portion of the work time of an officer of the Shire of Capel to be dedicated to trails and implementation of this Trails Master Plan.

SECTION 1: PROJECT OBJECTIVES AND METHODOLOGY

1.1 Background

This Trails Master Plan for the Shire of Capel has been commissioned by the Shire of Capel, with funding support from Lotterywest (which provides funding for non-motorised trails).

For the purposes of this Trails Master Plan, and because funding came from the Lotterywest Trails Funding Program, it is important to clarify and confirm the definition of a 'trail'. The accepted definition of a 'trail' is "... any corridor, route or pathway which has as its primary land usage any one of - or combination of - recreational walking, mountain biking or horse riding - and which passes through or has a strong connection to the natural environment." Trails, therefore, in this context refers primarily to non-motorised users (cyclists, walkers, horse riders). (See Section 1.6).

The brief issued by the Shire of Capel states:

"The Shire of Capel requires a Local Trails Master Plan to provide direction for the management and development of trails across the Shire".

The Shire of Capel manages parcels of land that contain a variety of potential trails that could provide a range of experiences. Many however would also cross management boundaries which are not under Shire control, such as the Department of Environment and Conservation (DEC) who are responsible for managing State Forests / National Parks, the Public Transport Authority (PTA) who manage the railway lines that traverse through the Shire, Water Corporation as well as private organisations such as the Mining companies Iluka Resources Ltd and Bemax Ltd.

Currently there are some existing informal trails that are utilised by various user groups without the approval of the land manager and these will need to be considered within the study. Existing/potential trail users could include walkers, hikers, runners, horse-riders, mountain bikers, motor cross and people with disabilities. It is considered that the main target group would be local residents, however the Shire would also be interested in developing trails that would attract outside user groups eg. visitors or groups such as mountain bikers, especially in areas where these trails can link to existing towns and services enabling economic benefits to occur at a local level.

The area offers a broad spectrum of possible trail types and standards and the development of a trails master plan will allow the various governments, private and community organisations to effectively, cooperatively and appropriately plan for the future. With potential in some cases to link with potential future trails in other municipalities.

The development of the Trails Master Plan will provide the framework to direct the planning of trails in the Shire of Capel to ensure they are well planned, managed, resourced, promoted and maintained and, where practical, linked to external trails networks and wider regional trails.

The purpose of this study is the production of a conceptual plan titled the Trails Master Plan that will identify existing trails and assist in forward planning for the provision of new trails throughout the Shire of Capel.

The project will include an overview report detailing existing trails and potential new trails, and management and maintenance of existing trails and the construction and infrastructure development of new trails.

As visitation to the area expands and environmental awareness increases, the natural areas of the Shire will come under increased pressure for use as trails.

The shire has a variety of historic sites and heritage assets, and these too could well be linked by trails. Therefore the importance of trails in increasing environmental awareness and heritage conservation, as well as providing recreational and tourist potential to residents and visitors to the Shire is paramount.

1.2 Purpose and Need for this Trails Master Plan

Trails' planning does not exist in isolation. This Trails Master Plan is part of a broader approach by Capel Shire Council to provide growth that meets community, environmental and economic goals, and encourages a strong, diversified economy that supports local employment and enhances the quality of life for residents of the Shire.

As set out in the Project Brief, the Shire of Capel requires a Trails Master Plan to provide direction for the management and development of trails across the Shire

Recreational trails are not an isolated product – they link with a whole range of other planning processes – tourism, open space planning, regional planning, economic development, and natural resource management planning. Trails need to be placed in a wider context of other issues. (See Section 3 which deals with a range of background information and reports which have helped shape the outcomes of this Trails Master Plan).

Experience elsewhere indicates that recreational trails can indeed be a focal point for quality tourism with the right infrastructure and the right packaging. Recreational trails can be a significant component of a sustainable tourism industry capitalising on significant natural assets.

The Project Brief states that the main target group would be local residents, however the Shire would also be interested in developing trails that would attract outside user groups eg. visitors or groups such as mountain bikers, especially in areas where these trails can link to existing towns and services enabling economic benefits to occur at a local level.

The area offers a broad spectrum of possible trail types and standards and the development of a trails master plan will allow the various governments, private and community organisations to effectively, cooperatively and appropriately plan for the future, with potential in some cases to link with potential future trails in other municipalities.

A series of recreation trails would serve the following purposes.

1. Enable convenient and safe access to the various townsites for residents, children and tourists.
2. Provide a safe recreational asset for the towns.
3. Provide an attraction to tourists that would educate them of the ecological, social, and cultural significance of the area to the communities of the Shire of Capel.
4. Provide an opportunity for an integrated community project; i.e. community involvement in all aspects of the trail from track alignment to design to signage and rehabilitation of the area's vegetation.
5. Provide emergency vehicle access and a firebreak.
6. Incorporate indigenous heritage into the trail system (especially in interpretive signage).
7. Support the historical significance and status of the towns of Capel and Boyanup (and other locations and sites within the Shire of Capel).

1.3 Scope of the Trails Master Plan – the Project Brief

As required by the brief, the project is to address the following areas:

- Review existing documentation.
- Consult with the community and other relevant stakeholder groups.
- Identify, prioritise and provide recommendations on proposed trails.
- Identify the following for each trail included in the plan:
 - Trail need and potential users;
 - Any themes, scenic outlooks;
 - Identification of agency responsible;
 - Identification of links to other trails, services or facilities including those of neighbouring shire being Busselton, Bunbury, Donnybrook – Balingup & Dardanup; and
 - Minimum trail standards to be used for construction / surface of trail & trail signage.
- Identify management actions that will allow land managers to adequately manage the trails network.
- Provide a Local Trail Master Plan addressing each of the points outlined above and including an aerial map of future trails.
- Provide a recommended action plan and strategies for implementation of the local trails master plan.

It is intended that non-motor powered activities would be the main consideration ie. walk, ride, hike, cycle and horse for this study, however due to the increasing use of motorised bikes and the concerns regarding conflict with non-motor powered activities the study would need to give consideration to this user group as well.

In addition, the brief requires that the following matters be considered:

- Consider existing informal trails as these may offer valuable routes, particularly linking residential areas and facilities.
- Use the Australian Standard for Walking Tracks – Classification and Signage (AS 2156) as the base standard for classifying existing trails and proposed new trails/sections/links.
- Include the development and application of criteria for trail assessment and guiding principles for the improvement of individual trails and the network overall. Example criteria include accessibility, levels of use and types of use, risk rating, physical stability, scientific interest, heritage interest, aesthetic interest, scenic quality. Some criteria may be used only occasionally, for example 'scientific interest' may not be applicable to all trails while other criteria such as physical stability or accessibility will be applied to all trails.
- Consider trailhead parking, facilities and other ancillary features of the trails
- Consider and recommend trail information and interpretation including brochures, signs and on-line information, along with an appropriate unique identification, utilising corporate colours not to be confused with Australian Standards.

1.4 Trails Master Planning

There are two basic elements to trails planning and development prior to construction:

- Trails master plan (across a Local Government, sub-region or region); and
- Trail development plan (for individual trails) to prepare construction ready material.

State or Regional Trails Master Plan	Local Government Trails Master Plan	Individual Trail Feasibility Study	Trail Development Plan	Trail Construction	Trail Maintenance
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The Trails Master Plan is at an early stage in the trail planning and development spectrum. Further detailed trail planning will be required for trail projects to proceed successfully.

Trail construction can then begin. This process ensures a maximum return on the investment of Local Governments and others in trail development work. Far too often, people leap to construct trails without any idea of who uses them, why, when, how much it is going to cost, how to market a trail etc. The result is often trails that are underused and eventually “return to the bush”.

The preparation of trail development plans will deliver high quality, locally focussed and well managed and maintained trails for use by residents and visitors. This approach has been recognised in North America (through work by the well-respected Rails-to-Trails Conservancy) and Western Australia (through its trail funding under the Lotterywest program overseen by the Department of Sport and Recreation) as one that ensures trails are well designed and supportive of relevant trails master plans.

1.5 Methodology

In common with other Trails Master Plans, this project followed a similar methodology to establish the desired outcomes.

Background Research – the first stage of the preparation of a Trails Master Plan was to review background material that may influence the supply of, or demand for, trails within the Shire of Capel. In particular, any information pertaining to existing trails, or proposed trail projects, within the Shire was collected and reviewed. The intention was to compile a list of existing trails, their user group, condition and as many pertinent facts about those existing trails. During this stage, digital mapping data was obtained in preparation for the fieldwork.

Initial Discussions with client to confirm requirements of brief – it was imperative to establish the desired outcomes sought by the Client, and to clarify the requirements of the Brief. Initial discussions revealed the intentions of the Client, the prevailing attitudes towards trails development, the role of trails within the local communities, and importantly some local insight into the availability of, and scope for, trails within the Shire of Capel.

Meeting with key stakeholders – the input from interested local people and key stakeholders (such as the Department of Environment and Conservation) was crucial to the successful preparation and implementation of this Trails Master Plan. In any community, such as the Shire of Capel, there are numerous people with a direct

interest and involvement in trails development – whether it be from a botanical perspective, a tourism viewpoint, an historical interest or any number of other interests. Each has a vital role to play in shaping the Plan.

Field work – there is no substitute for actually walking (or cycling) existing trails, and assessing areas for possible new trails development. Traversing existing trails enables a comprehensive account of the condition of each existing trail to be compiled, including such matters as signage, trail surface, maintenance requirements, interpretation needs, etc. The in-the-field assessment of natural areas (such as the Tuart Forest National Park, the Capel and Preston Rivers) and other trail opportunities provided ideas about future trail development possibilities.

Report writing – following background research, consultation and in-the-field assessment of existing and future trail opportunities, all relevant information was compiled and distilled down into a report that dealt with all matters set out in the Brief. In the case of the Shire of Capel Trails Master Plan, the essential tasks were to compile an account of the nature and condition of all existing trails, make recommendations about the need for additional trails (ie. a 'gap' analysis) and trail projects, and to provide costs and recommended priorities for the enhancement of the trails network within the Shire.

Further discussions and consultation – upon completion of the fieldwork, and during the preparation of the draft plan, it was necessary to follow up with various stakeholders to clarify matters. This often involves additional meetings and/or discussions with key stakeholders – such as DEC – to clarify regulations and requirements, or to elicit initial feedback on ideas and draft proposals.

Mapping – an essential element of all Trails Master Plans is the mapping of the trails network. Mapping of the trails network within the Shire involved one map showing the location of all existing trails, and another map illustrating the recommended location for the suite of proposed trails. Individual plans (on aerial photography) were also produced for each proposed new trail.

Submission of Draft Report to Client for review – upon completion of the draft report and mapping, the report was submitted to the Client for initial review and feedback. During this phase of the Project a presentation was made to the Project Management Group. Comments received on the Draft Report will be incorporated into the final version of the Trails Master Plan.

Public Review of Draft Report – the community usually has between two and four weeks to review the proposals contained within the Draft Report. Their comments will be collated by the Client, and passed on to the Consultant.

Future Stages:

Receipt and consideration of submission from the community – interested stakeholders and persons in the community will be invited to provide feedback on the Draft Plan to the Shire of Capel, which will then be passed on to the Consultant. All comments received on the Draft Plan will be taken into consideration in the preparation of the final Trails Master Plan.

Preparation of final Trails Master Plan – following receipt of comments from the Client, stakeholders and interested community members, the final Trails Master Plan will be prepared and submitted to the Client for consideration and adoption by the Council. Should the Trails Master Plan be adopted, action should commence soon after, with funding to be sought for the immediate implementation of highest priority tasks identified in the Plan.

1.6 Definition of a 'Trail'

From extensive discussions over many years in many states of Australia (and overseas) it is clear that numerous people have differing perspectives of what is – and what isn't – a "Trail".

For this project to provide effective results it has been important to clarify the definition of a Trail, and then to clarify what this definition included - and excluded - in the specific local context.

In Western Australia the definition of a trail has been as follows:

"...a trail is any corridor, route or pathway which has as its primary land usage any one of - or combination of - recreational walking, mountain biking or horse riding - and which passes through or has a strong connection to the natural environment."

However, in-town heritage trails, connecting people with historic buildings and sites, and the various elements of human history, depart from this recognised definition.

Some other states have developed other definitions, as follows:

South Australia:

"A trail can be a corridor, route or pathway, and will have strong linkages with the natural environment, open spaces and cultural heritage."

Queensland (Gold Coast / Beaudesert):

"A recreation trail is a corridor, route or pathway used for recreational walking, cycling, or horse riding that passes through or connects natural environments and/or human communities. It is a route formally designated by the land manager and may take a variety of forms including fully developed trails, road reserves (formed and unformed) or signed routes through the landscape."

Clearly these definitions have a number of aspects in common and when read together they go a significant way towards clarifying this entity. However, what none of these definitions do is draw the line between a 'trail' and a 'pathway' (cycle path / dual-use path / shared path).

The North American experience indicates that even sealed pathways can be considered as 'trails', particularly where they run through natural areas, along coastlines or river foreshores.

In this matter Australia has traditionally taken a stance quite different to that commonly held in the USA and (to a lesser extent) Britain. All trails and trail-like recreation resources can be placed on a spectrum, with highly-developed hard-surfaced and often urban or semi-urban pathways at one end, and unmarked wilderness routes at the other. Defining a 'trail' is simply a matter of picking the point on that spectrum which marks the division of what's 'in' and what's 'out'.

Australia has commonly chosen a position noticeably further toward the wilderness end of the spectrum than has America or Britain. Those countries - and the USA in particular - include many pathway resources in their data-base of trails that would be considered 'shared paths' or urban footpaths here in Australia.

We tend to have a stronger link to things 'natural' - both the natural environment and natural trail surfaces - in our instinctive definitions of what is a trail. However, that traditional approach is changing and many trails master plans these days include 'in-town' pathways, and heritage trails, especially when they provide a linkage to trails in more natural areas (or connections between settlements or urban areas and pass through natural areas).

And, as discussed earlier, the emphasis is on non-motorised modes (walking, cycling, horse riding) as it is for these user groups that the Lotterywest Trails Funding Program is intended.

Bearing all of this in mind, it has been decided that hard-surfaced 'paths' would be considered trails in this project – as long as they are within a 'natural' corridor (ie. a forested area, etc) or have a distinct 'heritage' theme.

With all this in mind, the definition used in the shire of Capel Trail User Survey was as follows:

"a recreation trail is any corridor, route or pathway for recreational purposes such as walking, mountain biking or recreational horse riding - and which passes through or has a strong connection with the natural environment, open spaces and cultural heritage."

This then is the definition that will be used throughout this Trails Master Plan.

1.7 Some Underlying Philosophies

Constructing and maintaining trails can be an expensive undertaking. The history of the development of trails in Western Australia has demonstrated that there is limited funds available for the construction of trails – and few, if any, funding programs provide money for the maintenance of trails.

The lack of maintenance has plagued the trails world in Western Australia. All too often the maintenance of a trail is left in the hands of some willing, enthusiastic (and capable) volunteer group, but over time personnel in the volunteer group changes (or leaves the area), enthusiasm wanes, focus changes. When that happens the trail surface deteriorates badly through erosion, vegetation becomes overgrown, trail signage disappears and brochures/leaflets become non-existent. The trail then is no longer suitable for use. The original expense and effort in developing the trail has been wasted.

It is imperative therefore that the proponents of trail projects be aware that over-ambitious trail development programs may fail due to limited availability of funds and other resources.

Care must therefore be taken to ensure the proposed trails network be thoughtfully put together.

In this regard, it makes more sense to have a few QUALITY trails rather than a vast QUANTITY of poorly constructed, poorly maintained and little used trails.

When proposing a trails network, there fundamental questions must be answered:

Where is the money going to come from?

Who is going to use the trail?

Who is going to maintain the trail?

Proposing a long list of trails projects can be counter-productive. When faced with a daunting (and expensive) list of trail development (or upgrading) projects, a community can often abandon plans for the trails network as it all becomes too hard.

It is therefore far more preferable to embark on a well-reasoned (small) suite of trails – a program that can be accomplished over a 5-year (perhaps 10-year) implementation period.

This Trails Master Plan therefore proposes a number of specific projects that have the potential to deliver solid and *real* benefits to the Shire of Capel. It recognises the needs

and demands of local residents (in particular) and visitors, and it takes advantage of the diverse range of attractive landscapes on offer.

This Trails Master Plan recognises the limited capacity of the Shire Council. It is more appropriate to embark upon a restricted program of activity – but one that is *achievable* – rather than a ‘pie in the sky’ list of projects that could well seem too daunting to even attempt.

1.8 *The Benefits of Trails*

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies from National Park services to tourism departments, and from Local Governments to a host of health organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community:

- ❖ They provide opportunities for low-key unstructured passive recreation for local residents and visitors alike;
- ❖ They are a valuable tourism attraction, especially when marketed well;
- ❖ They provide a significant economic benefit to communities where they are located. Users of the Bibbulmun Track, Western Australia’s long distance walk trail, inject \$21 million/year into the Western Australian economy, a very good return on an initial one-off \$5 million investment for construction by the WA Government (Colmar Brunton 2004). The Riesling Trail (a 27 kilometre shared use rail-trail in South Australia) injects \$1.08 million per year into the Clare region (Market Equity 2004). Visiting trail users on the Mundaring trails network inject a total of \$10.39 million annually into the local economy (Jessop and Bruce 2001);
- ❖ They enable users to gain fitness and they foster general well-being;
- ❖ They can prompt the community to recognise and record its human and natural heritage;
- ❖ They can help bring together disparate groups within the community by providing non-threatening common ground;
- ❖ They can contribute to a sense of pride by highlighting what is good and rich and of value to the community;
- ❖ They yield significant health benefits both to the individual and society. In the USA, a comprehensive health economics study showed every \$US1.00 invested in recreational trails for physical activity yielded a direct medical benefit of \$US2.94 (Wang et al 2005);
- ❖ They can help instil a conservation ethic amongst users; and
- ❖ They can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail. High quality trailside interpretation can showcase the attributes of an area.

1.9 *Local Use of Trails*

Development of a trail network will not only benefit visitors (and those that depend on the tourism industry). There will also be benefits to local residents. Development of a trail network will allow use by local people to recreate in an outdoor setting, delivering significant health benefits and developing the community’s appreciation of this high quality natural resource on their doorstep.

In particular, this Trails Master Plan proposes several projects of direct benefit to local people, such as a pathway connection between Capel and Peppermint Grove Beach, a trail along the Capel River (within the Capel townsite) and connections (ie. missing links) that will facilitate a cycle route from Capel into Bunbury (and hence avoiding the busy and dangerous Bussell Highway).

1.10 Demand for Trails

The Australian Bureau of Statistics reports on the propensity of Australians to participate in leisure activities:

- o 28.8% of survey respondents across Australia participated in walking (making it the most popular form of activity across the country); and
- o 5.3% of survey respondents Australia participated in bushwalking (making it the 8th most popular form of activity across the country).

The difference between 'walking' and 'bushwalking' is interesting, and of some importance in the Shire of Capel. Trails are now seen to be a resource for the larger group (walkers), as much or more than they are for the smaller, more traditional bushwalking set. This usage by people who would not have considered themselves 'bushwalkers' drives much of today's trail development across Australia.

A number of survey-based studies are available which together give a consistent indication of participation levels relevant to trails-related outdoor recreation activities. These studies come from South East Queensland (1998, 2001 and 2006), South Australia (Adelaide and Adelaide Hills, and Market Equity 2004), and the ACT (Lanyon Valley Community Needs and Facility Study). These studies clearly establish that walking is the most popular trail-related activity, and is one of the most popular outdoor activities amongst all Australians. The surveys (taken together) show that walking is the activity undertaken by around 60% of respondents who undertook outdoor activities. It is likely to remain so as the population ages. Walking is the most popular activity for older people. Walking is also a popular activity for young parents. In community discussions for this project, it appears there is demand for places for young families to walk in a relatively natural setting in Capel. The Capel River provides a potential setting for this – in the heart of town, parts of the river foreshore are easily accessible and appear well used already.



The Tuart Walk, between Dalyellup and Usher, provides a commuter pathway (for cyclists) as well as a trail for leisurely activity and recreation, such as walking the dog.

In May 2004, the City of Geelong released its report on the City's activity profile. Entitled "Walking More: Walking Safely", the project focussed on walking generally rather than trail walking; its findings however add a significant dimension to the figures discussed above. Whilst it is not suggested that the recreation patterns for people in Capel is similar to Geelong, it is worth noting the key findings (which add to the other studies noted above):

- o Over 70% of respondents to the survey reported that they had walked in the previous two-week period. Geelong residents are more likely to walk than take

part in any other sport, recreation or fitness activity. A quarter of those who had walked do so on a daily basis.

- o Nearly 60% of those walking did so for fitness, exercise or health, with another 20% walking for enjoyment or leisure.

It is worth noting that cycling (on and off-road) is also very popular and is growing in popularity. The SEQ Regional Trails Strategy (2006) noted a strong demand for cycling in younger age groups (less than 30 years). This activity has grown dramatically in the last 20 years and now regularly accounts for between 15 and 30% of outdoor activities in the range of surveys undertaken.

Both walking and cycling have a core of participants who engage in their activity very frequently e.g. at least once or more per week.

The Shire of Capel has grown rapidly in the few decades, with significant residential development occurring in Dalyellup in particular. This growth, combined with the national trend of an aging population, will result in walking and cycling continuing to be in significant demand within the Shire from both residents and visitors.

How long do people spend on trails? A Victorian study (prepared for the Victorian Trails Strategy 2005 - 2010) found that there is a clear preference for shorter walks (up to 6 kilometres and taking between 30 minutes and 2 hours to walk), on both metropolitan and 'remote' trails. The Market Equity work in South Australia supports this conclusion with 76% of walkers using trails for less than 2 hours. The Geelong project found that the average duration of a walk is 50 minutes (with the highest numbers walking between 21-30 minutes and 51-60 minutes).

Summarising the known research data indicates the need to develop a walk trails network based on 'short' walks. This provision will respond to a continuing demand for such facilities from both residents and new residents and will importantly add a new element to the attractiveness of the region for visitors.

SECTION 2: CONSULTATION

2.1 *The Shire of Capel Project Management Group*

The Project Management Group for this Trails Master Plan, consisting of the Manager Community Services (Project Manager), Director Planning and Development Services Division, Manager Technical Services and Manager Finance, discussed the following matters at a meeting held in Capel on Tuesday 11th November 2008:

- The definition of a trail, and its potential impact on what is included within the Trails Master Plan inventory of existing trail.
- The range and location of existing (formal and informal) trails of the Shire.
- The Capel Wetlands Centre and its future.
- Desirability of a trail along the Capel River in Capel. Problems with land ownership may preclude development of this trail for some time.
- Bemax to develop a heritage trail after it completes its mining operations in the tuart forest at Ludlow. Other sites throughout the tuart forest could be linked by a longer heritage trail (including the historic lime kilns).
- The levee bank along the Capel River (near Peppermint Grove Beach) could provide a trail route, though the Water Corporation is concerned about public risk. The embankment would link Peppermint Grove Beach to the historic Mallokup Bridge. However, the Capel Council has resolved to remove the Mallokup Bridge, though interpretation will be placed on site.
- A connection is possible along the northern extension of Minninup Rd (an unconstructed road reserve) that would link Stratham with Dalyellup. 5 Mile Brook was also suggested as a possible trail route.
- Boyanup Pony Club is now defunct.
- Notice of the availability of the Capel Trail User Survey, when prepared, can be included within the locally circulating newsletters (Capel Courier, Boyanup Post, PGB Bulletin, Northern Gazette). Each locality has its own newsletter.

A second meeting of the Project Management Group was held on Friday 30 January 2009, in order for an update on progress to be provided. The following matters were discussed:

- The definition of a 'trail' was clarified. For the purposes of this Trails Master Plan, a 'trail' is any path or track (including dual use pathways) that provides its users with a nature experience, and that should be recognised by a managing authority and should contain directional signage, interpretation signage and perhaps trailhead information.
- Iluka Capel Wetland Centre trails should not be included for assessment in the Trails Master Plan (as Iluka has closed them to the public and there is no intention for the Wetlands Centre to be re-opened).
- Public Meeting to be held on Wednesday 18th February at the Capel Community Centre commencing at 7pm.
- Research of the old tram lines and lime kilns of the Tuart Forest / Ludlow area to be undertaken.
- A trail utilising the Water Corporation's levee bank along Capel River between Mallokup Bridge and Peppermint Grove Beach should be investigated.
- Shire of Capel to give regard to the potential for a trail through the area known as The Avenue in its consideration for the closure of the road reserve which links Gun Club Road to Ludlow North Road.

- Mapping/records showing ownership of land both sides of Capel River to be provided to consultant.
- Mapping showing the historic tramway route through the Ludlow Tuart Forest area to be provided to consultant.
- Mapping showing the floodplain for Capel River to be provided to consultant.
- A meeting and walk through tuart forest with local resident Cheryl Campbell is to be arranged.
- Shire of Capel to write to Water Corporation regarding three projects – the Heritage Interpretation Plan, the Trails Master Plan and the Peppermint Grove Beach Coastal Management Plan.

2.2 Department of Environment and Conservation

Nick Detchon (Planning Officer - Parks and Visitor Services) provided advice on the following matters:

- A Management Plan for the Tuart Forest National Park is currently being prepared. A draft of the Management Plan is expected to be available for community review later in 2009.
- The Plan has taken into consideration proposals for walk trails in the Shire of Busselton (including the Malbup-Abba Trail and the Membenup Trail). Both these trails are located within the tuart forest and will take users near to the edge of the Wonnerup Estuary. The plan is also contemplating the establishment of a longer walk trail through the tuart forest between Layman and Ludlow (within the Shire of Busselton).
- The plan also makes provision for recreation areas to be developed at Higgins Road and near to the Limekilns. Both proposed recreation sites are draft proposals only, with proposals/plans still being formulated and discussed. It is possible that short walks may be developed at each of these sites, though in the case of the limekilns area the 'trail' may be more of a path to manage public access to the kilns rather than a lengthy trail through the forest.
- Is aware of community interest for a long walk trail through the tuart forest, utilising the road reserve known as Formation Road.
- Advised that the DEC had been involved in discussions with Bemax regarding future use and rehabilitation of the sand mining area at Ludlow, and that the company is committed to developing a walk trail through the rehabilitated mine site specifically to interpret the old tramway and the old coach road. The site is expected to be closed - with no public access - until 2017.
- Confirmed that horse riding is currently allowed anywhere within the forest blocks of the Tuart Forest National Park.
- The management plan is also grappling with the ongoing management of the Ludlow settlement, which spans two local government areas (Capel and Busselton) and spans two different land tenures (State Forest and an unallocated reserve). A consultant has been appointed by Shire of Busselton to review future management and usage of the settlement.
- Advised that the management plan is examining the potential to close some unconstructed road reserves that traverse the National Park (such as The Avenue) and to have these road reserves amalgamated with the National Park.
- Advised that the findings and recommendations of the Trails Master Plan will help inform the preparation of the Management Plan for the Tuart Forest National Park and therefore should be referred to DEC for information and comment.

Bev Dixon (Interpretation Officer) provided advice on the following matters:

- The existing interpretive shelter at the Possum Paths trailhead (on Layman Road in the Shire of Busselton) is to be rebuilt, with new interpretive panels to be included.
- 4 new interpretive panels are to be installed at the Membenup picnic site on Tuart Drive (in the Shire of Busselton).
- Is researching an historic droving route known as the MacGibbon Track (some of which may have passed through the Shire of Capel).
- A short walk, with up to 10 interpretive panels, is being proposed by DEC for the Higgins Road recreation site. Interpretive topics include: regrowth; growth habits; mature trees; material on forest floor; mature trees in group; regrowth growing alongside fallen tree burnt during fire; threats; tuart dwellers; senescent trees; carbon cycle.

2.3 Iluka Resources Limited

In order to establish the current situation and future of the Capel Wetlands Centre, and its trails, information was sought from Iluka. The following comments were received:

- The area is the subject of combined ownership by Iluka and the Department of Environment and Conservation.
- There is a potential for the area to be mined again in the future, and therefore Iluka is reluctant to hand over the site.
- The company has not been able to identify anyone or any organisation to take over the maintenance of the area.
- The centre is permanently closed – and is not even subject to care and maintenance. It is not to be re-opened.
- The former trails within the Capel Wetlands Centre should not be considered as part of the inventory of existing trails, as they are not being maintained and will not operate as trails again. Assessment of the current condition of the former trails was discouraged.

2.4 Community Meeting

Following a presentation by the consultant to the Capel community on 18th February 2009, members of the audience raised the following matters:

- Will there be any consideration given to having campsites on any of the proposed trails?
- An off-road connection to the Munda Biddi is desirable. What potential is there for this to occur?
- There is a need for a 'technical' trail close to town for teenagers to enjoy – a cross between a BMX and an off road trail. Trails Master Plans always seem to cater for 'older' trail users, ignoring the needs of teenagers.
- Will any consideration be given to including beach walks in the Trails Master Plan?
- Does the plan need to provide for disabled access to all trails?
- DEC is planning an interpreted walk trail at the proposed Higgins Road recreation site, part of the Management Plan for the Tuart Forest National Park currently being prepared.
- The proposed connection through the tuart forest between Peppermint Grove Beach and Capel has been wanted for some time.
- Consideration should be given to having bike lanes (or sealed shoulders) on Stirling Rd instead of the proposed roadside shared path.

- The excellent trails at Crooked Brook (developed by the Dardanup community) and the Mt Leonard trails network were cited as an example which the Capel community could follow.
- Consideration should be given to including a trail on the disused railway south of Capel to Wonnerup (and Busselton) as well as a connection to the Munda Biddi via the Wonnerup to Jarrahwood disused railway corridor.
- A trail linking Capel with Boyanup would be very popular. People already walk over the old railway bridge in Capel.

2.5 Shire of Capel Trail User Survey

As required by the brief for this project, a survey of trail users within the Shire of Capel was undertaken. The survey form was made available at all libraries during December 2008, and the community was notified of its existence by a notice placed in all the locally circulating newsletters in the communities of the Shire of Capel.

18 responses were received; not all by existing trail users. The survey indicated strong support for new trails.

In particular, the suggested connection between Capel and Boyanup (along the old railway) was strongly supported. There was also strong support for proposed new (commuter) paths (such as between Gelorup and Bunbury (though this type of facility is not part of this brief). The Capel River was a major attraction and the focus for possible future trails. The Ludlow tuart forest was also popular

The Survey and the results are included in this Trails Master Plan as an appendix (see Appendix 2).

2.6 Community Feedback on Draft Trails Master Plan Report

The draft Trails Master Plan report was made available for community review and comment during July 2009.

Attached to this report (see Appendix 3) is a table containing a summary of feedback received, and a comment from the consultant about each point raised. Some changes have been made to the Trails Master Plan as a result of the community's review of the draft report.

SECTION 3: BACKGROUND INFORMATION

The Shire of Capel has developed a number of documents and plans that have been considered when making recommendations on the future development of trails in the shire. The relevant sections of each document have been summarised.

The documents of interest are:

- o Shire of Capel Strategic Plan 2003 – 2007
- o Shire of Capel Sport and Recreation Strategic Plan 2005-2015
- o Shire of Capel Community Recreation Facilities Inventory and Condition Report
- o Capel River Action Plan 1999
- o Capel Townsite Strategy 2008
- o Heritage Reference Group's Recommended Action Plan (and the Heritage Interpretation Plan 2007)
- o Municipal Inventory of Heritage Places 1999
- o Boyanup Townscape Plan 1995
- o Capel Townscape Plan
- o Capel Townsite Dual Use Path Strategy 2003

3.1 *Shire of Capel Strategic Plan 2003 – 2007*

The Strategic Plan makes several relevant statements and strategies, as follows:

Core Business Area 1 – Infrastructure

Strategy 1: Plan the provision and maintenance of safe and efficient transportation systems.

Strategy 1.9: Develop a strategy for recreational walking/riding trails and explore funding alternatives to assist funding such a strategy.

Core Business Area 2 – Land Use

Strategy 2: Protect and Enhance the District's Cultural Heritage.

Strategy 2.1: Investigate the establishment of a heritage precinct in Boyanup that incorporates the Boyanup Transport Museum and other historical facilities.

Strategy 2.2: Review and maintain Council's Municipal Heritage Inventory and determine Council's role in the presentation, improvement and promotion of sites of heritage significance.

Core Business Area 4 – Community Services

Strategy 5: Support the processes to encourage economic activity.

Strategy 5.3: Support and encourage tourism development.

3.2 *Shire of Capel Sport and Recreation Strategic Plan 2005-2015*

The Sport and Recreation Strategic Plan has strategies and recommendations of direct relevance to this Trails Master Plan. The Sport and Recreation Strategic Plan includes consideration of the following activities and land uses (not all included):

- Arts and Culture
- Beaches
- Dual Use Paths

- Local Parks and Reserves
- Rivers, Forests and National Parks
- Trails

In regard to Tourism, on page 13 it states: *'There are many possibilities for tourism development in the Shire of Capel, including the Tuart Forest national park, beaches, historic buildings and country 'getaways'.*

In the Peppermint Grove Beach Community Needs Assessment (2003), residential respondents nominated purpose built cycle access to the Capel River, to and through the Tuart Forest National Park and to Capel.

Selected recommendations regarding Sport and Recreation

- The PGB community advocate to ensure that the Shire of Capel maintain its commitment to capital works infrastructure for walking and cycling.
- The Shire of Capel undertakes a cost-benefit analysis of a walk/cycleway from PGB to the Capel townsite.
- All management plans developed for the Capel River, Stirling Wetland and Tuart Forest environments include provision for passive recreation infrastructure ... while maintaining the environmental integrity of these areas.

On page 34 (Strategic Framework for Facility Development) it is stated: *... To ensure that there is a fair and equitable spread of facilities across the five main localities of Capel, Boyanup, Gelorup, Peppermint Grove beach and Dalyellup.*

Outcomes: (not all included)

- Residents able to access a range of affordable, accessible sport and recreation programmes that enable them to enjoy a long, healthy and active lifestyle.
- Residents of the shire will have access to accurate information on the Shire's sport and recreation facilities and programmes.
- Sport and recreation facilities and programmes meet the needs of users and the wider community.

Key Objective 1: Access, Equity & Safety

Strategy 1.5 - Promote cycling and walking as a form of transport.

Key Objective 2: Facility Development, Management and Maintenance

Strategy 3.13 – Undertake a trails inventory and develop a strategic plan for new trails across the Shire.

Key Objective 4: Community Programming for Increased Participation

Strategy 4.1 - Encourage broader community participation in physical activity.

Strategy 4.5 - Target at risk groups and individuals ... with a view to encouraging healthy lifestyle changes.

Strategy 4.6 – Encourage the development of walking clubs in local towns as a free and easily accessible physical activity programme.

3.3 Shire of Capel Community Recreation Facilities Inventory and Condition Report 2003

This report makes mention of a small number of facilities which are relevant to this study.

Preston River Ramble – Boyanup

Comments: A 1.5km walk which ‘rambles’ alongside the Preston River, starting at Diggers Reserve and finishing at the bridge in the town centre.

The walk is popular with local residents and there are plans to extend it further along the river. The walk is a joint project between the Waters and Rivers Commission and the Boyanup Community. The Shire of Capel Operations Services and Community Development Officers have supported and assisted the project.

Trails

Comment: Currently there is no inventory of trails in the Shire. Funding is available from the Dept of Sport and Recreation Trails Funding Programme to undertake a trails inventory and identify future trails eg. Peppermint Grove Beach residents have already identified a trail for development and the Tuart Forest National Park has definite potential. The existing Preston River Ramble Walk Trail is well used and will continue to be developed by the Waters and Rivers Commission and the local community. A section of the Munda Biddi (off road Bicycle Trail) will be located in the Boyanup area, Shire of Capel.

Tuart Forest National Park

Comment: Four sections of the forest exist (divided by roads and private land) and are managed by the State Government Department of Conservation and Land Management (CALM). The Tuart Forest National Park was the first forest to be set aside for conservation by Governor Stirling in the early 1900’s. This region was originally covered in tuart forest (including a mix of Jarrah, Redgum and Banksia) which was heavily logged and sent overseas and inland for railway sleepers, street paths etc. The forest was also mined for limestone, which was used in house construction and for roads. Cable Sands Mining Company has a current lease (originally Iluka’s) on a section of the National Park on Tuart Drive, which it has been granted permission from the State Government to mine for mineral sands.

Management Issues: Currently CALM has no management plan for the development of interpretive signage, walks etc.

Options for Development:

- Conservation of flora and fauna
- Weed eradication
- Interpretive signage
- Walk trails & picnic areas
- Development of the Lime Kilns as a historical site
- Preservation of Indigenous sites and heritage

Several Equestrian facilities exist. Capel Equestrian Centre, Bunbury Horse and Pony Club, Boyanup Pony Club and Roseclif Park Equestrian Facility which are used by local horse riders, are mentioned in the report.

3.4 Capel River Action Plan 1999

The plan has some relevant observations. In Community Access (p21) it states: *Public access to the Capel River was a notable community issue raised throughout the course of the field assessments and public consultation process. Access to the river is very difficult without going through private property. A few reserves on the Capel River are also surrounded by private property. During the summer months, the Capel River is a popular site for picnicking and marroning. This sometimes causes conflict between visitors to the river and landholders whose properties abut the river foreshore.*

It also makes the comment that: *several reserves near the Capel townsite have potential for restoration and recreational use.*

With regards to Reserves on the Capel River (p91) the Plan states:

Reserve 8934: South of Austin Rd on northern bank. Valuable resource for recreational use.

11797: Ironstone Gully Falls. High quality bushland with high scenic and recreational value.

25516: Recreation reserve off Capel Dr on east bank of Capel River, downstream from Capel Bridge. Many large flooded gums. Location adjacent to the Capel Bridge.

24563: Recreation and camping reserve next to Capel River near the cut. Could form part of a walking trail along the Capel River.

3.5 Capel Townsite Strategy 2008

The Shire of Capel Town Planning Scheme No.7 depicts various "Public Purpose" and "Recreation" reserves throughout the town ... the Capel River foreshore and other conservation reserves. A "Railway" reserve covers the existing railway line running north east/ south west through town.

Community Consultation revealed the following issues (relevant ones only):

- Values: Heritage buildings/architecture
 Trees/bushland/environment
 Open spaces/room to move
- Concerns: Lack of footpaths/public/cycle access
 Poor quality of Public Open Space/Parks
- Visions: Improve access around the town/improve cycle and pedestrian paths.
 Improve quality, access to and focus on Capel River.
 Improve the tourism attraction of the town ...

The following key issues were noted:

Waterways: The river is a highly valued asset by the local community as a permanent water resource and for its recreational and aesthetic values.

Future subdivision of land adjacent to the river should also contribute to improving the condition of the foreshore, ... and creating public foreshore reserve either side of the river. ... in addition to pathways, fencing or boardwalks.

Ecological Linkages: Capel-Boyanup ecological linkage which dissects the Capel townsite in a north-easterly to south westerly direction and follows the alignment of the disused railway that runs through the centre of town.

Character and townscape: Capel River
 Historic/heritage buildings
 Historic railway and reserve

Heritage: Capel Inn and stables
 St Johns Anglican Church
 St Josephs Catholic Church
 Roads Board Building
 CWA Rooms
 Capel Bakery

Former Butchers
Former Garage
Corner shops
Former Union Bank
Various dwellings

These form a heritage precinct ... and their conservation should be encouraged.

The following strategies and actions were highlighted:

Heritage

- To take into account Aboriginal heritage and historic heritage in the preparation of Structure Plans and Development Plans.
- To increase tourist visitors to Capel with an emphasis on heritage and cultural values...
- Develop a heritage based tourist brand for Capel (in association with Boyanup).

Character and Sustainability

- Improve public access along the river and the connection between the town and the river via the development of a river foreshore master plan to enable creation of walking trails, boardwalks and/or viewing platforms ...
- Increased access and orientation towards the Capel River.

Community Facilities and Recreation

- Ensure that local open space ... is available for passive and recreational needs and preserves significant landscape and other local features.

Transport and Access

- Liaise and work with the State Govt on strategies to determine the future of the railway line with an aim to re-opening it as a passenger or commercial line within the next 10 years.
- Liaise with the Dept for Planning and Infrastructure regarding the possibility of utilising part of the railway reserve as a key pedestrian link within the town.

3.6 Heritage Reference Group's Recommended Action Plan (and the Heritage Interpretation Plan 2007)

The Action Plan identifies some very relevant matters. It includes the following "general recommendations":

- Produce a Heritage Trail Booklet for the Shire.
- Inclusion of possible linkages with the Shire's Trails Master Plan.
- Include Aboriginal sites of significance.
- Undertake discussion with land owners regarding possible opportunities for interpretation.

It also lists sites which could be part of recommended walking/heritage trails with interpretation:

- Boyanup Townsite – Lions Park, Boyanup Tavern, Fettle's park, Railway Station Platform, St Louis Catholic Church, St Georges Anglican Church.
- Capel Townsite – Hannaby Park, Apex Park, St Johns Anglican Church, ANZ Bank (former), Guttman's house, outside RSL Hall, old Post Office building.
- Mallokup Bridge – Peppermint Grove Beach to bridge heritage trail.

- Ironstone Gully Falls – early settlement.
- Tuart Forest National Park – Trails Master Plan to investigate the possibility/ viability of heritage Walk Trail linking Lime Kilns with the proposed Higgins Rd Interpretation site.
- Tuart Forest National Park - Trails Master Plan to investigate the possibility/ viability of Walk Trail linking Timber Mill & Cottages with Lime Kilns & Higgins Rd following original tram line.

3.7 Municipal Inventory of Heritage Places 1999

This document provides a brief history of the many heritage buildings and sites that could be included in townsite Heritage Trails for Capel and Boyanup.

For example, within the Capel townsite the Inventory highlights the following buildings/sites:

Capel Inn and stables; St Johns Anglican Church; St Josephs Catholic Church; Roads Board Building; CWA Rooms; Capel Bakery; Former Butchers; Former Garage; Corner shops; Former Union Bank; and various dwellings.

Within the Boyanup townsite the Inventory highlights the following buildings/sites:

Boyanup Railway; Boyanup Tavern; Boyanup Meat Supply; St Louis Catholic Church; Craft Shop; Boyanup Post Office; St Georges Anglican Church; Bakery; Masters Dairy; Granny Simmon's House; School Master's House; and Garage.

3.8 Boyanup Townscape Plan (1995) and Capel Townscape Plan

Both of these documents were reviewed but considered to be too out of date to be relevant to this project.

3.9 Capel Townsite Dual Use Path Strategy

The Shire of Capel's Dual Use Path Strategy sets out the program for progressively updating and expanding the network of shared paths within the town of Capel.

The program set out in the Strategy has guided the recommended trails set out in this Trails Master Plan.

The existing and future network of paths will enable connection with some of the trails recommended in this Trails Master plan.

3.10 Ludlow Titanium Minerals Mine Decommissioning and Closure Plan CD855 July 2008

The Ludlow Mine Site European Heritage Locality Plan was developed to address issues associated with the European Heritage of the Ludlow area. The Plan contains the locations of European Heritage that lies within the Ludlow mining lease as well as strategies for the management and preservation of these sites.

Bemax Cable Sands made a number of commitments in the Plan, which are listed below.

The tramway and stagecoach pass re-instated to their original position.

The old tramway track and stagecoach pass will be incorporated into a walking trail with commemorative plaques detailing the history of each site and the surrounding area. The walking trail will be a cleared, 1.8m wide dirt track.

Cable Sands proposes the erection of three to four plaques (information boards) along the walk trail.

Suggested material to be included on the plaques:

- History of the Tramway
- History of the Stagecoach pass
- Aboriginal heritage of the Ludlow Tuart Forest
- European heritage of the Ludlow Tuart Forest
- Details of Cable Sands and DEC rehabilitation process

Interpretive signage will be produced by Cable Sands in 2010. The expectation is that the signage will not be put in place until just prior to opening of the walk trail to prevent deterioration of the plaques, prior to them being used by the public. Whilst the trails themselves will be in place immediately following rehabilitation, it is anticipated that the walk trail will not be opened to the public immediately following establishment. Timing of opening of the walk trail will be decided following further discussions with the Department of Environment and Conservation, but will occur no sooner than the end of 2009.

SECTION 4: CAPEL TRAIL SUPPLY ANALYSIS

4.1 Overview

The Shire of Capel already has a small supply of trails, mostly in/near urban areas, such as the sealed trails in the tuart forest near Dalyellup.

Most of the existing walk trails are scattered throughout the Shire, with little or no promotion of them. It is likely that most residents of the Shire of Capel would be unaware of their existence and therefore the level of use is probably low (certainly a lot lower than it could be if they were well promoted).

It is evident that local residents do walk (or ride horses) in bushland areas, though these 'informal' trails are not recognised in the table below.

Only trails that are regarded as being 'recognised' are included in this table. 'Recognised' means that the trail has some or all of the following characteristics:

- Recognised by the land manager (eg. DEC, Shire of Capel);
- Signposting (trail directional markers; trailhead signage; interpretive signage); and
- Mapping (such as a map contained within a trail brochure).

4.2 Inventory of Existing (Recognised) Trails

The list of existing trails is based on information from a number of sources:

- ❖ Information supplied by various stakeholders;
- ❖ Information brochures, trail maps and books;
- ❖ Trails observed during field work;
- ❖ Information provided by members of the community; and
- ❖ Input from Shire of Capel staff.

Table 4.2.1 – Existing Trails – Shire of Capel

	Trail Name	Location	User group	Land tenure	Trail Manager	Comments (brochure, interpretation, etc)	Condition (standard of construction, level of maintenance)	Length	Difficulty (grades, etc)
1	Preston River Ramble (Boyanup)	Preston River, Boyanup (between Boyanup Lions Park and Diggers Reserve)	Walkers only	Unallocated Crown Land along river. Some private property (Meadowbrooke Estate). Possibly Railway Reserve under bridge. Reserve 8333 (Diggers Reserve) vested in the Shire for parklands and picnic area.	Shire of Capel	4 interpretive panels along trail. Numerous Trail Directional Markers – 7 missing. Improved Trailhead and promotional signage required. Large rest shelter near steps at Diggers Reserve. 3 bench seats along trail. Brochure/map warranted. Land tenure will need resolution prior to any upgrading works.	South side poorly maintained (ie. SW of Boyanup Lions Park). Trail overgrown in parts. Some gravel, some natural earth, some grass surfaces. Surface unstable with marri nuts in parts. Risk assessment required (may need safety railing).	1.31km	Mostly flat. Some steep inclines. Steep steps (loose steps) to Diggers Park. Not disabled friendly.
Interpretive panels: 1. River Restoration. 2. Western Banjo Frog, Motorbike Frog; 3. Meadowbrooke Estate; 4. Sticky Plants; 5. ??? (missing)									
2	Munda Biddi Trail (near Boyanup)	Joshua Brook Rd; Armstrong Rd; Hurst Rd	Cycle tourists	Road Reserve	DEC	Completely “on-road” within Shire of Capel. Mix of gravel and bitumen. Part of 900km+ “off-road” cycle touring trail proposed between Mundaring and Albany.	Trail uses well formed roads through Shire of Capel. Adequate directional signage. Should be signage for spur trail into Boyanup townsite.	8.75km (some gravel road; some bitumen road).	Flat, some undulation
Need for signposted spur trail from Munda Biddi into Boyanup townsite.									

3	Boyanup Heritage Trail (Boyanup)	Various sites in Boyanup townsite	Walkers	Private and public sites	Shire of Capel	Old brochure with minimal information. 46 sites. No interpretive panels, no directional signage, no identified trail route. More careful selection of sites required.	Uses existing footpaths throughout townsite. Basically non-existent.	Approx 2km	Flat footpaths. Existing range of sites too extensive.
No on-site interpretation along this trail.									
4	Tuart Walk (Dalyellup to Usher)	Maidment Pde, Dalyellup to Ocean Dr, Usher	Walkers, cyclists, skaters	Public land	SW Development Commission. Shire of Capel. City of Bunbury.	3 interpretive panels along trail. 2 interpretive shelters: one at each end (ie. trailheads).	Good quality flat, bitumen paths. Needs connection to road and ramp on Maidment Pde.	1.27km	Flat paths
Interpretive panels: 1. Tuart; 2. Eucalypts; 3. Banksia.									
5	Bushland Path (Dalyellup)	Dalyellup Blvd / Wonil Cres to Maidment Pde / Madigan Rd	Walkers, cyclists	Public land	Shire of Capel	10 interpretive panels about local wildlife along trail. Playground equipment, bench seats, bins, picnic tables, shelters, lighting, connecting paths at Wonil Cres end.	Good quality flat, concrete paths. Well manicured lawns and edges.	1.27km	Flat paths
Interpretive panels: 1. Ground Parrot; 2. Echidna; 3. Southern Boobook; 4. Silvereeye; 5. Blue Lady Orchid; 6. Quenda; 7. Western Ringtail Possum; 8. Forest Floor; 9. Pink Fairy Orchid; 10. Banded Sand Snake.									
6	Dalyellup Lake Circuit (Dalyellup)	Maidment Ave, Dalyellup	Walkers, cyclists, parents with prams, kids on scooters	Public land	Shire of Capel	No interpretation. 80m boardwalk. Large viewing shelter over water. Toilets, picnic areas. Very well used area.	Good quality flat, concrete paths and boardwalk. Well manicured lawns and edges.	1km loop with some other connecting paths.	Flat paths. Some steps, disabled friendly slopes and ramps to local road network.
No interpretation along this trail.									

7	Joshua Brook Circuit (Boyanup)	Joshua Brook Rd, Boyanup	Walkers, cyclists	Public land	Shire of Capel	Interpretive panel at trailhead bridge. Shelters, bird hide, bench seats, picnic tables, sculptures, bridges. Needs Promotional sign on road and more interpretation (consistent with theme) around lake. Needs formalised car park.	Good quality flat, concrete paths (1.8m wide). Well maintained area.	1km loop with some other connecting paths.	Disabled friendly paths. Mostly flat.
Interpretive panel: information on bridge (mineral sands mining history)									

Note: The existing 3 walk trails at the Capel Wetlands Centre Trails (Leucoxene Walk, Zircon Walk and the Ilmenite Walk) have been excluded from consideration as the centre is permanently closed to the public and not to be re-opened.

4.3 Condition of Existing Trails

Trails vary in condition, depending on the level of maintenance they receive, the amount of use they get, the environment in which they are located, the prevailing climatic conditions and a host of other reasons.

Some of the trails of the Shire of Capel were constructed some years ago and are showing signs of deterioration (for example, the Preston River Ramble). On the other hand, some are relatively new and enjoying considerable usage – by local people (such as the Tuart Walk). Regardless of their age and use, all trails require maintenance and continual upgrading to make them more appealing.

Directional signage that conforms to Australian Standards is commonly lacking on trails. Trailhead signage (with mapping of the trail route) would benefit all trail users. This signage should indicate length of trail, duration (at a moderate pace), difficulty level, points of interest along the trail route, local access points and connections to nearby residential areas, a 'code of conduct' for permitted user groups, safety information, etc. Interpretive signage is often missing from a trail. Interpretation enriches the users experience.

Attention to trail surfaces, structures (including steps and water bars to prevent erosion) and trailside furniture should be an integral component of an upgrading program. Removal of overhanging and side vegetation (and weeds) should also be regularly undertaken.

Finally, all trails should have information readily available – and a trail brochure is an easy and cheap means of providing information.

4.3.1 Preston River Ramble (Boyanup)

This 1.3km walk trail alongside the Preston River in Boyanup (between Boyanup Lions Park and Diggers Reserve) is mostly flat, though there are some steep inclines. It is accessible from both ends. The trail surface consists of some gravel sections, some natural earth and some grass surfaces. A small bridge takes users across a small watercourse.

This trail was established as a community project, and involved the mining company Cable Sands, the Shire of Capel, and Water and Rivers Commission and the Boyanup Primary School.

A number of interpretive panels are located along the trail, covering the following topics:

- River Restoration
- Frogs
- Meadowbrooke Estate
- Sticky Plants

The southern terminus is at Lions Park on Bridge St (the Boyanup Picton Rd) and the northern terminus is Diggers Reserve on the South Western Highway. There is a flight of steep steps near the Diggers Reserve end and therefore the trail would not be considered disabled friendly.

The picnic area at the Boyanup Lions Park is an excellent trailhead, as it contains picnic tables, ample parking and shade and is located immediately alongside the river.



The Preston River Ramble in Boyanup is a 1.3km walk trail along the top of the embankment of the river – and is an excellent example of cooperation amongst state government, local government, the business community and the local community.

The northern trailhead (Diggers Reserve – Reserve 8333) provides ample parking, a picnic table, information about the trail and an information shelter. 3 bench seats are located along the trail as well as a picnic shelter near the northern end.

The trail appears to traverse some private property (Meadowbrooke Estate) and includes sections of Unallocated Crown Land along the Preston River.

Numerous trail directional markers have been installed along the trail, though approximately 7 of these are missing. The style of trail directional marker used is very unconventional, and often difficult to see and follow.

The south side of the trail (ie. south of Lions Park towards the Boyanup Bush and Bull tavern) is poorly maintained and overgrown in parts with no clear trail route, and no obvious destination or end point.

Some improvements to the trail are warranted, including maintenance to trail surface (such as removing marri nuts on a regular basis). A risk assessment is required; signage at each trailhead could be improved; promotional signage on the roads is required; a brochure/map is warranted; interpretive signage could be updated and additional interpretation installed and trail directional signage could be improved.

Prior to expenditure of funds on upgrading this trail, the Shire of Capel will need to ascertain land tenure, and resolve land ownership issues, with perhaps a Memorandum of Understanding being prepared to ensure continued access to the trail route across land owned by Meadowbrooke Estate.

4.3.2 Munda Biddi Trail (near Boyanup)

The Munda Biddi is a proposed 900km+ “off-road” cycle touring trail between Mundaring and Albany. The sections between Mundaring and Collie, and between Collie and Nannup are now constructed and open. The Department of Conservation and Environment is the trail manager.

8.75km of the trail passes through the Shire of Capel, utilising Joshua Brook Rd, Armstrong Rd and Hurst Rd (at Boyanup). This trail is completely “on-road” within Shire of Capel. These are well-formed roads (and a mix of gravel and bitumen).

The trail has adequate directional signage. However, there should be a signposted spur trail into the Boyanup townsite.

It would also be very desirable for a connection to be made to Capel itself, and this is very possible using the railway corridor between Boyanup and Capel.

4.3.3 Boyanup Heritage Trail (Boyanup)

The Boyanup Heritage Trail was established in 1994, for inclusion within the Boyanup Centenary Souvenir Booklet. This walk trail takes users to 46 sites within (and just outside of) the Boyanup townsite. These locations are a mix of private and public sites. These include various shops in the main street, elements of the railway precinct, the dairy and other notable locations (and former land uses and businesses) within the town.



Apart from a very old brochure, little evidence remains to indicate that a heritage trail once existed in Boyanup. However, the town has a wide range of historic buildings and heritage sites and this plan recommends revamping of the old trail.

Though no actual trail route is defined by the mapping, it is evident that trail users are to navigate by following the numbered (mapped) sites. The trail uses existing footpaths throughout the townsite. No actual trail directional markers exist.

Apart from the information contained in the Centenary Souvenir Booklet, no other information exists for the trail or the 46 sites. There is no proper trail brochure. The information contained in the Centenary Souvenir Booklet for each site is very limited, as the brochure contains minimal information. There are no interpretive panels at the sites, no directional signage, no identified trail route. The heritage trail is basically non-existent.

Though a heritage trail is an excellent idea for most old towns, careful selection of sites is required. A revamped Boyanup Heritage Trail is recommended in this Trails Master Plan.

The trail could be greatly enhanced by the use of trail directional posts with markers (and arrows) – see Guildford Walk Trail photos – and the installation of interpretive panels (again, see Guildford Walk Trail examples).

4.3.4 Tuart Walk

The Tuart Walk (trail) is located in the tuart forest between Dalyellup (Shire of Capel) and Usher (in the City of Bunbury). The trail is a high quality, flat asphalt path 1.27km between Maidment Pde, Dalyellup and Ocean Dr, Usher. It caters for a range of users including walkers, cyclists, skaters, parents with prams, etc.

The South West Development Commission, in conjunction with the City of Bunbury and the Shire of Capel, established the Tuart Walk.

The trail features 2 interpretive shelters, one at each end (ie. trailheads). 3 interpretive panels are located along the trail, covering the following topics:

- Tuarts
- Eucalypts
- Banksias

Some minor improvements are required, particularly at the southern end (Shire of Capel end) to enable the trail to be fully connected to the local street and path network.



The Tuart Walk between Dalyellup and Usher provides for many users groups. It is an important pathway connection between urban areas through a natural area.

4.3.5 Bushland Path (Dalyellup)

The Dalyellup Bushland Path is a 1.27km high quality flat, concrete path through linear open space within the Dalyellup urban area. It extends from the junction of Dalyellup Blvd / Wonil Cres to the junction of Maidment Pde / Madigan Rd.

The path is included within the inventory of trails as it is located within a significant section of remaining tuart forest and, although parts of the pathway pass through well developed picnic (grassed) areas, the experience is mostly of a natural area.

The most notable feature of the path/trail is the 10 interpretive panels about local wildlife. The path also features well-manicured lawns and edges, playground equipment, bench seats, bins, picnic tables, shelters, lighting and connecting paths at the Wonil Cres end and Maidment Pde end.

The 10 interpretive panels located along the trail cover the following topics:

- Ground Parrot
- Echidna
- Southern Boobook
- Silveryeye
- Blue Lady Orchid
- Quenda
- Western Ringtail Possum
- Forest Floor
- Pink Fairy Orchid
- Banded Sand Snake.

No improvements are required along this path, other than providing better promotion (by signposting) of its existence.



The Dalyellup Bushland Path features 10 interpretive panels – providing an enriching experience for path users.

4.3.6 Dalyellup Lake Circuit

The Dalyellup Lake Circuit is a 1km high quality concrete loop path around the main lake in the urban area. It is located on Maidment Ave, Dalyellup.

Several other connecting paths branch off from the main circuit, but are not included in this assessment. This trail features an 80m timber boardwalk, as well as a large viewing shelter over the lake.

Although much of the pathway is located within well manicured lawns and picnic areas, the path is included within the inventory of trails as the western side of the circuit is located in a much more natural environment providing an experience which is mostly of a natural area.

The path is predominantly flat, though there is a flight of timber steps at the northern end. A lengthy disabled friendly path and timber ramp connects the circuit to the local road network.

The circuit is well used by walkers, cyclists, parents with prams and, kids on scooters.

There is no interpretation along the path. The developed areas along the circuit include toilets, picnic and barbecue areas and shelters.



Though much of this trail is located in a parkland setting, the western portion passes through a more natural environment – and hence the pathway's inclusion in this trails inventory.

4.3.7 Joshua Brook Circuit (Boyanup)

The path circuit at Joshua Brook is located within a rehabilitated mineral sand mine, on Joshua Creek Rd, Boyanup.

The circuit features high quality, flat, concrete paths (1.8m wide) catering for walkers and cyclists. The loop is 1km long, with some other connecting paths. The paths appear disabled friendly as they are mostly flat with no steps.

The 'interpretive panel' at the trailhead bridge gives an overview of the history of the site. The trail system includes several rustic shelters, a bird hide, bench seats, picnic tables, sculptures and bridges. The 'park' is well maintained.

The style of development on the trail system, particularly the bridges, shelters and the bird hide, are amongst the best in Australia. The path system gives the impression of being a closely-guarded secret, as there is no promotional material or signposting indicating its presence.

The path circuit requires promotional sign on Joshua Creek Rd and more interpretation along the path system around the lake (consistent with the overall 'rusty steel' theme). In addition, the park requires a formalised carpark so people not from the local area can drive to the site and park.



The Joshua Brook Circuit has some of the most outstanding trailside furniture to be found on any trail in Australia.

4.3.8 Capel Wetlands Centre

The 3 (former) walk trails at the Capel Wetlands Centre Trails (Leucoxene Walk, Zircon Walk and the Ilmenite Walk) have been excluded from consideration as the centre is permanently closed to the public and is not to be re-opened.

4.3.9 Horse Trails

There are several locations within the Shire of Capel where people currently ride horses with the consent of the managing authority. One such example is the Tuart Forest National Park. Currently, the entire forest blocks within the National Park have been designated as being locations where people can legally ride horses, and signposts have been erected. In addition, several road verges within the Shire have obvious horse riding usage. No horse riding areas have been included within the 'existing trails' inventory, due to their comparative informality.

4.4 Trails Network Strengths and Opportunities

From the information obtained and the list of trails currently existing in the Shire of Capel, some conclusions can be drawn:

- ❖ Compared with many other local governments in Western Australia, the Shire of Capel does not have many trails and does not have an abundance of opportunities for the development of trails.
- ❖ It does have an array of heritage buildings and heritage sites, both within the two main towns (Capel and Boyanup) and throughout the Shire. It has the Capel River flowing through the town and the shire. It has the magnificent Tuart Forest National Park, and several other bushland reserves and state forest. The shire has a rich settlement and farming history and therefore numerous historic sites capable of forming the foundation of a number of heritage drive trails. The region has a rich indigenous history, as well as more recent European history – enabling many stories to be told.
- ❖ There are several walk trails available, of varying quality, in town, along the river, and in bushland areas of the shire; though no formal mountain biking (apart from the nearby Munda Biddi Trail) and horse riding trails.
- ❖ Short trails (around 1.0km) dominate.
- ❖ The general lack of available information about the trails is very obvious. The lack of information about the existence of these trails would obviously result in lower usage levels.

- ❖ For some of the trails there is little or no information about their 'condition' or about whether they are easy or difficult – indicating a lack of 'ownership' from a land manager.
- ❖ The availability of interpretation on the trails varies. The Preston River Ramble does have several interpretive panels. The Tuart Walk does have several interesting panels, though this could be supplemented. The Dalyellup Bushland Path has plenty of interpretation. The Boyanup Heritage Trail has no on-site interpretation and nor does the Dalyellup Lake Circuit. The Joshua Brook Circuit has a modest amount of interpretation. No interpretation of the indigenous history of the region appears to exist on any trails.
- ❖ There is virtually no readily available information about any of the existing trails (apart from the Munda Biddi).

4.5 Recommended Future Trails

As part of the preparation of this Trails Master Plan, a wide range of possible / potential trail projects were evaluated. The process included a review of:

- existing trails in the Shire of Capel area, and elsewhere in the region – including neighbouring local governments (ie. trail supply).
- visitor expectations and local needs (ie. demand for trails). Local demand was partly established through questions asked in the Shire of Capel Trail User Survey, and through comment provided by those attending the community meeting held during the preparation of the plan. Local demand was also gauged through input provided randomly by the community through emails and phone calls, etc.
- population characteristics, trends and projections.
- successful trail projects elsewhere in Western Australia, Australia and the rest of the world.

In the course of investigating potential trails in the Shire of Capel an inspection was made of the potential for in-town Heritage Walk Trails, trails along the Capel River (in Capel and near Peppermint Grove Beach), the potential for trails in the Tuart Forest National Park, Shire reserves and natural areas, and the State Forest.

The following areas were visited:

- | | |
|--|---|
| ▪ Capel River (various locations) | ▪ Bushland areas around Dalyellup |
| ▪ Tuart Forest National Park | ▪ Dalyellup |
| ▪ Peppermint Grove Beach | ▪ Ludlow settlement |
| ▪ Railway corridor between Boyanup and Capel | ▪ Disused railway corridor between Capel and Ludlow |
| ▪ Ironstone Gully Falls | ▪ 5 Mile Brook |
| ▪ Preston River | ▪ Unconstructed road reserves |
| ▪ Capel townsite | ▪ Various sites listed in the Shire of Capel's Heritage Interpretation Plan |
| ▪ Boyanup townsite | |
| ▪ State Forest reserves | |
| ▪ Stratham & Gelorup | |

Given that it is preferable to have a small set of quality trails, rather than a large quantity of trails of poor quality, the set of recommended new trails is reasonably short (given the number there could potentially be).

There are several locations with the Shire of Capel that would provide good sites for new trails. Additionally, the recommended trail 'projects' (as set out later in this Trails Master Plan) contains tasks that are more to do with upgrading and promoting the existing trails, rather than new trail construction.

4.5.1 Ironstone Gully Falls

This council managed reserve (Reserve 3801) is 17 km south east of Capel on Goodwood Rd. This historic picnic area was reserved in 1903 for use as a recreation area for Capel River settlers. The site is famous for the rich red rock over which tumbles a small tributary of the Capel River.

In the wet season, the stream, which has followed a course through the jarrah forest, crosses under Goodwood Rd and gently meanders over a series of rapids dropping over a ledge nine metres high.

At the end of winter through to spring there is apparently a stunning display of WA wildflowers carpeting the surrounding countryside.

The area has remnant jarrah bushland and an existing narrow vehicle track winds its way throughout the reserve, providing a ready made walking and cycling circuit, some 1000 metres long.

A bird guide lists this site, because of its potential for sighting raptors, Red-tailed and Long-billed Black-Cockatoo and Scarlet Robins.

The area is already popular with local people, and visitors, and has several barbecues and picnic tables, as well as toilets.

The recommended trail project proposes an upgrade of the area, by the installation of interpretive panels and the signposting of a walk/cycle trail (utilising the existing tracks). Project management of trail construction should include detailed consultation with all stakeholders, including the Capel LCDC.



The Ironstone Gully Falls (left) and the existing tracks through the bushland reserve (right) provide good opportunity for an interpreted walk trail through this historic area.

4.5.2 Capel to Boyanup Railway Corridor

Various Council documents have indicated the desire of the community for a trail or path along the disused railway corridor between Capel and Boyanup – linking the two communities (as the railway once did). The corridor is 18km long.

The railway corridor does indeed provide an excellent potential for a lengthy trail – whether the railway tracks are retained or not. It is not clear whether the government intends to retain the tracks for re-opening of the railway sometime in the future or not.

The ideal alignment for the proposed trail would be on the railway formation itself – once the steel tracks and the railway ballast aggregate is removed. This higher embankment would enable the trail to be well above the sometimes low-lying and wet surroundings, and also enable use of the bridges that are currently part of the railway.

Should the railway formation not be able to be used, the firebreak on the northern side of the railway tracks would provide a near ready-made trail alignment. However, some lengths of boardwalks, and/or bridges over creeks and fill through low-lying areas would be required to permit continuation of the trail.

It is known that the railway reserve is an area with high bio-diversity values.

The Capel LCDC have been working with the Department of Environment and Conservation to protect rare flora that grows along this reserve. The LCDC takes groups of people along this area to show the excellent display of wildflowers during 'biodiversity week' each year. In this regard, the railway formation itself would be the preferred alignment for the proposed trail as it would require no clearing. Project management of trail construction should include detailed consultation with all stakeholders, including the Capel LCDC.



The railway bridge over the Capel River in Capel (left) would be a spectacular feature of the trail on the disused railway. The railway (right) has been unused for many years and there appears little chance that it will be reopened. 'Rail-trails' (trails built on disused railways) are a worldwide phenomenon.

4.5.3 Tuart Forest National Park

The largest tracts of publicly owned land within the Shire of Capel are contained within the Tuart Forest National Park – in several segments.

Apart from its uniqueness, the tuart forest has also a rich heritage. At the northern end are the remains of old limekilns which were used for the burning of lime for agricultural and building purposes.

Elsewhere is evidence of an old tramway that ran through the forest –for taking timber to the mill at Wonnerup. It is also known that a stagecoach road ran through the forest. DEC has plans for the development of two 'recreation' sites within the tuart forest – one at Higgins Rd to enable use of an area of the forest where a remarkable stand of tuart re-growth has occurred, and the other near to the limekilns. It is likely that a walk trail will be developed at the Higgins Road recreation site to focus on the regeneration facets of the forest. It is also possible that DEC may develop an interpreted walk and viewing platform at the limekilns recreation site, depending on efforts to conserve and protect these heritage artefacts. The upcoming Management Plan for the National Park will set out DEC's plans for these and other sites within the tuart forest.

Apart from the two recreation sites within the tuart forest within the Shire of Capel, the management plan may also propose other trails in the forest (but within the Shire of Busselton). Walk trails already exist south of Layman Road (opposite Wonnerup House). These are the Malbup Creek Trail (a walk trail and boardwalk that lead to a bird hide at Malbup Creek) and the Possum Paths Spotlight Trail which takes users through the tuart forest and adjoining pine plantation.

Two trails proposed within the Shire of Busselton's "Busselton Wetlands Trail Master Plan" are also likely to be included within the Management Plan: the Malbup-Abba Trail (taking users to another proposed bird hide at the edge of the Vasse Estuary) and the Membenup Trail (taking users from the existing picnic site at Membenup on Tuart Drive through the tuart forest to a bird viewing site on the edge of the Wonnerup Inlet). In addition to these existing and proposed trails, the management plan also suggests a long walk trail through the tuart forest from the Layman Road recreation site to the Ludlow settlement (all within the Shire of Busselton). The long 'heritage' trail proposed in this Shire of Capel Trails Master Plan (between Ludlow settlement and the Limekilns recreation site) would connect with the long walk in the forest within the Shire of Busselton, to create an even longer multi-day walk trail.



The tuarts and peppermints of the Tuart Forest National Park, and the existing tracks through the forest, would provide for an interesting shared-use trail – if improvements to the tracks were made.

The length of the tuart forest, and its uniqueness, makes it a likely candidate for a long walk trail. The understorey is open, the trees are sometimes huge and beautiful and the 'atmosphere' is significantly different to walks in other forests (such as jarrah or wandoo or marri forests).

Bemax, the mineral sands mining company, is committed to establishing a heritage walk trail throughout its rehabilitated mine site. This trail will focus on the heritage aspects of that area, including the old tramway, an old coach road, etc. Extension of this proposed walk trail further north to other heritage sites (both natural and built) is recommended.

4.5.4 Boyanup Townsite

This small town on the South West Highway boasts some historic buildings and heritage sites, which are significant enough to warrant the development of a heritage trail. Though an old Heritage Trail has previously been attempted, it seems to have been short lived and without the infrastructure commonly seen on higher quality heritage trails (such as interpretive panels and directional marker posts).

These buildings/sites include an historic bakery, the tavern, old churches, a dairy, old school sites and the 'tuckshop' and of course the many various sites of the railway precinct (including the Boyanup Transport Heritage Museum).

Of particular importance is the likely involvement of local people who may be keen to see the (re)establishment of a heritage trail. Local knowledge will ensure that many other sites of historic interest can be included on the proposed trail.

4.5.5 Capel Townsite

As with the Boyanup townsite, the Capel townsite also has an excellent collection of old historic buildings and sites of interest, with no doubt dozens of interesting stories waiting to be told.

There are sufficient heritage buildings and heritage sites which are significant enough to warrant the development of a heritage trail in the townsite.

These buildings/sites include churches, the old stationmasters' house, old stores and shops, old banks, the old Roads Board buildings, etc.

Again, as with the proposed Heritage Trail at Boyanup, development of the trail in Capel will be greatly enriched by the involvement of local people who are keen to see the establishment of a heritage trail. Local knowledge will ensure that many other sites of historic interest can be included on the proposed trail.

The trails survey also indicated that residents of Capel would support the development of a circuit trail around the townsite, involving existing paths and perhaps the development of additional paths and/trails. It is highly desirable that any circuit trail developed in and around Capel involve a section along the river.

4.5.6 Capel River

Various documents reviewed in preparation for this Trails Master Plan have highlighted the desire by the community for better and improved public access to and along the Capel River, within the townsite of Capel.

At present, much of the river remains in private ownership – though reserved for Regional Open Space in the Greater Bunbury Region Scheme.

Development of a trail incorporating the in-town section of the Capel River may be a medium term prospect, should land acquisition take some time to occur.

It may, however, be possible for the community and landowners to work cooperatively to undertake a foreshore restoration project involving the development of a walk trail. A local example is the Preston River Ramble in Boyanup. This walk trail has involved several organisations (Shire of Capel, Water and Rivers Commission, Cable Sands, local school) and would not have been possible without the cooperation of the adjoining owner (Meadowbrooke Estate). The project has involved weed eradication, replanting, trail development and interpretation.



Local volunteers at Yungaburra in the Atherton Tablelands (Queensland) have done an excellent job in revegetation and interpretation along Peterson Creek, including the development of a walk trail along the creek and a picnic area at the Peterson Creek bridge.

Land ownership and attitudes may change and current and future landowners may support a trail along the Capel River. The Peterson Creek Walking Track at Yungaburra in the Atherton Tablelands in Queensland is indeed a showcase example of what can be achieved with cooperation, without the need for land to be publicly owned.

The successful Peterson Creek Trail is another example where a public walking track has been facilitated by several landowners providing for public access while retaining ownership. The project involved weed eradication, re-vegetation with native species, re-fencing (and keeping stock off the creek), development of the walk trail, installation of seats, bird hides and interpretation.

A significant constraint to development of a trail alongside the Capel River is the flood plain and the impact of flooding on the actual trail that is constructed. The plan

accompanying this report shows a conceptual alignment for the trail. More detailed analysis of land tenure, flood levels and vegetation will need to be carried out to determine the actual trail route.

Elsewhere, the Capel River provides opportunities for walking in an attractive natural setting. For example, the levee bank along the river between the old Mallokup Bridge and the near to the coast is a near ready-made path, with some improvements being required to ensure a logical connection with the residential area at Peppermint Grove Beach. This proposed trail would be one of the highest priority projects as it is highly regarded by the community of the Shire of Capel, the informal trail is already well used by the local community, there are already plans to interpret the historic Mallokup Bridge, and the proposed trail could feature a viewing platform overlooking the river, the river mouth and the Stirling Wetlands. There are many topics that could be interpreted on this trail including:

- Aboriginal history of the area, uses of the wetlands, ancient burials within the dunes and the massacre that occurred in this area.
- Pioneer families and earliest settlements.
- Birdlife of the wetlands and river.
- The cut/locks, flooding and other consequences.
- Mallokup Bridge: the earliest convict bridge and subsequent bridges and their importance to the region.
- Earliest agricultural practices.
- Military establishments along the dunes and their history.

The Water Corporation will need to give approval for the trail to be developed.

The river itself could be utilised as a trail – not for walking, but for canoeing. Many local governments around Australia have developed (or are considering) canoe trails, with interpretation being a key feature. A later section of this Trail Master Plan sets out more detail on the subject of canoe trails.

4.5.7 Capel to Peppermint Grove Beach

Various background documents have highlighted the community's desire for a pathway or trail connection between Capel townsite and Peppermint Grove Beach.

Path connections exist at each end. At Capel, Main Roads WA has developed a formal crossing of the Bussell Highway and the shared path extends as far west as the junction of Mallokup Road and Stirling Road. At the Peppermint Grove Beach end the existing pathway network extends some distance eastwards along Peppermint Beach Rd. A lengthy segment in the middle (between Capel and Peppermint Grove Beach) is missing.

It is highly possible, and very desirable, that an asphalt shared path (or at least a crushed limestone trail) be constructed along the road reserve through the Tuart Forest National Park called The Avenue. Roadside paths would also be required along Gun Club Rd and alongside Stirling Road.



The existing sandy track along the road reserve known as The Avenue would provide an ideal pathway alignment through the tuart forest between Peppermint Grove Beach and Capel.

This is a lengthy connection, and an expensive project. The needs of people living in Capel and wanting to cycle or walk to Peppermint Grove Beach, and those living at Peppermint Grove Beach and wanting to cycle or walk to Capel, will need to be carefully considered in light of the other trail/pathway projects set out in this Trails Master Plan, as well as Council's Dual Use Path Strategy.

The route would undoubtedly be very attractive, and parts would resemble the Tuart Walk through the tuart forest between Dalyellup and Usher.

Other competing uses of the forest would also need to be considered, such as the needs of horse riders, the potential for 4WD to access and potentially destroy the trail.

The Department of Environment and Conservation will no doubt give consideration to ways of managing the access and activities of horses and 4WD vehicles in the tuart forest in the Management Plan currently being prepared for the Tuart Forest National Park

4.5.8 Capel to Bunbury Connection

The desire of linking Busselton to Bunbury via Capel has been around for some time. The Regional Trails Master Plan (prepared for the South West Trails Group in 1999 by Complete Marketing Solutions) indicated a Bunbury to Busselton Trail, hugging the coast.

The trail is described in the 1999 Regional Trails Master Plan as follows:

"The Bunbury-Busselton trail would incorporate sections of the Wonnerup rail line and existing secondary roads. The trail would pass through areas of both environmental (Tuarts) and historic significance and as a shared-use trail, would provide an alternative transport corridor to Busselton."

In this Shire of Capel Trails Master plan, two significant new sections of trail or pathway are proposed which would complete missing links in this proposed Busselton to Bunbury via Capel trail.

The first is a new trail between the northern end of Minninup Road (in Stratham) to the southern end of Maidment Pde (near Harewoods Rd) in Dalyellup, via an unconstructed road reserve. The second is the sealing of the sandy firebreak at the western end of the Stirling block of the Tuart Forest National Park, between the southern end of Minninup Road and the northern end of Mangles Road.

To ensure these links are safe and for shared-use (pedestrians and cyclists), measures will need to be put in place to keep 4WD vehicles and horses off the proposed trails.

4.6 Horse Riding in the Shire of Capel

Horse riding occurs throughout the shire, though there are no formal bridle trails. Currently, horse riding is permitted within the Tuart Forest National Park and it is evident that horses are ridden along the verges of many of the shire's roads.

The Management Plan for the Tuart Forest National Park (currently being prepared) may impact on the community's ability to ride horses through the National Park. It is a possible outcome that the Management Plan may restrict the activities of horses within the Park and confine riding to the perimeter firebreak. Should this eventuate, a formally designed and signposted bridle trail should be established clearly indicating where horses may be ridden.

This Trails Master Plan also recommends that the proposed 18km Capel to Boyanup (shared use) Trail on the disused railway line make provision for a parallel trail along the existing firebreak on the northern side of the corridor – specifically for the riding of horses. Shared use of bridges may be required, rather than building separate (new) bridges.

While it is too early to speculate on what may become of horse riding opportunities within the Tuart Forest National Park as a result of DEC's management planning process, the level of response to the draft of this Trails Master Plan suggests that the retention of designated bridle trails within the Tuart Forest is a high preference. At the time of DEC

advertising its management plans for comment, DEC should be advised of the need to retain this recreational use and that it should be appropriately managed with parking areas for horse floats and signposting.

4.7 Mountain Biking Opportunities in the Shire of Capel

Throughout the preparation of this Trails Master Plan there have been calls for the provision of a mountain biking trail. In examining mountain biking opportunities, it was observed that the Shire of Capel offers very little scope for mountain biking.

Generally speaking, mountain biking trails should be planned as a regional resource. There are many types of mountain biking trails (from easy to difficult) to cater for the wide range in the skills of people cycling in off-road situations. What would be ideal is for the mountain biking association to source funding to undertake a study in the South West region to identify demand for the facility and to then to investigate options for the location of such infrastructure, the feasibility of developing the facility and how it would be managed.



The Forrest Mountain Bike Park in the Otway Ranges in Victoria features 15 mountain bike trails – ranging from “Easy” to “Very Difficult” thereby catering for the diverse range of skills and experience of cyclists who desire an off-road experience.

This Trails Master plan does however provide a series of potential trails where cycling off-road could be undertaken,

depending on the surface eventually chosen for the trail. These trails include the Capel to Boyanup Trail, the Capel to Ludlow Rail Trail, the Ironstone Gully Trail, the Capel Singletrack Course and the Tuart Forest Heritage Trail.

4.8 Mapping Existing & Future Trails

The accompanying plans (see Appendix 4) illustrate the range of existing and proposed non-motorised trails:

Plan 1: Existing Trails in the Shire of Capel

Plan 2: Proposed Trails in the Shire of Capel

Plans 3 - 14: Detailed aerial photographs of each proposed new trail

SECTION 5: LINKS BETWEEN TRAILS – DRIVE TRAILS

5.1 Drive Trails and Heritage Tourism

The research and investigations carried out in the preparation of this Trails Master Plan reveal that two mini-drive trails in the hinterland of the Shire of Capel are feasible and justified, given the wealth of heritage (both natural and built) that exist in the towns and throughout the area.

Furthermore, given the Shire of Capel's rich and colourful history, its importance in the dairying, orcharding, forestry and timber milling industries of Western Australia, and its proximity to Perth, Bunbury and the popular tourist areas of Busselton, Dunsborough and Margaret River, the development of additional attractions in Shire of Capel will serve to attract and keep tourists longer.

This Trails Master Plan has concluded that one or more short drive trails, linking existing and proposed trails and other attractions and heritage sites of the shire, can be designed to deliver significant economic and social benefits to the communities of the Shire of Capel – as well as delivering additional tourist attractions for visitors.

It is recommended that the Shire of Capel proceed with the plan to put in place at least 2 mini drive trails, thereby showcasing what the Shire has to offer in the way of built and natural heritage, especially the rich and diverse agricultural history.

If properly and thoroughly planned, the drive trails will cater for the majority of visitors – with each (of the 2) recommended drive trails being a quality 1/2 day experience. Some visitors may undertake only one of these trails; others will enjoy both.

If motorists chose to stop at each of the designated sites along the drive trails, read the interpretation which should be provided, and experience each walk trail (when developed), visitors could easily fill in two or even three days with interesting activities, thereby keeping visitors in town and the region longer.



The suggested two drive trails through the hinterland of the Shire of Capel should include interpretive panels at selected sites (similar to those on the Golden Quest Discovery Trail – left photo). Directional signage will also be required – such as along the Golden Quest Discovery Trail (right photo).

The drive trails, when completed, will enable visitors to the Shire of Capel to discover the natural and human history of the region. The project should also focus on the natural environment.

The proposed drive trails are the perfect 'vehicle' for delivering interpretation of the many facets of life and industry in the region. Each of the stopping places along each drive trail route should have an interpretive panel, and all panels should include information relevant to, and consistent with, an overall theme.

Throughout the Shire of Capel are numerous heritage sites – including former school sites (such as Capel River School), historic homesteads and (such as Minninup Homestead), old houses, buildings and sheds (including Delaporte's house), historic bridges (such as Mallokup Bridge), limekilns, timber mills (such as at Ludlow), rural halls (such as Elgin Hall) and various agricultural land uses (orchards, vineyards, etc).

The task then has been to select the best of what the Shire of Capel has to offer visitors. Additionally, it has been an objective to try and keep the drive trails within the Capel Shire as much as possible, rather than venturing too far into adjoining local government areas.

SECTION 6: PROPOSED TRAILS AND COSTS

6.1 Review of Key Outcomes

As set out earlier, the Brief for this Trails Master Plan sought a number of outcomes, including:

- An inventory of existing non-motorised recreation trails;
- Identification of future trail opportunities (in particular, regional links); and
- Determination of a costed, prioritised and staged series of trails.

6.2 Assessment Criteria

The key elements considered in the determination of trail opportunities were:

- Trail demand - the majority of users are seeking short trail opportunities (as discussed earlier). Though they are very difficult to quantify, the health benefits to be gained by increasing the propensity of local people to exercise and get fit on local trails and pathways should not be underestimated as part of the demand consideration.
- Community and Project Management Committee input.
- Value for money (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. Several high quality, well built, well maintained and well promoted trails highlighting the best features of the Shire of Capel is preferable to a large number of poor quality trails badly constructed and not maintained. Where appropriate, trail projects should build on existing trails, and broader recreation and other community facility investments.
- Opportunity for linkages with other trails, tourism precincts, and promotions within the Shire.
- Practicalities of trail development – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users.
- User experience. Trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The trail projects need to ensure a high level user experience.
- Key background documents and already adopted strategies of the Shire of Capel.

Assessment of each of the candidate trails was done in a broad sense against all these criteria, rather than assessing each trail against each individual criteria. Combined with the field assessment, consideration of these elements allows the determination of trail projects.

6.3 The Proposed Trails

Following a review of all existing trails and potential trail projects in the Shire of Capel, the following list summarises the set of new trails being proposed in this Trails Master Plan:

- Mallokup Bridge Heritage Trail
- Capel to Peppermint Grove Beach Trail
- Capel to Boyanup (railway reserve)
- Capel Heritage Trail
- Boyanup Heritage Trail
- Ironstone Gully Heritage Trail
- Capel Circuit Trail
- Tuart Forest Heritage Trail
- Ludlow Settlement Heritage Trail
- Capel River Canoe Trail
- Capel to Bunbury links
- Capel to Ludlow Rail Trail
- Capel Singletrack course

In addition to the development of these proposed new trails, three other significant trail-related projects are recommended:

- Existing Trails Upgrading Program
- Drive Trails Project
- Trails marketing program

6.4 The Trail Projects

A number of projects present themselves as capable of matching the outcomes sought by the Shire, and making the most of the opportunities that are available in the Shire of Capel. These projects build on known success-stories (well-packaged short walks), seize opportunities (heritage) and offer outcomes for both locals and visitors to the region.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

The following trails have been identified as much needed in the community by residents and are not listed in any particular order. The prioritisation of the trails will be determined each year by staff and will be dependent on available resources, funding opportunities and how they link with other shire projects eg. townscape strategies. It should be noted that it would be possible to develop more than one trail at any given point in time due to the variance in requirements and implementation.

Prioritisation for the trails are identified as being:

- Maintenance Plan for each trail
- Management Plan for each trail
- Interpretation for each trail
- Promotional development of each trail
- Annual budget consideration

Project a) – Mallokup Bridge Heritage Trail Design and Development Project

The levee bank alongside the Capel River between Peppermint Grove Beach and Mallokup Bridge (on Mallokup Road) offers a unique opportunity to gain an insight into the rich history of the region, from the thousands of years of aboriginal occupation of the river and the adjoining wetlands, to the earliest settlers and use of convict labour to build bridges and roads, to the earliest European settlement of this land and the efforts to manipulate and control the land by cutting through the coastal dunes, through to the abundant birdlife and other creatures of the wetlands.

This heritage trail project will include the development of a 1.5 km – 2.0 km walk and cycle trail along the levee bank, making use of the gravel surface already established. An important new feature of the proposed trail will be the construction of a new shared path at the Peppermint Grove Beach end, constructed at or near the foot of the dunes to connect the existing pathway system with the existing trail on the top of the levee bank. Also proposed is a viewing platform on the top of the highest dune, enabling views back over the Stirling Wetlands, out over the Capel River and out beyond the 'cut' to the mouth of the river and beyond into Geographe Bay. Interpretive panels are recommended to be installed at various locations along the levee bank, at Mallokup Bridge and several on the proposed viewing platform on the dune at the Peppermint Grove Beach end.

A suitable trailhead will need to be developed alongside the old bridge on Mallokup Road to enable people to park cars at this end of the trail. This trailhead would also be used for the parking of vehicles for the proposed Capel River Canoe Trail.

Interpretive subjects include:

- Aboriginal history of the area, uses of the wetlands, ancient burials within the dunes and the massacre that occurred in this area.
- Pioneer families and earliest settlements.
- Birdlife of the wetlands and river.
- The cut/locks, flooding and other consequences.
- Mallokup Bridge: the earliest convict bridge and subsequent bridges and their importance to the region.
- Earliest agricultural practices;
- Military establishments along the dunes and their history.

The project budget includes an allowance for:

- Fieldwork, to determine the precise alignment and construction requirements.
- Consultation with adjoining landowners; and the Water Corporation.
- Construction of a concrete pathway.
- Construction of a flight of timber steps and viewing platform.
- Construction of a trailhead parking area.
- Installation of directional markers and trailhead signage.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project a): Mallokup Bridge Heritage Trail Design and Development Project

Tasks	Costs
1. Consultation with Capel Shire, Water Corporation and Department of Water and other stakeholders (1 day)	\$1,000
2. Fieldwork (trail route planning and marking path/trail route); basic trail development report (1 day)	\$1,000
3. Construct 270 metres concrete shared path (at Peppermint Grove Beach end of proposed trail) – to connect with existing/proposed concrete paths.	\$32,400
4. Construct flight of steps to proposed viewing platform (allowance).	\$10,000
5. Construct viewing platform on highest dune (allowance).	\$5,000
6. Fill (where necessary) and grade 1460m of existing gravel track on levee bank.	\$7,300
7. Install fingerboard (promotional signage) at Peppermint Grove Beach end of proposed trail.	\$150
8. Install (double sided) promotional signage at Mallokup Bridge end of proposed trail.	\$500
9. Install pedestrian/cyclist gate (chicane) at Mallokup Bridge end of proposed trail.	\$700
10. Proposed sealed trailhead parking area at Mallokup Bridge end of proposed trail.	\$13,000
11. Install trailhead panel at Mallokup Bridge end of proposed trail.	\$1,500
12. Interpretive panels (allow for 8 panels: 600mm x 350mm). Install 3 panels on viewing platform and 5 along levee bank. <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$14,320
13. Install directional signage (allow for 5 posts with markers).	\$500
14. Installation of signage.	\$300
15. Install simple bench seats at 2 locations.	\$3,500
Project management (no allowance made)	0
Sub-Total	\$91,170
10% GST	\$9,120
<i>Total (including GST)</i>	\$100,290

Project b): Capel to Peppermint Grove Beach Trail

This project involves designing and constructing a dual-use trail between the townsite of Capel and the residential areas at Peppermint Grove Beach, to enable residents of each area to cycle or walk between the two settlements.

This project has been one that has continually come up in various documents reviewed during the preparation of this Trails Master Plan. It was the project receiving most attention at the community meeting held during the preparation of this Trails Master Plan.

The project involves construction of new shared use paths along Peppermint Grove Road (linking up with existing paths in the Peppermint Grove Beach estate), a new path along a portion of Ludlow North Rd, a new pathway through the tuart forest (along the road reserve called The Avenue), a new pathway along Gunclub Rd, and a new pathway (and sections of boardwalk) along Stirling Rd and Mallokup Rd to connect with the existing crossing of Bussell Highway and the existing paths within Capel townsite.



Above left: The pathway constructed along the busy West Swan Road in the Swan Valley is an excellent model for what could be achieved along Peppermint Beach Road and Stirling Road, to create a pathway link between Peppermint Grove Beach and Capel. Above right: The Tuart Walk, between Dalyellup and Usher, also provides an example of what the proposed pathway through the tuart forest on The Avenue road reserve might look like when constructed.

The pathway proposed through the road reserve through the tuart forest should be constructed of red coloured asphalt and therefore could resemble the Tuart Walk already in place between Dalyellup and Usher. The pathway would provide an outstanding recreational experience and 'commuter' link for cyclists and pedestrians of Capel and Peppermint Grove Beach, much as the Tuart Walk provides these same functions for residents of Dalyellup and Bunbury.

Currently, both the Shire of Capel and the Department of Environment and Conservation are investigating the potential for amalgamating the unconstructed road reserve (The Avenue) into the adjoining National Park. From a funding, construction and management perspective, it is more desirable that the road reserve continue to be managed by the Shire of Capel, rather than be amalgamated within the National Park. Firstly, it is far more likely that a funding agency, such as Bikewest (and its Regional Bicycle Network Local Government Grants Program) would provide funding to the Shire of Capel for a shared pathway than it would to the DEC for a pathway that was located within a National Park. Secondly, should the road reserve be amalgamated with the adjoining National Park, and be subject to the Management Plan, there is no guarantee that the shared path recommended in this Trails Master Plan would be included in the Management Plan and, therefore, may never be constructed.

The suggested order of development of the trail would be:

- Link through The Avenue between Ludlow Road North and Gunclub Rd;
- Link along Peppermint Grove Road (between end of pathway network at Peppermint Grove Beach and Ludlow Road North);
- Link along Stirling Road and Mallokup Road (to link with path to, and existing crossing of, Bussell Highway).

The project will involve additional fieldwork to prepare a detailed trail development plan, in conjunction with shire staff, to determine the most appropriate path route, design configuration, construction methods, signposting and interpretive requirements.

The project budget includes an allowance for:

- Fieldwork, to determine the precise alignment and construction requirements.
- Consultation with adjoining landowners; and the DEC.
- Construction of the pathway or trail (including path surfacing, bridges/culverts, road crossings, directional markers and other signage, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project b): Capel to Peppermint Grove Beach Trail

Tasks	Costs
1. Consultation with Capel Shire, DEC and other stakeholders (1 day)	\$1,000
2. Trail route planning and mapping; basic trail development report (2 days)	\$2,000
3. Construct 780 metres concrete path along south-western verge of Peppermint Beach Rd.	\$93,600
4. Construct 12 metre bridge over drain.	\$15,000
5. Construct road crossing at Ludlow North Road (kerb ramps, handrails, signage, etc).	\$1,500
6. Construct 530 metres concrete path along southern verge of Ludlow North Road.	\$63,600
7. Construct 1,890 metres asphalt path along The Avenue (unconstructed road reserve) between Ludlow North Road and Gunclub Road.	\$283,500
8. Install 4 management access gates (to prevent unauthorised vehicles) at various locations along path on The Avenue (2 at crossing of Formation Road, 1 at north end of The Avenue and 1 at south end of The Avenue).	\$3,200
9. Construct 370 metres concrete path along western verge of Gunclub Road.	\$44,400
10. Construct road crossing at Gunclub Road (kerb ramps, handrails, signage, etc).	\$1,500
11. Construct 1,670 metres asphalt path along northern shoulder of Stirling Road between Gunclub Road and Mallokup Road.	\$250,500

12. Construct 60 metres boardwalk on north side of Stirling Road over watercourse.	\$60,000
13. Install piping and fill over for 120 metres.	\$10,000
14. Paint path continuity lines across 3 driveway crossovers.	\$500
15. Install roadside delineators every 10 metres along Stirling Road between path and road.	\$17,300
16. Construct 320 metres asphalt path along western shoulder of Mallokup Road between Stirling Road and crossing of Mallokup Road.	\$48,000
17. Construct road crossing at Mallokup Road (kerb ramps, handrails, signage, etc).	\$1,500
18. Install directional signage (allow for 10 posts with markers).	\$1,000
19 Install regulatory signage at stencils.	\$2,000
Project management (no allowance made)	0
Sub-Total	\$900,100
10% GST	\$90,010
<i>Total (including GST)</i>	\$990,110

Project c): Capel to Boyanup Trail (railway reserve)

This project involves designing and constructing a dual-use trail within the disused railway reserve between Capel and Boyanup. The length is approximately 18km.

This project has been one that has continually come up in various documents reviewed during the preparation of this Trails Master Plan. It was the project receiving most favourable comment from those who responded to the Shire of Capel Trail User Survey.

Two options are available for development of a trail or pathway along the railway corridor. If a decision is made to remove the steel rail tracks and ballast, the raised formation that remains will be ideal for development of the trail/pathway. Resurfacing will be required and railway bridges will need to be made safe by decking and installation of handrails.

If the decision is made to retain the railway tracks, the existing firebreak (which runs parallel with the tracks on the northern side of the railway for most of the length between Capel and Boyanup) could be used. This option would be considerably more expensive as lengthy amounts of fill would be required as well as boardwalks and bridges across the many creeks and watercourses.

Of particular significance, should the railway tracks be retained (and the existing rail bridges be unable to be used) will be the route to be followed into and out of Capel. The existing path along Weld Road would be the most obvious solution – but not necessarily the best option.

Should the railway formation be the route that can be used, the construction of the trail/path will be much easier and cheaper. Removal of the steel tracks, sleepers and ballast will be necessary. Salvage operators generally will remove these materials at no cost because of the value of the materials when recycled.

Should a shared use trail (bicycles and walkers) be developed on the original formation, a parallel horse trail could and should be developed on the firebreak on the north side of the railway corridor. Shared use of bridges may be required at the existing bridges (to save the expense of constructing new bridges across the creeks and drains).

The project will involve additional fieldwork to prepare a detailed trail development plan, in conjunction with shire staff, to determine the most appropriate trail route, construction methods, signposting and interpretive requirements.

The project budget includes an allowance for:

- Fieldwork, to determine the precise alignment and construction requirements.
- Consultation with adjoining landowners; the Capel LCDC; and the Public Transport Authority.
- Trail construction for the trail (including trail surfacing, bridges/culverts, road crossings, directional markers and other signage, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

Interpretive subjects include:

- History of the development of the railway.
- Pioneer families and earliest settlements.
- Wildflowers of the corridor (several).
- The Elgin community (opposite Elgin Hall).

Note: the project costed below assumes development of a pathway/trail along the actual railway formation (after removal of steel rails, sleepers and ballast). This is the ideal alignment. (Salvage prices for steel track, sleepers and ballast often makes their removal a low cost activity).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project c): Capel to Boyanup Trail

Tasks	Costs
1. Consultation with Capel Shire, Public Transport Authority, Department of Planning and Infrastructure, LCDC and other stakeholders (1 day)	\$1,000
2. Trail route planning and mapping; basic trail development report (3 days)	\$3,000
3. Interpretive panels (allow for 10 panels: 600mm x 350mm)	
• Research and writing	\$5,000
• Design and manufacture	\$9,000
• Graphics (photos and drawings)	\$1,000
• Installation	\$1,200
4. Trail construction (see below)	\$481,500
Project management (no allowance made)	0
Sub-Total	\$501,700
<i>Contingency (10%)</i>	\$50,170
<i>Sub-total</i>	\$551,870
10% GST	\$55,190
<i>Total (including GST)</i>	\$607,060

The plan of development that accompanies this Trails Master Plan illustrates a number of construction items at various locations, which are set out below. (Numbers in left hand column correspond with numbers on Plan).

1	Install trailhead – at Information Centre in Capel.	\$1,500
2	Install signage along Roe Street from trailhead at Information centre and commencement of rail-trail.	\$300
3	Remove 110 metres rail track and ballast and construct trail between Roe St and railway bridge.	\$2,200
4	Capel Railway Bridge – Re-deck and install handrails over 90 metres of railway bridge.	\$90,000
5	Remove 390 metres rail track and ballast and construct trail between railway bridge and Weld Rd.	\$7,800
6	Re-deck and install handrails over 10 metres of railway bridge	\$10,000
7	Install signage at road crossing of Weld Rd.	\$300
8	Remove 670 metres rail track and ballast and construct trail between Weld Rd and Gavins Rd.	\$13,400
9	Construct road crossing at Gavins Rd.	\$1,000
10	Remove 1570 metres rail track and ballast and construct trail between Gavins Rd and bridge.	\$31,400
11	Bridge - Re-deck and install handrails over 15 metres of railway bridge.	\$4,500
12	Install signage at driveway crossing.	\$300
13	Remove 1,120 metres rail track and ballast and construct trail between bridge and Mathews Road.	\$22,400
14	Install signage at road crossing of Matthews Rd.	\$300
15	Install signage at track crossing.	\$300
16	Remove 600 metres rail track and ballast and construct trail between track crossing and Washers Road.	\$12,000
17	Install signage at track crossing opposite Washers Rd.	\$300
18	Remove 1,340 metres rail track and ballast and construct trail between track crossing opposite Washers Road and driveway crossing.	\$26,800
19	Install signage at driveway crossing.	\$300
20	Remove 535 metres rail track and ballast and construct trail between driveway crossing and Vickery Rd.	\$10,700
21	Construct road crossing at Vickery Rd.	\$1,000
22	Remove 1,015 metres rail track and ballast and construct trail between Vickery Rd crossing and Elgin Rd.	\$20,300
23	Construct road crossing at Elgin Rd.	\$1,000
24	Remove 100 metres rail track and ballast and construct trail between Elgin Rd crossing and bridge.	\$2,000
25	Bridge at Gynudup Brook. Re-deck and install handrails over 20 metres of railway bridge.	\$6,000

26	Install signage at driveway crossing.	\$300
27	Install signage at driveway crossing ("Murrume", MT & MM Scott).	\$300
28	Install delineators at series of culverts.	\$600
29	Install signage at driveway crossing ("Blaweary", Cunningham).	\$300
30	Install signage at driveway crossing.	\$300
31	Install delineators at culvert.	\$200
32	Install signage at driveway crossing at Elgin Dairies.	\$300
33	Remove 2,220 metres rail track and ballast and construct trail between bridge crossing and driveway crossing at Elgin Dairies.	\$44,400
34	Install delineators at 3 pipe culverts.	\$600
35	Install signage at driveway crossing ("Franloy").	\$300
36	Install delineators at culverts.	\$400
37	Remove 2,180 metres rail track and ballast and construct trail between driveway crossing at Elgin Dairies and bridge.	\$43,600
38	Bridge over drain. Re-deck and install handrails over 10 metres of railway bridge.	\$3,000
39	Install signage at driveway crossing.	\$300
40	Install delineators at culvert.	\$200
41	Install signage at driveway crossing.	\$300
42	Remove 1,900 metres rail track and ballast and construct trail between bridge over drain and Peacocks Lane.	\$38,000
43	Install signage at road crossing at Peacocks Lane.	\$300
44	Install delineators at culvert.	\$200
45	Remove 1,000 metres rail track and ballast and construct trail between Peacocks Lane and Boyanup West Rd.	\$20,000
46	Construct road crossing at Boyanup West Rd.	\$1,000
47	Install delineators at culvert.	\$200
48	Install delineators at culvert.	\$200
49	Install delineators at culvert.	\$200
50	Install signage at driveway crossing.	\$300
51	Install delineators at culvert.	\$200
52	Install signage at driveway crossing ("Lancefield Pk").	\$300
53	Large culvert. Construct 5 metres of handrail either side.	\$1,500
54	Remove 1,710 metres rail track and ballast and construct trail between Boyanup West Rd and George St.	\$34,200
55	Construct road crossing at George St.	\$1,000
56	Large culvert - install handrails over 10 metres.	\$3,000

57	Remove 290 metres rail track and ballast and construct trail between George St and South Western Hwy.	\$5,800
58	Install warning signage at road crossing at South Western Hwy.	\$300
59	Remove 340 metres rail track and ballast and construct trail between South Western Hwy and maze crossing at trailhead.	\$6,800
60	Install trailhead panel at Fettle's Park.	\$1,500
61	Install trail directional signage and distance markers along entire trail route. (Allow for 50 signs).	\$5,000
	<i>Sub-total (not including GST)</i>	<i>\$481,500</i>

Project d): Capel Heritage Trail (Design and Development Project)

This project involves developing a new in-town heritage trail in Capel. The proposed heritage trail would commence from the Capel Community Centre, and use existing footpaths where available.

In-town heritage trails provide a signposted and interpreted route to the most significant sites within a town, thereby informing local people about their history as well as being an interesting activity for visitors to a town to enjoy.

The project will include the following elements:

- Fieldwork, to determine the optimum trail route for the proposed heritage trail and possible interpretive sites.
- Research of historical records, the Battye library, books and the municipal heritage inventory (and Heritage Interpretation Plan).
- Consultation with local people and business owners to determine suitability of each site.
- Installation of directional signage.
- New interpretive signage and trailhead signage.

The Heritage Interpretation Plan prepared for the Shire of Capel listed 7 sites for placement of interpretive panels around Capel townsite. This Trails Master Plan sees the potential for numerous other sites around Capel, rather than concentrating interpretation at just a few sites. The 7 sites recommended in the Heritage Interpretation Plan are:

- Hannaby Park
- Apex Park
- St John's Anglican Church
- ANZ Bank (former)
- Guttman's House
- Outside RSL Hall
- Old Post Office

Interpretive sites/subjects could also include:

- St Joseph's Church.
- Bunbury Ford (old bridges across Capel River).
- Cobb and Co.
- Stables.

- o Roadside Inn.
- o Stockyards.
- o General Store.
- o Dilley's Buildings (Bottom Shops).
- o Roads Board.
- o Coolingup Hall.
- o Union Bank.
- o Morts Showrooms.
- o Capel Generator Supply (power house).
- o Bakery.
- o Butcher.
- o Garage.
- o War Memorial.
- o Railway Station.
- o Station Master's House.
- o Higgins Shed.
- o Railway Bridge.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimate for Project d): Capel Heritage Trail (Design and Development Project)

Tasks	Costs
1. Consultation (with Shire staff, local groups, other stakeholders; etc) (allow 1 day)	\$1,000
2. Fieldwork to confirm preferred trail routes; interpretive sites; location of signs; (allow 1 day)	\$1,000
3. Background research (allow 2 days)	\$2,000
4. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)	\$3,000
5. Interpretive panels (allow for 15 panels: 600mm x 350mm) <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$26,850
6. Directional signage (allow for 20 posts with markers)	\$2,000
7. Installation of directional signage	\$1,600
8. Trailhead signage	\$2,000
9. Project management	0
Sub-Total	\$39,450
10% GST	\$3,950
<i>Total (including GST)</i>	<i>\$43,400</i>

Project e): Boyanup Heritage Trail (Design and Development Project)

This project involves revamping the old in-town heritage trail in Boyanup - making use of much of the original information prepared in 1994. The proposed (new) heritage trail would commence from Fettle's Park, and use existing footpaths where available. A new section of trail will be required along the northern side of the old railway between South West Highway and the maze crossing of the railway near the Boyanup Transport Museum.

The project will include the following elements:

- Fieldwork, to determine the optimum trail route for the proposed heritage trail and possible interpretive sites.
- Research of historical records, the Battye library, books and the municipal heritage inventory (and Heritage Interpretation Plan)
- Consultation with local people and business owners to determine suitability of each site.
- Installation of directional signage.
- New interpretive signage and trailhead signage.

The Heritage Interpretation Plan prepared for the Shire of Capel listed 7 sites for placement of interpretive panels around Boyanup townsite. This Trails Master Plan sees the potential for numerous other sites around Boyanup, rather than concentrating interpretation at just a few sites. The 7 sites recommended in the Heritage Interpretation Plan are:

- Lions Park
- Boyanup Tavern
- Fettle's Park
- Railway Station platform
- St Louis Catholic Church
- Near General Store
- St George's Anglican Church

Interpretive sites/subjects could include:

- Old post office (at site of new post office).
- Butter factory (where new dairy is located).
- Dairy operations.
- Duce's vineyard.
- Garage.
- Meat supply shop.
- Agricultural Hall.
- School.
- The tuckshop.
- Other shops in town
- Bakery.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimate for Project e): Boyanup Heritage Trail (Design and Development Project)

Tasks	Costs
1. Consultation (with Shire staff, local groups, other stakeholders; etc) (allow 1 day)	\$1,000
2. Fieldwork to confirm preferred trail routes; interpretive sites; location of signs; (allow 1 day)	\$1,000
3. Background research (allow 2 days)	\$2,000
4. Preparation of Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 2 days)	\$2,000
5. Interpretive panels (allow for 15 panels: 600mm x 350mm) <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$26,850
6. Directional signage (allow for 15 posts with markers)	\$1,500
7. Installation of directional signage	\$1,600
8. Trailhead signage	\$2,000
9. Project management	0
Sub-Total	\$37,950
10% GST	\$3,800
<i>Total (including GST)</i>	<i>\$41,750</i>

Project f) – Ironstone Gully Falls Trail Design and Development Project

This project involves designing and constructing a circuit trail through the Ironstone Gully Falls Reserve (Reserve 3801), commencing and finishing at the existing parking/picnic area. The proposed trail would be approximately 1000m long (20 – 30 minutes duration).

The project will involve some fieldwork, in conjunction with a local landcare group, to determine the most appropriate trail route, construction methods, signposting and interpretive requirements. At present, vehicular tracks provide for a complete circuit of the reserve. However, a lengthy section (approximately 230 metres) of the existing vehicle track is located almost immediately alongside Goodwood Road (the Capel-Donnybrook Road) and the sight and sounds of passing traffic lessens the experience.

An improvement would be for a new trail to be constructed through the middle of the vegetated area, necessitating trail construction over 250-300 metres (on an alignment yet to be determined).

The project budget includes an allowance for:

- Fieldwork, to determine the optimum (new) trail route.
- Consultation with stakeholders; including the Capel LCDC.
- Trail construction for the proposed trails (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

Interpretive subjects include:

- The ironstone and the waterfalls.
- Pioneer families and earliest settlements.
- History as a picnic area reserved in 1903 for use as a recreation area for Capel River settlers.
- Aboriginal significance of the site – possible burial sites; historic camping area; site of generalised religious significance (in association with Waugal beliefs).
- Birds of the reserve, including raptors, Red-tailed and Long-billed Black-Cockatoo and Scarlet Robins.
- Earliest agricultural land uses of the district (orchards, potato growing, dairying, apple packing sheds, etc).
- Earliest schools of the district.
- Wildflowers of the reserve

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project f): Ironstone Gully Falls Trail Design and Development Project

Tasks	Costs
1. Consultation and background research (1 day)	\$1,000
2. Trail route planning and mapping; basic trail development report (1 day)	\$1,000
3. Interpretive panels (allow for 5 panels: 600mm x 350mm) <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$8,950
4. Trail construction – clearing and surfacing (allowance)	\$3,000
5. Directional signage (allow for 10 posts with markers)	\$800
6. Installation of signage	\$1,600
7. Trailhead signage	\$1,500
8. Installation of management access gates (allow for 4)	\$3,200
9. Installation of (simple) seating along trail	\$2,000
10. Project management	0
Sub-Total	\$23,050
10% GST	\$2,300
<i>Total (including GST)</i>	<i>\$25,350</i>

Project g) – Capel Circuit Trail

This project includes two components: (1) a Capel River Walk Trail along the banks and floodplain of the Capel River between the proposed new bridge across the river between Barlee Road and Jamieson Road (near the school) and the drainage reserve at the western end of town near Hannaby Park; and (2) completion of the circuit by including sections of the proposed in-town heritage trail (which uses existing footpaths of the town).

The focus of this project is to enable local people to access the river, which forms an integral component of the town. Numerous background documents have pointed to the desire of local people to access the river to enjoy its beauty.

The proposed trail route along the river will utilise the proposed new bridge (soon to be constructed); unallocated Crown land along the northern side of the river, Reserve 8934 on the north side of the river, a path proposed to be constructed by a developer (between the railway bridge and Capel Drive), the existing pedestrian bridge over the Capel River (alongside the road bridge), land acquired by the Western Australian Planning Commission on the south side of the river, and thence the local road network to complete the circuit.

The suggested route is set out on the accompanying plan.

This project involves extensive consultation with the local community of the Capel townsite (including adjoining landowners). The principal purpose of this trail is a local walk trail for local people to use for fitness and exercise, as well as a circuit that visitors to the town could enjoy. River walks are a popular addition to the attractions of a town, and can be used for environmental educational purposes (such as the River Ramble in Boyanup has been used). A series of interpretive panels, focussing on the environmental qualities of the river, is suggested.

The installation of aboriginal-inspired artwork and/or sculptures along the existing trail will supplement and complement the proposed interpretive panels (which would reflect the European history of uses of, and development alongside, the river).

The project budget includes an allowance for:

- Fieldwork, to determine the optimum trail route.
- Consultation with stakeholders (including adjoining landowners, Western Australian Planning Commission, developers, etc).
- Trail construction for the proposed trails (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project g): Capel Circuit Trail

Tasks	Costs
1. Consultation and background research (land tenure, flood levels, subdivision and development proposals, etc) (2 days)	\$2,000
2. Trail route planning and mapping; basic trail development report (2 day)	\$2,000
3. Trail construction – 1,250 metres between new bridge over Capel River at Barlee Rd/Jamieson Rd and Capel Railway Bridge)	\$25,000
4. Trail construction – Capel Railway Bridge to Capel Bridge (approx. 350 metres path to be constructed by developer)	0
5. Trail construction – 550 metres between Capel Bridge and Hannaby Park)	\$11,000
6. Allowance for fencing (if required)	\$5,000
7. Allowance for weed spraying and/or removal	\$10,000
8. Directional signage (allow for 30 posts with markers)	\$3,000

9. Trailhead signage (at Jamieson Rd bridge and at Apex Park)	\$3,000
10. Allowance for trailside furniture	\$5,000
11. Commissioning of artworks/sculptures (allowance for 5)	\$50,000
12. Interpretive panels (allow for 15 panels: 600mm x 350mm) <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$26,850
Project management (no allowance made)	0
Sub-Total	\$142,850
10% GST	\$14,290
<i>Total (including GST)</i>	\$157,140

Note: Much of the construction of this trail, particularly weed eradication and replanting, could be undertaken by various volunteer groups and low cost labour sources (eg. Bushcare, Australian Conservation Volunteers, LCDC, etc)

Project h) – Tuart Forest Heritage Trail

The tuart forest is the Shire of Capel's greatest natural asset. This Trails Master Plan seeks to capitalise on its close proximity to develop a series of trails that will enable local people, and visitors, to make use of and enjoy the magnificent forest.

Apart from its obvious natural values, the tuart forest contains much human history, including thousands of years of Aboriginal use and occupation, farming history (as evidenced by the numerous fences that dot the landscape within the forest), various plots where different trees types were trialled, limekilns, an old tramway used for hauling logs to the Wonnerup mill, stagecoach and other old roads, etc.

The proposed heritage trail would commence at the Ludlow Settlement (itself the subject of a proposed heritage trail – set out later in this Trails Master Plan), and travel through the length of the tuart forest to terminate at a proposed recreation site being proposed by the Department of Environment and Conservation at the old limekiln site. The approximate length is 10 kilometres. The trail would also encompass a walk trail being proposed by DEC at a proposed recreation site on Higgins Road, where a fire has caused the tuart forest to regenerate in a dramatic fashion. DEC proposes a short walk trail at that location where some ten interpretive sites will inform trail users of the history of the regenerated forest.

The heritage trail would become the northern extension of the walk trail currently proposed by DEC (in its draft Management Plan) that will be located in the tuart forest between Layman Road and Ludlow Settlement (in the Shire of Busselton).

The proposed Tuart Forest Heritage Trail has a lesser priority than other trails suggested in this Trails Master Plan, as the mineral sands mining company (Bemax) is still rehabilitating its mine site. Until public access is permitted to this rehabilitated site, some of the more significant European heritage sites of the forest cannot be accessed (such as the old tramway which is to be re-instated and interpreted by the mining company, and the old stagecoach road which also is to be the subject of interpretation by the mining company). Bemax is committed to establishing a loop heritage trail within the rehabilitated mine site. The heritage trail suggested in this Trails Master Plan will encompass this smaller loop trail.

The project should also be delayed until such time as the DEC has undertaken conservation and protection measures at the limekilns, and has completed works at the

proposed recreation site. It would be unwise to direct people to the site until the heritage site has been properly protected.

Interpretive sites/subjects could include:

- Ludlow Settlement - various.
- Creation of State Forests 1 and 2
- Tramway.
- Stagecoach road.
- Mineral sand mining.
- Pioneer settlers.
- Aboriginal use and occupation of the forest.
- Haunted house (Dinny Connell's Cottage).
- Old Capel Road.
- Tuarts – various (to be interpreted at Higgins Road rec site walk trail).
- Limekilns and quarries.
- Apiarists.
- Original farms/fences.



The site of Dinny Connell's cottage would be one of a number of potential interpretive locations along the proposed Tuart Forest Heritage Trail.

The project budget includes an allowance for:

- Fieldwork, to determine the optimum trail route.
- Consultation with stakeholders.
- Extensive fieldwork, in conjunction with DEC staff, to determine the most appropriate trail route, construction methods, signposting and interpretive requirements.
- Trail construction for the proposed trail (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

Note: though this natural area is within the Shire of Capel, the Tuart Forest National Park is managed by the Department of Environment and Conservation. Accordingly, the DEC is primarily responsible for development of any recreational facilities within the National Park. The Shire of Capel will need to arrange a Memorandum of Understanding with the DEC should this trail be progressed. In the short term, the Shire of Capel should ensure that this proposed trail is included in the Tuart Forest National Park Management Plan currently being prepared. The proposed (and mapped) trail route, interpretive subjects, and number of interpretive panels is a suggestion only and more definitive route assessment and consultation will be required.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project h): Tuart Forest Heritage Trail

Tasks	Costs
1. Consultation (DEC, Shire, others) and background research (2 days)	\$2,000
2. Trail route planning and mapping (2 days)	\$2,000

3. Preparation of basic trail development report (2 days)	\$2,000
3. Interpretive panels (allow for 10 panels: 600mm x 350mm) <ul style="list-style-type: none"> • research and writing • design and manufacture • graphics (photos and drawings) • installation 	\$17,900
4. Trail construction (allowance of \$10/m for 10,000 metres)	\$100,000
5. Directional signage (allow for 20 posts with markers)	\$2,000
6. Installation of signage	\$4,800
7. Trailhead signage (at Ludlow Settlement, at proposed Higgins Rd recreation site and at proposed Limekilns recreation site)	\$4,500
8. Development of trailheads (parking area, picnic tables, management access gate, etc)	\$60,000
Project management (no allowance made)	0
Sub-Total	\$195,200
10% GST	\$19,520
<i>Total (including GST)</i>	\$214,720

Project i) – Ludlow Settlement Heritage Trail

The Ludlow Settlement has tremendous potential for a small, heavily interpreted circuit trail. The settlement is partly located within the Shire of Busselton, and partly within the Shire of Capel. As indicated earlier, the settlement spans two different land tenures (State Forest and an unallocated reserve), and managed by the Department of Environment and Conservation.

This project will involve an assessment of the entire settlement to determine an appropriate route for a heritage trail and the works required to develop a walk trail.

Consultation will be required with both local governments and the DEC, as well as any residents of the settlement.

The Assessment Documentation prepared to determine whether to include the settlement on the Register of Heritage Places indicates the importance of the site. It states "*there are no other known places that are directly comparable to Ludlow Forestry Settlement*". Hence, it is important to provide an interpreted walk trail around the site to explain and interpret the various buildings and sites associated with the settlement.

Interpretive sites/subjects could include:

- o Sawmill.
- o Planer Mill Building.
- o Forestry school.
- o Arboretum.
- o Workers' cottages.
- o Storage shed, garage and workshops.
- o Education Department house.
- o Pump shed.
- o Water tank.
- o (Former) District Office of DEC.
- o Tuart House.

The project budget includes an allowance for:

- Fieldwork, to determine the optimum (new) trail route.
- Consultation with stakeholders (both local governments; DEC; residents).
- Trail construction for the proposed trails (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

Note 1: The Ludlow Settlement is managed by the Department of Environment and Conservation. Accordingly, the DEC is primarily responsible for development of any recreational facilities within the National Park. The Shire of Capel will need to arrange a Memorandum of Understanding with the DEC should this trail be progressed. In the short term, the Shire of Capel should ensure that this proposed trail is included in the Tuart Forest National Park Management Plan currently being prepared. The proposed (and mapped) trail route, interpretive subjects, and number of interpretive panels is a suggestion only and more definitive route assessment and consultation will be required.

Note 2: Approximately half the Ludlow Settlement is within the Shire of Busselton. Accordingly, the Shire of Capel will need to consult with, and prepare a Memorandum of Understanding with, the Shire of Busselton should this trail be progressed.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project i): Ludlow Settlement Heritage Trail

Tasks	Costs
1. Consultation (with Shire staff, DEC, Shire of Busselton, local groups, other stakeholders; etc) (allow 2 days)	\$2,000
2. Fieldwork to confirm preferred trail route; interpretive sites; location of signs (allow 1 day)	\$1,000
3. Background research (allow 2 days)	\$2,000
4. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 2 days)	\$2,000
5. Interpretive panels (allow for 10 panels: 600mm x 350mm) <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	\$17,900
6. Allowance for basic trail construction (if required)	\$10,000
7. Directional signage (allow for 20 posts with markers)	\$2,000
8. Installation of directional signage	\$1,600
9. Trailhead signage	\$2,000
10. Project management	0
Sub-Total	\$40,500
10% GST	\$4,050
<i>Total (including GST)</i>	\$44,550

Project j) – Capel River Canoe Trail

The Capel River provides an opportunity for a water-based trail (or canoe trail) taking users to various historic and natural sites along the river, between the river mouth and Capel Vale Winery.

The details of canoe trails are explained elsewhere in this Trails Master Plan.

The most important requirements for development of a trail are a place (or places) to launch canoes, and a series of floating interpretive panels.

The best site for a trailhead where canoes can be launched would be at the Mallokup Bridge. The area would require some work to enable several cars to be parked, and some sort of flat launching ramp.

Other launching sites could be developed at the river end of Hansen Rd or alongside the Capel Vale Winery (with the consent of the owner).

Interpretive sites/subjects could include:

- o Aboriginal uses of the Capel River and adjacent wetlands.
- o Aboriginal burials in the region.
- o The massacre.
- o Earliest settlers and pioneer families.
- o Earliest agricultural practices.
- o The cut and the remains of the lock.
- o Glen Albyn.
- o Waterbirds of the river and adjacent wetlands.
- o Mallokup Bridge and its predecessors.
- o Capel Vale Winery and development of the wine industry in the region.

As with land-based trails, there are a number of issues to be considered including: risk assessment, practicalities of actual construction, regular inspections of infrastructure (including interpretive panels), and maintenance of facilities (including launching ramps).

The project budget includes an allowance for:

- Fieldwork, to determine the extent of the canoe trail, possible canoe launching sites and probable interpretive sites and topics.
- Consultation with stakeholders (both local governments; Water Corporation; residents; Capel Vale Winery).
- Trail 'construction' for the proposed canoe trail (including trailhead parking, trailhead signage, launching ramps (if needed), etc).
- Installation of floating interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project j): Capel River Canoe Trail

Tasks	Costs
1. Fieldwork (to ascertain practicalities of canoe trail; impediments to development; opportunities; possible canoe launching sites; possible interpretive sites, etc) (allow 1 day)	\$1,000
2. Consultation with Water Corporation, indigenous groups and adjacent landowners (allow 2 days)	\$2,000

3. Preparation of simple trail development plan. Includes: <ul style="list-style-type: none"> work lists and cost estimates, interpretation, maintenance, management, promotion, marketing (allow 3 days) 	\$3,000
4. Allowance for construction of suitable canoe launching facilities	\$5,000
5. Allowance for 5 floating interpretive panel sites @ \$3,000 ea	\$15,000
6. Trailhead signage	\$2,000
7. Project management	0
Sub-Total	\$28,000
10% GST	\$2,800
<i>Total (including GST)</i>	\$30,800

Project k) – Capel to Bunbury Links

Though not a trail in its truest sense, the currently unconstructed road reserve that is the northerly extension of Minninup Drive between Stratham and Dalyellup provides an excellent route for a pathway link between these two residential areas. The road reserve is located within a reasonably natural area and would provide for an interesting trail route.

It is likely that sometime in the future further residential development will occur in the vicinity of this road reserve. At that time it may be appropriate for the Shire of Capel to require, as a condition of development, for the developer to construct this sealed pathway.

At the south end of Minninup Rd, the sandy track through the tuart forest from the northern end of Mangles Rd is another potential segment that could be sealed to provide another segment of the route into Bunbury. At present the sandy track is used extensively by 4WD vehicles and horse riders and is unsuitable for cycling and walking. The Shire of Capel, using the recommendations of this Trails Master Plan, should advise the DEC to give consideration to sealing the track between Mangles Rd and Minninup Rd, along the western boundary of the Stirling block of the Tuart Forest National Park and make it only available for use by cyclists and pedestrians. The trail route should be included in the Tuart Forest National Park Management Plan (currently being prepared).



The unconstructed portion of Minninup Road is well used by horse riders and 4WD's. The road reserve would provide an excellent alignment for a shared pathway between Stratham and the path and road network of Dalyellup, and provide an important missing link between Capel and Bunbury.

Other relatively minor improvements are also required to provide a connection to the Tuart Walk. When constructed, these pathways will complete major missing links in the trail route between Busselton, Capel and Bunbury.

Note 1: The Tuart Forest National Park is managed by the Department of Environment and Conservation. Accordingly, the DEC is primarily responsible for development of any recreational facilities within the National Park. The Shire of Capel will need to arrange a Memorandum of Understanding with the DEC should the trail (suggested for construction

through the Stirling Block of the National Park) be progressed. In the short term, the Shire of Capel should ensure that this proposed trail is included in the Tuart Forest National Park Management Plan currently being prepared. The issue of banning motor vehicles, trail bikes and, perhaps, horses from the proposed new limestone trail will need to be considered.

Note 2: Many of the costs set out in the table below should be the responsibility of the developers involved in the Dalyellup Estate, and any proposed new residential developments proposed between Minninup Road and Harewoods Rd. The construction requirements, and associated costs, are shown for information only.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project k): Capel to Bunbury Links

Tasks	Costs
1. Construct path and ramp connection to Maidment Pde (at southern end of Tuart Walk): 2 metres concrete path and kerb ramp	\$900
2. Construct 20 metres concrete shared path along Maidment Pde to Samrose Rd.	\$2,400
3. Construct kerb ramps at Samrose Rd.	\$1,600
4. Construct 190 metres concrete shared path along Maidment Pde between Samrose Rd and Norton Prom.	\$22,800
5. Construct 4 kerb ramps at Dalyellup Bvd.	\$3,200
6. Construct 310 metres concrete shared path along Maidment Pde between Dalyellup Bvd and Harewoods Rd (north end of Minninup Rd reserve).	\$37,200
7. Construct 2,600 metres asphalt shared path along the unconstructed Minninup Road reserve between northern end of (constructed portion of) Minninup Road) and Harewoods Rd (north end of Minninup Rd reserve).	\$390,000
8. Construct approximately 1,540 metres crushed limestone trail between Mangles Rd and Minninup Rd (through western portion of Tuart Forest National Park – Stirling Block).	\$15,400
9. Install management access gates at both ends of crushed limestone trail through Tuart Forest National Park – Stirling Block	\$1,600
10. Install signage to warn unauthorised vehicles, and horses, from using limestone trail.	\$500
11. Directional signage (allow for 20 posts with markers)	\$2,000
Sub-Total	\$477,600
10% GST	\$47,760
<i>Total (including GST)</i>	<i>\$525,360</i>

Project l) – Capel to Ludlow Rail Trail

The railway line between Capel and (the former) Ludlow station (near the Ludlow Forestry Settlement) has been closed and disused for many years. Disused railways make excellent multi-use trails and there are now dozens of rail-trails in operation around Australia, including the extremely popular Mundaring Railway Reserve Heritage Trail.

Approximately 9,500 metres of disused railway corridor exists between Forrest Road in Capel and the Ludlow-Hithergreen Rd at Ludlow.

This project will involve an assessment of the corridor to determine the works required to convert the railway formation into a trail suitable for cyclists (on mountain bikes), walkers and horse riders.

The first stage of the project is a trail feasibility study and trail development plan. This will determine the practicalities of developing the rail-trail, the construction works required and the cost estimates.

Ultimately, it may be possible to continue the rail trail into the Shire of Busselton, and link with Busselton town, even though a considerable section of the railway corridor and formation has been resumed for the Bussell Highway. The disused railway extends all the way to Augusta, and sections of the rail trail have been constructed within the Shires of Busselton and Augusta-Margaret River.

Development of this rail trail further south from Ludlow (to Wonnerup) would open up the possibility of a rail trail being established on the disused railway between Wonnerup and Jarrahwood and hence to the Munda Biddi Trail (which utilises the disused railway between Jarrahwood and Nannup – the Sidings Rail Trail).

The Shire of Busselton has recently adopted a policy in regard to the disused railway corridors that exist in that Shire: a) Boyanup to Busselton, b) Busselton to Flinders Bay, and c) Wonnerup to Nannup.

The intent of the Shire of Busselton policy is to state the Shire’s position with respect to the use of land that formed government railways within the district; to establish a framework for the development and management of recreation trails on that land to form what may be referred to as “rails to trails”; and to link the rails to trails with other recreational and heritage trails within the region.

The Shire of Busselton intends to work openly with neighbouring local governments, landowners and government agencies towards achieving a regional trails scheme of world-class standard (utilizing the rail-trails as the spine of the regional trails network).

The Shire of Busselton proposes to allocate of \$40,000 in the 2010/11 and 2011/12 budgets for the development of the rails to trails strategy and to progress implementation of that strategy.

The policy of the Shire of Busselton in regard to rail-trails reinforces the desirability of this proposed project, and the regional approach advocated by the Shire of Busselton will give added impetus to the development of trail on the Capel to Ludlow disused railway corridor as well as the Capel to Boyanup railway corridor.

The project budget includes an allowance for:

- Fieldwork, to determine whether a trail is indeed possible, given the mining activities that have occurred in recent years on and alongside the railway corridor.
- Consultation with stakeholders (including Shire of Busselton).
- Preparation of a trail development plan (indicating construction requirements).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project 1): Capel to Ludlow Rail Trail

Tasks	Costs
1. Preparation of trail feasibility study (and trail development plan). Includes: <ul style="list-style-type: none"> • Consultation with stakeholders 	\$10,000

<ul style="list-style-type: none"> • Fieldwork (traverse of the railway corridor) • Determination of issues and solutions, trail design and development considerations • Preparation of report (including work lists and cost estimates, interpretation, maintenance, management, promotion, marketing) 	
Sub-Total	\$10,000
10% GST	\$1,000
<i>Total (including GST)</i>	<i>\$11,000</i>

Project m) – Existing Trails Upgrading Program

Most trails assessed during the preparation of this Trails Master Plan were inadequate in some respect (inadequate signage; overgrown vegetation; erosion; lack of trailside furniture; poor mapping, etc). All trails inspected required some degree of improvement.

This project will see enhancement made to the following trails:

- Preston River Ramble
- Joshua Brook Circuit
- Tuart Walk
- Dalyellup Bushland Trail
- Dalyellup Lake Circuit
- Munda Biddi Trail

The range of improvements required on the existing trails might include:

- Promotional signage.
- Interpretation (both at trailhead, and along the trail)
- On-trail directional signage
- Warning signage
- Trail surfacing improvements
- Additional trail clearing and trail realignment
- Infrastructure/amenities (seats, tables, shelters, etc)

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project m): Existing Trails Upgrading Program

Tasks	Costs
1. Preston River Ramble	
○ Replacement of all directional trail markers (posts and aluminium triangles) – allowance for 20	\$2,000
○ Replacement of interpretive signage (allow for additional 10 panels: 600mm x 350mm)	\$17,900
○ Vegetation clearing and trail surface improvements	\$2,000
○ Installation of 'promotional' signage (on Boyanup-Dardanup Rd and South West Highway)	\$2,000
○ Trailside safety fencing	\$2,000

2. Joshua Brook Circuit	
o Installation of interpretive signage (allow for 5 panels: 600mm x 350mm)	\$8,950
o Development of trailhead parking (and fencing of trailhead parking area) - allowance	\$5,000
o Installation of 'promotional' signage (on Joshua Creek Rd and Boyanup-Dardanup Rd)	\$1,500
3. Tuart Walk	
o Installation of 'promotional' signage (at intersection of Maidment Pde and Norton Prom)	\$500
4. Dalyellup Bushland Trail	
o Installation of 'promotional' signage (at intersection of Norton Prom and Wonil Cres; at intersection of Maidment Pde and Norton Prom; and at intersection of Norton Prom and Hornibrook Rd)	\$500
5. Dalyellup Lake Circuit	
o Installation of 'promotional' signage (at intersection of Maidment Pde and Norton Prom)	\$500
6. Munda Bididi Trail	
o Install signposting on spur trail from corner of Armstrong St and Hurst Rd to Boyanup townsite.	\$500
Project management (no allowance made)	0
	Sub-Total
	\$43,350
	10% GST
	\$4,330
	<i>Total (including GST)</i>
	\$47,680

Project n) – Drive Trails Project

Recognising the geographically dispersed nature of the attractions of any Shire, this Trails Master Plan proposes two drive trails that will take future visitors to a wide range of attractions throughout the Capel Shire and in particular to the existing and proposed (non-motorised) trails of the Shire.

Not all of the sites listed below are accessible to the public. Lay-bys on the side of the nearest road could be developed, with old photographs used on the interpretive panel to explain the significance of the site/place.

The range of potential sites for inclusion on these drive trails are:

East side:

- Delaporte's house
- Capel cemetery
- Roselands & Sunnyside
- All Souls Anglican Church & Stratham School
- Elgin Siding and Elgin Hall
- Trigwell Soldier Settler Estate and Trigwell Siding
- Boyanup (and Boyanup Heritage Trail; Joshua Brook Circuit; Preston River Ramble)

- Boyanup Farm
- Ecclestone's dairy
- Gwindinup townsite (& Runnymead Mill and Runnymead School)
- Ironstone Gully Falls (and proposed trail)
- Capel River School sites
- Ardenvale
- Capel River tennis courts
- Patterson's packing sheds
- Boronia Bridge
- Lexden Park
- Capel railway station precinct

West side:

- Peringa (Old Capel Farm)
- Higgins Road (proposed DEC recreation site)
- The Capel Farm
- Maldon
- Picnic tree
- Ludlow Settlement (and Heritage Trail)
- Formation Road (and Old Capel Road)
- Dinny Connell's House
- Springfield Homestead
- Higgins Cut
- Rootfield
- Peppermint Grove Beach Community Centre (mosaic interpretation) & Hardey's lookout
- Limekilns
- Mallokup Bridge and Capel River (and trail on Levee Bank) & Glen Albyn
- Stirling School site
- DOUNGUP Park
- Minninup Homestead
- Stratham Park

The major cost components of this project are the writing and installation of interpretive signage, directional signposting and the map/trail guide.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project n): Drive Trails Project

Tasks	Costs
Consultation (with Shire staff, local groups, farmers, DEC, other stakeholders; etc) (allow 3 days)	\$3,000
Fieldwork to confirm preferred drive trails routes; location of signs; preparation of sign log (allow 4 days)	\$4,000
Preparation of Drive Trail Development Plan (including mapping;	\$5,000

sign plans; sign designs; interpretive topics/sites) (allow 5 days)	
Design of Directional Sign shields	\$1,000
Supply of directional signage (shields) / posts / brackets (allow for 40 signs)	\$30,000
Installation of directional signage (allow for 40 signs)	\$6,000
Interpretive panels – research, writing, design, manufacture <ul style="list-style-type: none"> o 1 @ 800mm x 600mm (trailhead) o 30 @ 600mm x 350mm 	\$56,000
Installation of Interpretive Panels	\$4,700
Grading and gravelling of new lay-bys and site improvements (allowance)	\$30,000
Site infrastructure (tables, etc)	\$20,000
Project management (no allowance made)	0
Sub-Total	\$159,700
10% GST	\$15,970
<i>Total (including GST)</i>	\$175,670

Project o) – Capel Singletrack Project

A desire has been expressed by a member of the Capel community (at the community meeting held in February 2009) that the Shire provide a 'trail' especially for young people *"where they can go (without assistance from their parents and without supervision) to ride bicycles in a safe, off-road, bushland environment, with 'single-track' and jumps, a technical course with some challenges, where you could just go out and have a blast"*

This type of trail or facility is normally not included within the purview of a Trails Master Plan as the amount of use that such a facility would receive is not known, but perceived as being limited. Trails Master Plans usually focus on, and recommend, projects that will appeal to a much wider market – so that local governments (and funding agencies) can get more 'bangs for their buck'.

Providing recreational facilities for teenagers is more often the realm of a Youth Development Program in much the same way as skate parks and the like would be planned and provided. Little evidence is available to suggest that such facilities are in demand in the Shire of Capel.

Nonetheless, Shire of Capel staff have identified a disused sand pit (Reserve 21929) on the outskirts of the Capel townsite where a suitable course could be devised and built.

Advice received from the Shire of Capel advises:

- A Management Plan would need to be prepared to identify the cycle circuit and areas to rehabilitate could be developed around it. There would be a need to also protect some wildflower areas with fencing.
- Children could be encouraged to participate in rehabilitation works and taking some ownership of the reserve as well as enjoy their recreational use. It may raise some issues concerning the management of the track by a club.
- It may raise opportunities for joint grant funding to develop/rehabilitate this reserve.

- With these types of uses there is always the risk that the bike use becomes defunct but in this instance the bike track may revert to a trail amongst a rehabilitated native woodland.
- The benefit is that it makes the use and management of this old problem reserve more sustainable.
- Shire of Capel would need to look at changing the vested purpose of the reserve.
- The reserve is on the edge of town and would have easy access for kids. The reserve is about 8 hectares in area.
- The reserve is a contaminate site but it appears that this contamination (old building rubble) has been contained to one location and there is scope to avoid this area.

Before building the suggested single-track course for teenagers, the Shire of Capel should attempt to ascertain whether such a facility is indeed warranted, as the only suggestion for such a facility has come from one person who attended the community meeting. Staff at the Shire of Capel who have responsibility for the development of facilities for the youth of the Shire should be involved in the decision making process.

It is likely that the suggested single-track course could be devised by local teenagers interested in such a facility, with supervision and advice from Shire staff. The teenagers themselves could undertake construction, again with supervision and assistance from their parents and Shire staff. Development of such a facility could be a community-building exercise.

The disused sand pit under consideration (Reserve 21929) is shown on Plan 2.

The major cost components of this project are earthworks to construct the course, fencing of rehabilitated areas, wildflower areas and contaminated areas, some signage and perhaps some trail furniture (seating, tables, shelters, etc).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project o): Capel Singletrack Project

Tasks	Costs
Consultation (with Shire staff, LCDC, nearby landowners, other stakeholders; etc)	n/a
Fieldwork to ascertain and mark potential singletrack course(s) through Reserve 21929 (allow 2 days)	\$2,000
Earthworks and actual construction of course (allowance for hire of machinery and materials such as fencing)	\$5,000
Allowance for purchase of any necessary materials	\$3,000
Allowance for signage (directional, warning, safety, Code of Conduct, other)	\$1,000
Allowance for site infrastructure (simple shelters, tables, etc)	\$5,000
Project management (allowance made for coordination of volunteers; meetings with potential users, etc)	\$3,000
Sub-Total	<i>\$19,000</i>
10% GST	<i>\$1,900</i>
<i>Total (including GST)</i>	<i>\$20,900</i>

6.5 Summary of Project Costs

In considering all of the cost estimates provided in this Section it must be recognised that these have been provided on the basis that the whole of each job is undertaken. *The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*

The figures have been calculated at expected consultancy and contractors' rates, with no allowances made for volunteer input from partner agencies or other sources.

The role of the Department of Environment and Conservation in developing facilities within the Tuart Forest National Park that it manages could be significant.

<i>Project</i>	<i>Project Description</i>	<i>Cost</i>
a	Mallokup Bridge Heritage Trail Design and Development Project	\$91,170
b	Capel to Peppermint Grove Beach Trail	\$900,100
c	Capel to Boyanup Trail (railway reserve)	\$551,870
d	Capel Heritage Trail (Design and Development Project)	\$39,450
e	Boyanup Heritage Trail (Design and Development Project)	\$37,950
f	Ironstone Gully Trail Design and Development Project	\$23,050
g	Capel Circuit Trail	\$142,850
h	Tuart Forest Heritage Trail	\$195,200
i	Ludlow Settlement Heritage Trail	\$40,500
j	Capel River Canoe Trail	\$28,000
k	Capel to Bunbury Links	\$477,600
l	Capel to Ludlow Rail Trail	\$10,000
m	Existing Trails Upgrading Project	\$43,350
n	Drive Trails Project	\$159,700
o	Capel Singletrack Project	\$19,000
<i>Total Cost (not including GST)</i>		<i>\$2,759,790</i>

SECTION 7: CAPEL RIVER CANOE TRAIL

7.1 Overall Approach

A canoe trail is similar to a land-based trail in that it has a route with access points. The overall philosophy taken in planning a canoe trail has been to take users on a “treasure hunt”, rather than just a list of places to stop and look at things of interest. Navigating on a water body (a lake, a creek or a passage) and “finding all the treasures” can bring a sense of achievement.

It is also acknowledged that, while the canoe trail will be promoted for ‘canoe’ use, it is likely to attract attention from other water users, notably motorised fishing and pleasure craft (depending on access to the river and water level).

The information that follows covers many aspects of trail development. However, it is worth making some comment on common elements for trails. There are a number of design elements common to both walk/cycle/horse trails and canoe trails – these are:

- signage – directional, promotional, and interpretive (at landing points and trailheads);
- trail furniture (at landing points); and
- trailheads and parking.

There are some elements unique to canoe trails and these are discussed below.

7.2 Facilities

There are a number of issues that need to be considered when contemplating the ‘installation’ of a canoe trail. Firstly, suitable canoe launching sites must be available (or able to be constructed). Ease of access to still water is a prime requirement. Secondly, ample ‘trailhead’ parking will be required, as canoeists generally will need to carry their canoes to the launching site in/on a vehicle. Thirdly, the existence of private property will need careful consideration, just as it will in the development of a land based trail.

In North America (where canoe or water trails are extremely popular), the planning approach has been to minimise facilities; only safe access points, information, campsites (if a lengthy, multi-day trail) and toilets are provided. This has been the general approach taken to trail planning in this project (although no additional toilets or campsites are proposed).

Simple, on-shore landing points on sandy gentle slopes has been the preferred approach – these are often preferred by canoeists. Such landing points also prevent erosion and other impacts as well as serving the user’s need. The Shire of Capel may wish to explore further landing points once the trail is established and usage has been monitored.

7.3 Mapping of Canoe Trails

Promotional literature including mapping is a significant element for canoe trails.

Information (along with access) is a critical key to success for canoe trails. The map is a gateway to a canoe trail. Maps prepared for the canoe trails should show:

- Access points;
- Landing sites and the facilities at those sites;
- Routes and travel times;
- Off-river facilities such as car parking;

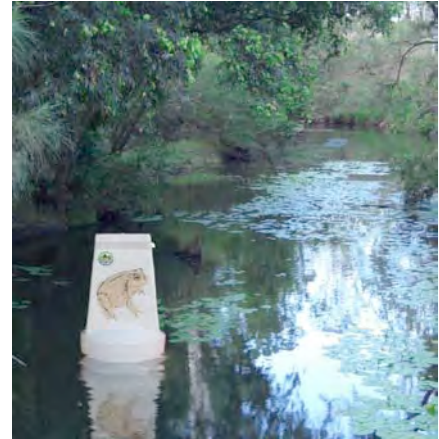


Buoys similar to these can accommodate interpretive panels and site numbering.

- Hazards to navigation (including the location of the gauging station / weir) and rules and regulations; and
- Location of interpretive panels and the stories they tell.

Various jurisdictions across Australia have 'installed' canoe trails and prepared canoe trails guides/maps providing a high level of information. Maps have been prepared as part of the River Murray Canoe Guide by Trails SA. These show:

- Information bays;
- Toilets;
- Boat ramps;
- Historic sites;
- Numbered camp sites;
- River kilometres;
- Intermediate distances;
- Route identifiers;
- Direction of flow; and
- Navigational and topographic features standard on all maps.



Having floating interpretive panels would clearly distinguish the Shire of Capel canoe trail from any others in WA.

They also feature information on the flip side of the map about suggested routes, what can be seen along the route, trip planning, canoe and kayak safety, environmental considerations and a contact list.

There are also a number of other canoe maps for other water bodies in SA (with similar but less detailed information). Maps from canoe trails in Brisbane City show similar information (though not as detailed).

Printing the map on synthetic, water-proof and tear-proof paper is critical; such a map will last through wet conditions. Printing of water-proof and tear-proof maps are a major cost item for canoe trails. However, the sale of advertising space on maps is often to offset printing costs.

Some Councils have provided very good interactive maps on their websites. These are useful for planning a trip (though with the advent of internet-capable mobile phones, their use might be more widespread in the future).

7.4 Interpretive Panels

Interpretation serves the same purpose on water as it does on land.

In keeping with the nature of the journey, the use of floating interpretive panels attached to buoys is recommended. Buoyage Systems Australia is a Victorian firm which undertakes buoyage system design, manufacture, installation and service. They have provided some preliminary designs and costings for floating buoys for use on canoe trails. Buoys will have three faces for varied signage, tamper proof sign attachment and long lasting baked-on lettering and reflective tape. Buoys could be designed with an extra wide spar to accommodate interpretive etched anodised aluminium signs (the preferred sign for interpretive panels). Buoys would have a base of around 400 millimetres and stand 600 millimetres high.

Development of floating interpretation panels opens up a range of possibilities. Canoes will travel close to the shore in areas where it is difficult to land, thus increasing the number of possible interpretive sites (and themes and subjects).

SECTION 8: IMPLEMENTATION PROGRAM

8.1 Timeframe for Implementation

While an effort has been made to keep this Trails Master Plan relatively simple (ideally with a limited number of projects), there are quite a few worthwhile and deserving projects – mainly as a result of a desire to provide facilities for local people (in addition to visitors). Too many Trails Master Plans are overloaded with ‘actions’ and projects, and can be daunting for those agencies charged with delivering on the outcomes proposed.

This Trails Master Plan is project-focussed, as this targeted approach appears the most likely to actually deliver outcomes ‘on the ground’. A range of substantial benefits could be garnered by simply proceeding with any of the projects – these are all simple, stand-alone projects that would deliver tangible benefits to the Shire of Capel – particularly local people.

However, the entire set of trails projects, including the proposed drive trails, should be regarded as a complete package. It is unlikely that any one trail project would be sufficient to attract substantial numbers of new visitors to the Shire of Capel – not that this is the main driver of this project. The provision of a complete package of trail opportunities is far more likely to deliver benefits to the Shire. For this reason the Council is recommended to proceed with implementation of all trail projects in a timely manner.

The implementation program is set out over a five-year period. With sufficient funding, all these projects could be brought to fruition in a shorter timeframe, providing skilled and experienced project management is available. On the other hand, the program could be spread out over a longer timeframe (say, 10 years), depending on the availability of funding.

The suggested implementation program is a guide only and would / could be variable given current resources, funding, community interest in any given year. It should be noted that the recommendations for existing trails can be done at anytime in conjunction with new trails, works programs and in-house compilation of brochures.

The good news is that there is an ever-increasing propensity for State and Federal government departments to provide funding for non-motorised transport and tourism projects. In the recent announcement of a \$42 billion rescue package, The Greens secured a concession for \$50 million to be made available specifically for ‘bike paths’. Consequently, the total project costs that are included within this Trails Master Plan ought not be considered overwhelming. There is funding available. However, it will take a concerted effort by the Shire of Capel to apply for, and secure, this funding.

The highest priority project is considered to be the Mallokup Bridge Heritage Trail Design and Development Project. This is a project supported by the local Peppermint Grove Beach community, is an area where residents already walk (and cycle), is one where various funding sources are available and is timely given the proposal to remove the historic Mallokup Bridge (which is soon to be interpreted anyway). This project is scheduled for year 1.

Also scheduled for Year 1 (although construction may be spread over several years) is the Capel to Peppermint Grove Beach Trail (via The Avenue). With action already underway to have to road reserve through the tuart forest amalgamated with the adjoining National Park, steps must be taken now to ensure the possibility of a path through the forest is not removed under the Management Plan currently being prepared for the National Park by DEC. The Shire of Capel must ensure that the possibility of constructing a shared path remains, regardless of the tenure of the road reserve.

Another project scheduled for action early in the implementation program is the planning for a shared use trail or pathway on the railway corridor between Capel and Boyanup. Discussions must commence now to ascertain the likelihood of the railway being closed

and thereby opening up the opportunity for a trail to be constructed. Construction may not be possible for several years, given the timeframe that may be required for closure of the railway, and the other trails/pathways that are scheduled for completion prior to this proposed trail. Nonetheless, discussions with the Public Transport Authority, the Department for Planning and Infrastructure, and planning and design can start immediately in preparation for eventual construction.

Development of the Capel and Boyanup in-town heritage trails is scheduled for year 2 of the implementation program. These two trails are relatively straightforward, and could be undertaken at any time. They are relatively low cost trails, given that all the expensive infrastructure (paths) are already in place. Research and production of interpretive panels, as well as installation of panels and directional signage are the major cost items.

Year 3 would see the continued development of several new trails, thereby adding to the developing reputation of Shire of Capel being a trails destination. Promotion of existing and new trails would continue, including preparation and distribution of new trail brochures/leaflets.

During year 3 the Ironstone Gully Falls Trail could be developed, as it too is relatively straightforward and inexpensive, given the tracks that already exist in the reserve. The Capel Singletrack Course could be developed this year too.

The Capel Circuit Trail would be developed this year as well, and perhaps (in conjunction with DEC) the Tuart Forest Heritage Trail. Year 3 also sees the development of the Ludlow Settlement Heritage Trail (again with the support of DEC, as well as the Shire of Busselton).

The Capel to Bunbury Links are scheduled for later years of the trail development program, as is the planning for the Capel to Ludlow Rail Trail. The Drive Trails program, scheduled for year 5, could be undertaken in any of the years – given that it is likely to be funded by State and/or Federal Government programs quite separate from traditional sources used to construct non-motorised trails and pathways.

The progressive upgrading and enhancement of existing trails would occur during any of the years of the program (depending on opportunities associated with other works contemplated by the Shire), bringing them all up to the requisite high quality standard.

The marketing of the trails of the Shire of Capel would begin in earnest during year 5, though caution is needed to ensure that all trails (existing and proposed) are brought to the desired standard before full-on marketing occurs.

<i>Project</i>	<i>Project Costs (not including GST)</i>				
	<i>Year 1</i>	<i>Year 2</i>	<i>Year 3</i>	<i>Year 4</i>	<i>Year 5</i>
Project a) Mallokup Bridge Heritage Trail Design and Development Project	91,170				
Project b) Capel to Peppermint Grove Beach Trail	900,100				
Project c) Capel to Boyanup Trail (railway reserve)		551,870			
Project d) Capel Heritage Trail (Design and Development Project)		39,450			

Project e) Boyanup Heritage Trail (Design and Development Project)		37,950			
Project f) Ironstone Gully Falls Trail Design and Development Project			23,050		
Project g) Capel Circuit Trail			142,850		
Project h) Tuart Forest Heritage Trail			195,200		
Project i) Ludlow Settlement Heritage Trail			40,500		
Project j) Capel River Canoe Trail			28,000		
Project k) Capel to Bunbury Links				277,600	200,000
Project l) Capel to Ludlow Rail Trail				10,000	
Project m) Existing Trails Upgrading Project	43,350				
Project n) Drive Trails Project					159,700
Project o) Capel Singletrack Project			19,000		
<i>Totals (not including GST)</i>	<i>1,034,620</i>	<i>629,270</i>	<i>448,600</i>	<i>287,600</i>	<i>359,700</i>

Note: Depending on the success or otherwise of attracting funding for the Trails Program, this development program could be extended over a longer period.

8.2 Trails Marketing and Promotion Plan

One of the best mechanisms for ensuring the sustainability of the trails is to have lots of people using them, including local residents and visitors to the area from the Perth metropolitan region. Four key steps need to be taken to build usage of the trails:

1. Undertake the construction program outlined in this report, to develop the trails as a high-quality experience for potential users;
2. Install high quality interpretive material as set out in this report;
3. Prepare a clear, concise, informative brochure(s) or booklet, including an easy to read map;
4. Inform potential trail users of the existence of the trails, and their recent development.

An important task for this project is defining just how to best utilise the Shire of Capel's natural and built assets to create a series of walk, cycle and drive trails which will be of lasting benefit to the community.

The Shire of Capel is a place rich in agricultural history, indigenous history and natural heritage. The integrity of the heritage places must be maintained (and interpreted), and doing so will ensure the quality of experience expected by those who visit. For a project such as this to succeed it is crucial that the very sites chosen to support the trails are not degraded (in fact, they should rather be upgraded, as a consequence of this project), and that quality of experience becomes the primary focus of the trails.

Therefore, a trail potentially provides a visitor with a community-based interactive means of experiencing aspects of the settlement history from the perspective of the community, and the indigenous population. The essence of the trails product is to provide visitors with an opportunity to learn more about the local or regional area they are visiting and an opportunity to provide an economic and social base for regional tourism development.

In order to maximise usage of the Shire of Capel Trails Network (when developed) it is necessary to ensure that tourists (visitors to Capel and those passing through en route to some other destination) and local people know of their existence. To facilitate this usage, a marketing and promotional campaign is proposed.

The purpose of the marketing and promotional campaign is to create awareness of the attractions of the Shire, and the means of accessing them via the trails. It will generate local support and enthusiasm for the project, as well as generating state-wide promotional coverage of the project through local and state media and the formation of partnership opportunities through networking.

Several components are included within the Marketing Plan.

Develop logo and design standards - Develop comprehensive brief, select designers - produce colour and mono output versions of logo plus style manual

Market Planning and Target Marketing - Engage marketing consultants to provide phone linked mentoring assistance (40 hrs @ \$100 hr). Engage marketing consultant to work with local implementation group / tourism operators to review existing tourism products and market test trails concepts (20 hrs @ \$150 hr). Develop a 12-month promotional program to promote trails and other facilities, including targeted advertising, listing of websites, briefing and information distribution to information to linked visitor information outlets, publicity program to niche and mainstream print and radio media.

Membership Fees - Establish links with visitors centres and WA Tourism Network through payment of appropriate memberships

Industry Familiarisation Program - Develop familiarisation program for tourism industry network eg local visitor centres, WATC, RAC, media

Postcard Promotion - design, print and distribute postcards promoting the trails to local residents targeting visiting friends and relatives market

Brochure Distribution - contract specialist brochure distribution firm/s for targeted brochure delivery to key information outlets throughout WA.

Cost Estimates for Marketing and Promotion Plan

Tasks	Costs
Develop logo and design standards	\$6,000
Market Planning and Target Marketing	
o Marketing consultants – phone mentoring assistance	\$4,000
o Marketing consultants – review existing products; market test trails	\$3,000
o Promotional program	\$12,000
Membership Fees	\$3,000
Industry Familiarisation Program	\$5,000
Postcard Promotion	\$3,000
Brochure / Trail Guide Distribution	\$5,000
Trails "Guide Book": research, write and design; cartography; preparation (DL size; 20 pages including fold out map and cover pages)	\$6,000
Printing of Guide Book	\$8,000
Sub-Total	\$55,000
10% GST	\$5,500
<i>Total (including GST)</i>	\$60,500

8.3 Information Brochure / Booklet

All trail users require information, to safely access and enjoy the trails in question. Delivering that information is often a challenge for trail providers, and is commonly one poorly met.

Ideally all trails should have a brochure which will contain an accurate and informative map, showing clearly the various routes that are possible, defined access and egress points, appropriate trail behaviour information and interpretive material. In addition such a map/brochure should show distances between points, and could provide basic 'trail notes' where appropriate.

Preparing such a brochure or booklet involves choosing a vital (but sometimes tricky) point on a spectrum between a glossy advertising product and a dreary and/or amateurish give-away. Information must be clear, concise, accurate, interesting and enjoyable. Good design can help produce a visually pleasing and educational product which will still fulfil its primary role of providing essential route-related information.



The success of the Crooked Brook trails network in the Shire of Dardanup is a great example of successful trails construction, marketing and availability of information (including a brochure dispenser at the trailhead).

Aesthetics should never be allowed to overwhelm the provision of vital information such as distances, warnings (road crossings, other users, etc) and directions.

Distributing such a product can be difficult. Visitors to the trailhead may not even be aware that a brochure exists. Consideration should be given to distributing brochures from many locations in the region such as the Council offices, the Shire's libraries, café's, and other shops, DEC's offices (Bunbury, Busselton, Margaret River), tourist bureaux in the region (especially in Bunbury, Busselton, Dunsborough, Nannup and Margaret River) and - possibly - from dispensers at the trailheads.

Several other mechanisms exist for wider distribution (or just to raise awareness of the brochure/trail) via stories in local newspapers circulating in the region and the wider Perth metropolitan region, tourist bureaux and equipment suppliers.

When trails are developed and available for use, the recommended approach is to devise a 'package' of trail information – a small booklet which contains maps and other information about the complete set of trails (walk and drive) that are available in the Shire of Capel.

A brochure(s) or booklet should be professionally prepared and designed, and should be printed in an attractive format, pleasing to the eye yet still simple to read. It should have the following features:

- A clear concise map, with distances, scale bar, north point and other annotations;
- Trail notes, describing key points along the way and relating them to distances and directions;
- Background information about the Shire of Capel, the history of farming in the area, aboriginal history and early European exploration and settlement, other features of the region, the heritage buildings, and the trails themselves;
- Educational information about trail usage, safety and etiquette;
- Some interpretive information about culture, history, geography and environmental matters;
- Information about management and maintenance, including phone numbers for reporting any trail related matters;
- Emergency contact details and directions;
- Clear indication of routes to and from the trail head and parking areas, and guidance on do's and don't's regarding usage;

Many local governments produce 'heart walks' brochures, with funding from appropriate health organisations (including the Heart Foundation and Healthways). Any such brochure contemplated for the Shire of Capel should give consideration to including 'beack walking' as part of the circuits available to local people.

In summary, the brochure or booklet MUST be professional. It should be articulate, enjoyable to read, easy to follow, informative, educational and should inspire confidence in being able to follow each trail route. It is the primary point of contact with trail users and should be at least as good as the trail itself. There is no more certain way of condemning the trail to an uncertain future than by producing a sub-standard brochure/map.

There are many fine examples of trails booklets available, and the booklet prepared for the suite of trails to be developed in the Shire of Capel should be modelled on the best of those available.

8.4 Availability of Trail Information and Promotion

Access to information describing the location of existing trails is surprisingly difficult in many places in Australia. In most locations, a multitude of organisations, both government and local government, and community groups that manage the natural

areas and parks within a local government (and surrounding local government areas) makes the accessibility of pertinent information complex.

For most people, land management boundaries are meaningless and irrelevant. One area of open space appears much the same (from a user perspective) as the next. The community does not discern any difference between management agencies. Therefore, when attempting to acquire information, the community would assume that whatever trails information is available would be readily accessible at many outlets. Usually, information about trails is difficult to obtain.

It was noted with interest that there were no trail brochures for any existing trail within the Shire of Capel - and no promotional signage for any of the trails. Even residents who attended the community meeting were unaware of some of the existing trails.

A priority action would be to establish a centralised location for the distribution and dissemination of trail information for the Shire of Capel. All trails related brochures and leaflets (when prepared) should be made available at least in one location – preferably more. Potential trail users should not be expected to travel all over the Shire seeking the information they desire – just because different management agencies look after different areas of the natural environment and the trails therein.



Excellent mapping and information is a key feature of the developing trails network in Mullewa.

Trailhead mapping is recommended for all trails. In addition, trail mapping/signage could and should be installed at the information bay in Capel (behind the Shire offices) and in the information shelters in Boyanup (at both the Diggers Reserve rest area and at Fettle's Park).

8.5 Mapping of Trails

An essential requirement of any trail is appropriate and adequate mapping – for use both on trailhead signs and promotional material (including brochures and web sites).

Maps provide a quick visual representation of the trail route – indicating primarily the route of the trail, the destination, whether it is out and back, or a loop.

Good mapping will contain an array of information, including:

- access roads from nearby towns (and distances)
- north point and scale bar
- trailhead location
- trailhead facilities (eg. parking, picnic tables, toilets, barbecues, etc)
- difficulty level (easy; moderate; difficult; disabled)
- length and duration (and direction of travel if one-way loop)
- points of interest along the trail, including geographical features
- symbols indicating location of interpretive panels (if any)
- other information if relevant and appropriate, such as crossroads, cross tracks, trailside furniture (seats, shelters, lookouts), viewpoints, emergency (fire) escape routes, etc.

SECTION 9: INTERPRETATION AND INTERPRETIVE SIGNAGE

9.1 Interpretation Signage on Trails

Interpretation is the key to the success or failure of many trails. Trails can be regarded as merely the vehicle for telling stories - for educating and entertaining people. For the business of delivering 'edu-tainment'.

On-trail interpretation is becoming more and more of a feature of trails built in recent times. When well done, interpretive signage can add significantly to the richness and depth of the user's experience. It can also generate a sizeable cost, and can be subject to ongoing vandalism in rural and remote areas. Care will need to be taken in a base-line decision about what on-trail interpretation is provided, and in choosing a style of signage with a reputation for withstanding both graffiti and vandalism. Anodised aluminium may be a good option, as it is sturdy and enables easy graffiti removal.

The unique and varied flora, fauna and landscape of the Shire of Capel, its indigenous history, its history of exploration and settlement, historic and contemporary agricultural enterprises, and characters of the area (past and present) are just a few of the themes that could be developed along the trails.

The quality of interpretation is often the key to the success - or failure - of trail projects. While some trails can rely upon the natural beauty for attracting visitors, most trails rely heavily on good quality interpretation to be successful and well used.

Interpretation reveals the meanings and relationships of our cultural and natural heritage to visitors, through first hand experiences with objects, artefacts, landscapes, and sites. Every aspect of our heritage has a story to be told. Heritage interpretation tells the tales of the land, past activities and land uses, its people, animals and plants, and in the telling, helps people form connections with our heritage. The history of various agricultural pursuits (dairies, apple orchards, potatoes, vineyards, etc) in the Shire of Capel, and the successive waves of people who have lived and/or worked in the area, have a vast multitude of stories waiting to be told.

Visitors want to learn, see, and do! They travel to heritage sites and tourist areas for a mix of memorable educational experiences that are at the same time fun or entertaining - in short, they want "edu-tainment".

What will make the trails of Shire of Capel popular attractions will be the quality of the interpretive material, and the manner in which that interpretive material is presented and delivered. The trail interpretive material will encourage interaction and immersion, thus providing a far more rewarding learning experience.

DEC's interpretation unit may be able to provide support to the Shire of Capel in its endeavours to provide interpretive information throughout the municipality.

Alternatively, specialist interpretation consultants can be engaged to undertake the necessary research, consultation, writing and design of the panels, and to arrange manufacturing and delivery.

9.2 Recommended Interpretation

The following are just some ideas of subjects that could be interpreted along each of the recommended trails. The proposed budget for each trail project has an allowance for the necessary research and consultation to arrive at an agreed set of topics for interpretation along each trail. The following are merely 'thought starters'.

9.2.1 Mallokup Bridge Heritage Trail

- Aboriginal history of the area, uses of the wetlands, ancient burials within the dunes and the massacre that occurred in this area.
- Pioneer families and earliest settlements.
- Birdlife of the wetlands and river.
- The cut/locks, flooding and other consequences.
- Mallokup Bridge: the earliest convict bridge and subsequent bridges and their importance to the region.
- Earliest agricultural practices;
- Military establishments along the dunes and their history.

9.2.2 Capel to Boyanup Trail

- History of the development of the railway. The railway and its influence on the development of the region, and the town. When was line built and by whom.
- Pioneer families and earliest settlements.
- Wildflowers of the corridor (several panels for the most prevalent wildflowers and plants). Panels should identify the most noticeable flowers and plants along the trail with sketches and botanical names.
- The Elgin community (opposite Elgin Hall).
- History of the development of the railway.
- Pioneer families and earliest settlements.
- Fauna of the area.

9.2.3 Capel Heritage Trail

- Hannaby Park
- Apex Park
- St John's Anglican Church
- ANZ Bank (former)
- Guttman's House
- Outside RSL Hall
- Old Post Office
- St Joseph's Church.
- Bunbury Ford (old bridges across Capel River).
- Cobb and Co.
- Stables.
- Roadside Inn.
- Stockyards.
- General Store.
- Dilley's Buildings (Bottom Shops).
- Roads Board.
- Coolingup Hall.
- Union Bank.
- Morts Showrooms.
- Capel Generator Supply (power house).
- Bakery.
- Butcher.

- Garage.
- War Memorial.
- Railway Station.
- Station Master's House.
- Higgins Shed.
- Railway Bridge.

9.2.4 Boyanup Heritage Trail

- Lions Park
- Boyanup Tavern
- Fetter's Park
- Railway Station platform
- St Louis Catholic Church
- Near General Store
- Old post office (at site of new post office).
- Butter factory (where new dairy is located).
- Dairy operations.
- Duce's vineyard.
- Garage.
- Meat supply shop.
- Agricultural Hall.
- School.
- The tuckshop.
- Other shops in town
- Bakery.

9.2.5 Ironstone Gully Falls Trail

- The ironstone and the waterfalls.
- Pioneer families and earliest settlements.
- History as a picnic area reserved in 1903 for use as a recreation area for Capel River settlers.
- Aboriginal significance of the site – possible burial sites; historic camping area; site of generalised religious significance (in association with Waugal beliefs).
- Birds of the reserve, including raptors, Red-tailed and Long-billed Black-Cockatoo and Scarlet Robins.
- Earliest agricultural land uses of the district (orchards, potato growing, dairying, apple packing sheds, etc).
- Earliest schools of the district.
- Wildflowers of the reserve.

9.2.6 Capel Circuit Trail

- Will incorporate elements of Capel Heritage Trail.
- A series of interpretive panels, focussing on the environmental qualities of the river.

9.2.7 Tuart Forest Heritage Trail

- Ludlow Settlement - various.

- Creation of State Forests 1 and 2
- Tramway.
- Stagecoach road.
- Mineral sand mining.
- Pioneer settlers.
- Aboriginal use and occupation of the forest.
- Haunted house (Dinny Connell's Cottage).
- Old Capel Road.
- Tuarts – various (to be interpreted at Higgins Road rec site walk trail).
- Limekilns and quarries.
- Apiarists.
- Original farms/fences.
- Will also incorporate interpretative panels to be included by DEC at proposed Higgins Rd recreation site walk trail (including the following topics: regrowth; growth habits; mature trees; material on forest floor; mature trees in group; regrowth growing alongside fallen tree burnt during fire; threats; tuart dwellers; senescent trees; carbon cycle)

9.2.8 Ludlow Settlement Heritage Trail

- Sawmill.
- Planer Mill Building.
- Forestry school.
- Arboretum.
- Workers' cottages.
- Storage shed, garage and workshops.
- Education Department house.
- Pump shed.
- Water tank.
- (Former) District Office of DEC.
- Tuart House.

9.2.9 Capel River Canoe Trail

- Aboriginal uses of the Capel River and adjacent wetlands.
- Aboriginal burials in the region.
- The massacre.
- Earliest settlers and pioneer families.
- Earliest agricultural practices.
- The cut and the remains of the lock.
- Glen Albyn.
- Waterbirds of the river and adjacent wetlands.
- Mallokup Bridge and its predecessors.
- Capel Vale Winery and development of the wine industry in the region.

*9.2.10 Drive Trails**

- Explorers of the region; railway surveyors.
- Settlers / pioneers of the district.

- Drainage history; locks and cuts.
- The rise and decline of small schools.
- First farms / first harvests.
- Changes in farming practices over the years.
- Salinity; landcare; bushcare.
- Changes in social structure: loss of small schools; decline in towns; population shift (to bigger towns); etc.
- Changes in transport practices (road and rail); storage trends.
- Pests: rabbits (fence); foxes, etc.
- Importance of remnant vegetation: roadside vegetation; Nature/Flora Reserves.

** The drive trails can be used to tell numerous stories of the Capel district, as indicated elsewhere in this Trails Master Plan.*

SECTION 10: TRAIL DEVELOPMENT CONSIDERATIONS

10.1 General Considerations

The following information is provided as a backdrop for the trails construction and upgrading program described elsewhere in this Trails Master Plan. It is intended to give a framework against which to measure recommendations made regarding the construction / upgrading of the trails. Each section addresses a key area, and provides information relating to the parameters used in assessing requirements.

10.1.1 General Considerations for Sustainable Trails

This section of the Report addresses a series of matters relating to trail design and development – to achieve trails (and paths) that are constructed with minimal disturbance to the natural environment, are sustainable and that require minimal maintenance.

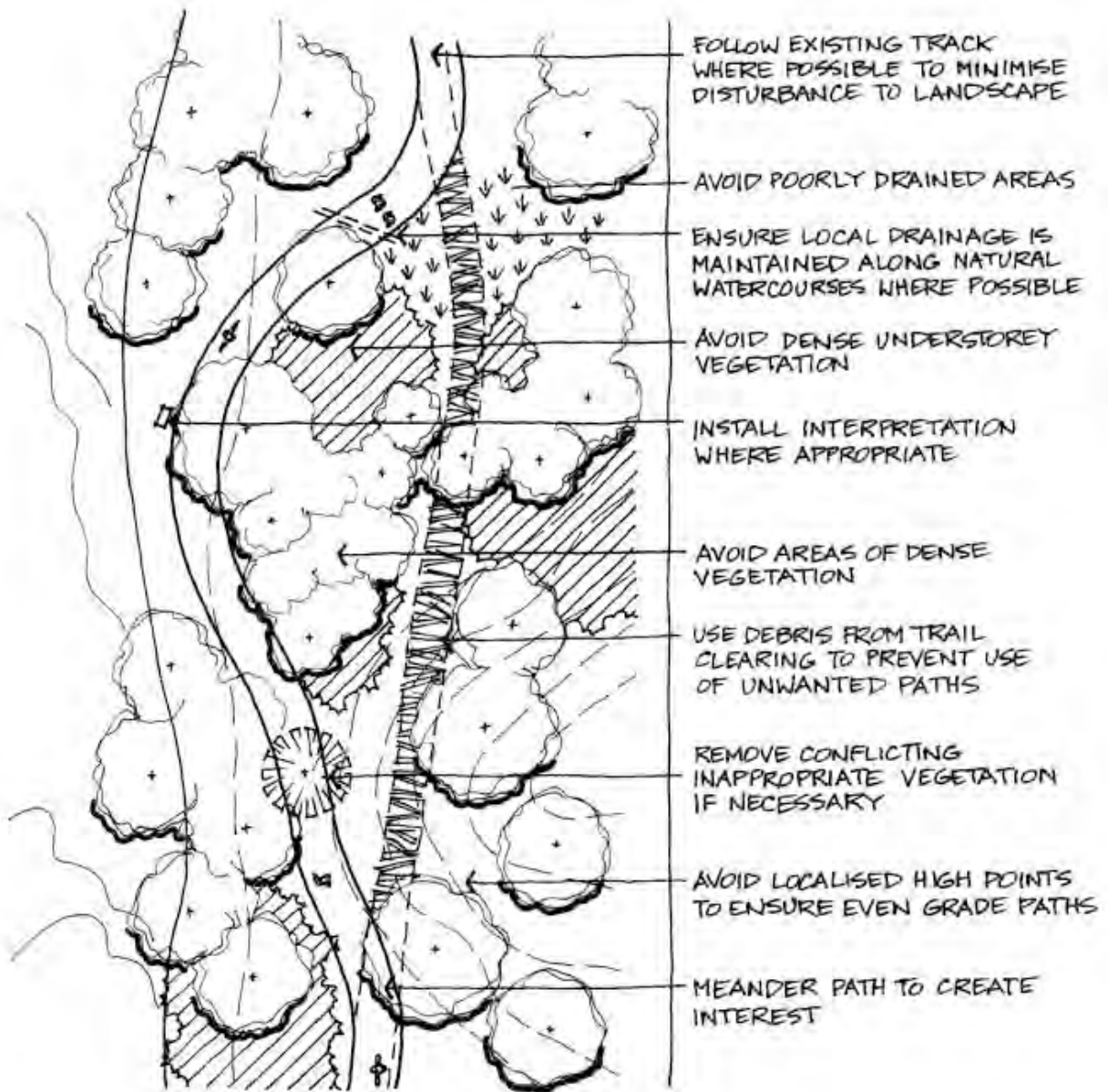
In general, the following general design and location considerations should be taken into account before and during construction of any trail or path:

- ❖ Following existing tracks/trails where possible to minimise disturbance to the landscape.
- ❖ Avoiding poorly drained areas.
- ❖ Ensuring local drainage is maintained along natural watercourses where possible.
- ❖ Avoiding dense understorey where possible.
- ❖ Avoiding areas of dense vegetation that may require heavy clearing.
- ❖ Avoiding environmentally sensitive areas (eg. areas of endangered flora).
- ❖ Using debris from trail clearing to prevent use of unwanted paths.
- ❖ Removing conflicting inappropriate vegetation if necessary and as approved.
- ❖ Avoiding localised high points to ensure even path grades.
- ❖ Avoiding long straight sections with long steady grades. Trail to meander to take advantage of natural and man made features and to create interest.
- ❖ Avoiding areas with high erosion potential.
- ❖ Locating path near to points of interest.
- ❖ Taking note of safety hazards and avoiding where possible.

Much of the proposed trail route through the tuart forest (between Ludlow North Road and Gunclub Rd is within an already-cleared corridor – a road reserve called The Avenue. Similarly, much of the proposed Tuart Forest Heritage Trail will follow existing tracks and sandy roads through the forest, mostly on the track called Formation Road.

Careful examination of aerial photography, supported by extensive on-the-ground verification, will the best possible routes of proposed trails to be selected that maximises use of already-disturbed locations and that minimises the need for clearing of vegetation.

Effective drainage will be essential along the proposed trails. Nothing is more devastating to a trail surface than extensive use in wet, boggy conditions. Such use in wet periods on unstable areas may loosen the trail subsurface and will create an ongoing maintenance problem.



TRAIL ALIGNMENT GUIDELINES

Similarly, allowing water to flow down a trail without creating 'run-off' opportunities is quite clearly going to produce erosion problems. Siting of the trail route on higher (level) ground has been an aim.

Choosing appropriate materials for the trail's sub-base and topping (surface layer) is critical to the longevity and suitability of the trail for the intended user groups.

Culverts and other drainage controls should be used to direct run-off away from the trails where needed. It should be noted that some slope is desirable on shared-use trails. A perfectly level trail will hold water (ponding), creating mud holes which then become maintenance problems.

10.1.2 Trail Width and Height

Walk trails in the locations proposed (such as the Capel Circuit Trail and Ironstone Gully Falls Trail) should have a maximum trail width of 1.5 metres on those sections where purpose-built trail is required. In some sections however, the surface will be wider, as it will follow existing vehicle tracks.

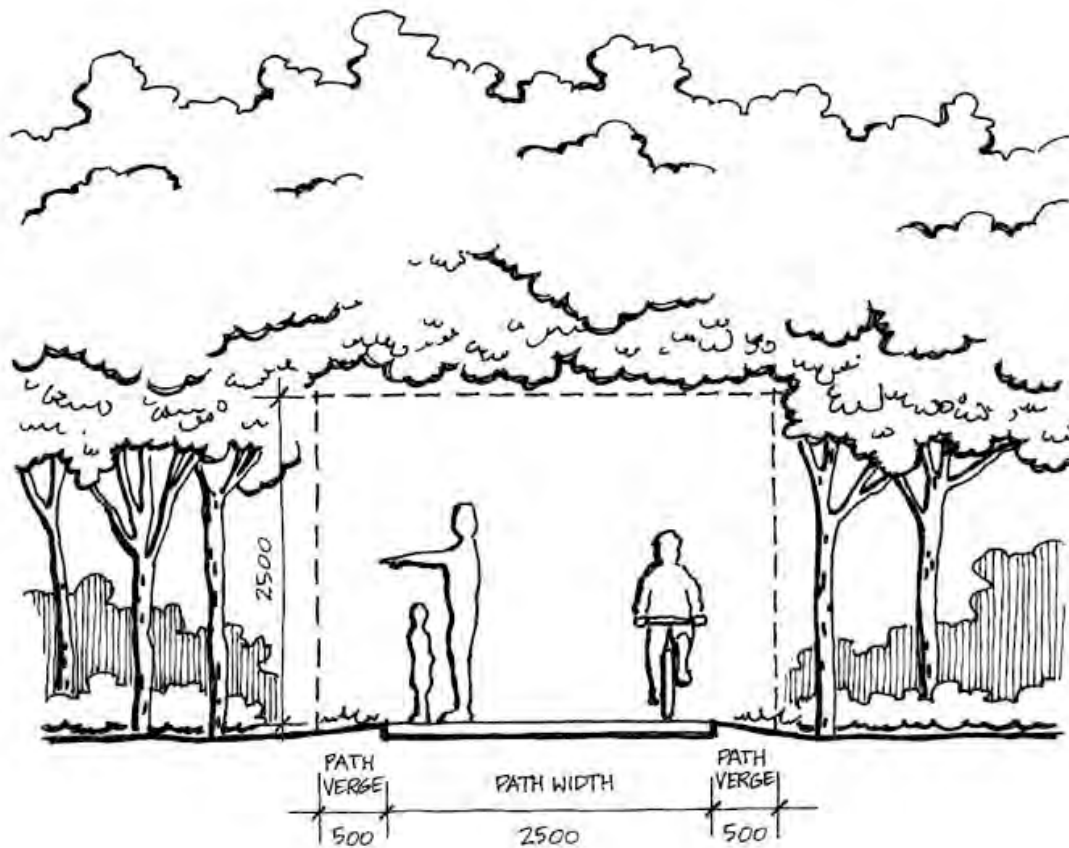
On some sections of new purpose-built walk trail, there is an opportunity to provide a more intimate experience by reducing the trail width to around 1.0 to 1.2 metres. The expected lower usage levels will mean fewer opportunities for conflicts to occur between users.

On trails only to be used only for walking (where horse riding and mountain biking are to be excluded) height clearance should be around 2.5 metres. Pruning of overhanging branches should occur where necessary to enable safe passage without the need for stooping under branches.

To function effectively, shared-use trails should have a minimum trail width of 2.5 metres – this is the recommended minimum width for shared use paths as set out in Austroads' *Guide to Traffic Engineering Practice – Part 14 – Bicycles*.



Quality construction, such as these rock steps on the Golden View Trail in Kalamunda, is the hallmark of a quality trail.



Maintaining consistency of width is important – particularly when cyclists are likely to be the main user group using a trail.

It is important to ensure that the entire trail is available for a wide range of users (including people with disabilities, parents with prams, etc) rather than having the trail solely for able-bodied walkers.

People in wheelchairs, and cyclists, need ample space to pass each other without having to divert off a path or trail.

10.1.3 Trail Surface Material

A smooth natural earth surface is most appropriate for the proposed walk trails in the Shire of Capel (with the exception of the in-town heritage walks which generally utilise existing footpaths). The existing earth surface should be firm enough in most locations to provide pleasant walking conditions, and should be pleasing to the eye of walkers.

Some short sections of existing trails require additional fill material, especially where the trail alignment is steep and is subject to erosion. These areas are not extensive.

A smooth compacted surface is most appropriate for a shared-use trails. The surface should be firm enough to provide cyclists with a relatively smooth ride, and free of potholes and undulations.

Between Peppermint Grove Beach and Capel, the use of concrete is recommended for the continuation of the path along Peppermint Beach Rd. Through the tuart forest (along The Avenue) an asphalt path is recommended.

Elsewhere, such as along the Tuart Forest Heritage Trail, the preferred trail surfacing material is crushed limestone.

10.1.4 Erosion Control and Water Crossings

Proper drainage is of considerable importance in constructing a lasting, maintenance-free facility. Water should be removed from trail surfaces as fast as possible, wherever possible. The steepness of some of the trails and the type of soil dictate individual site requirements for the frequency of draining water from the trail.

10.2 Safety Considerations

The most significant safety issue is that which relates to possible conflicts between different types of trail users – legal and illegal - for example, walkers and trail bikes or 4WD's, or cyclists and walkers. Effective signage will greatly limit this potential problem. The incidence of conflict with mountain bikers and horse riders is likely to be low, given their low usage levels. Greatest conflict will occur with motorised users, such as trail bikes.

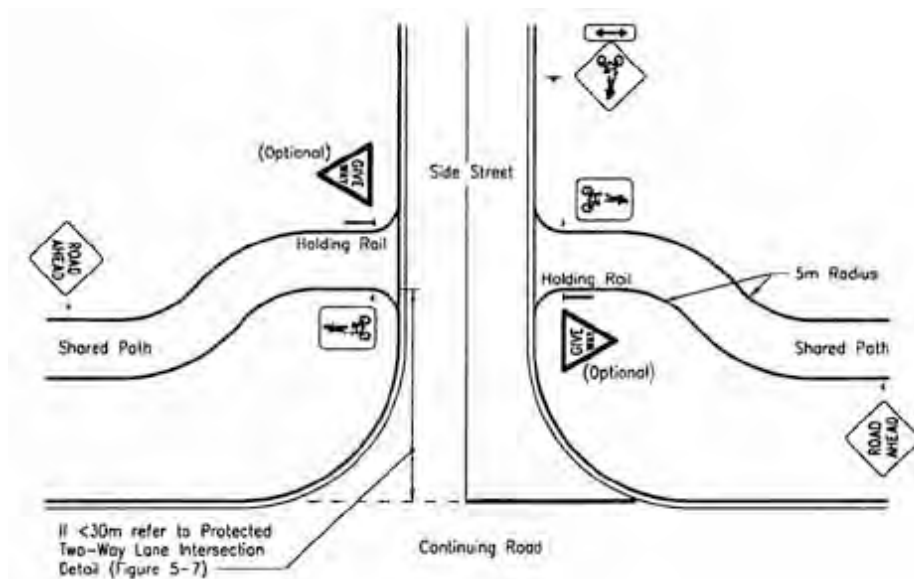
10.2.1 Road Crossings

Road / trail crossings always present a special hazard which must be addressed carefully. A crossing should have enough space cleared and levelled on both sides of the road to allow trail users travelling together to gather in a group and cross *en masse*.

One-at-a-time crossing greatly increases the overall time in the roadway and therefore increases the likelihood of encountering a vehicle. The crossing should ideally be at a straight, level area allowing both trail user and vehicle driver good visibility and the driver ample stopping distance (if possible).

Signs required to create safe road crossing are outlined in the next section of this report. The trail should be clearly marked on each side of the road for easy recognition and the crossing be designed to move the trail user away from the road reserve as quickly as possible. If at all possible the trail should not slope down - or up - to the road. Such slopes elevate danger levels considerably.

Conformity with road crossing detail as specified in *Austroads Guide to Traffic Engineering Practice - Pt 14 - Bicycles* is essential. (See diagrams).



Intersection of Shared Path and Road – Preferred Treatment (Minor Crossing)

Source: *Austroads Guide to Traffic Engineering Practice – Pt 14 – Bicycles: Figure 6-35 Page 97*

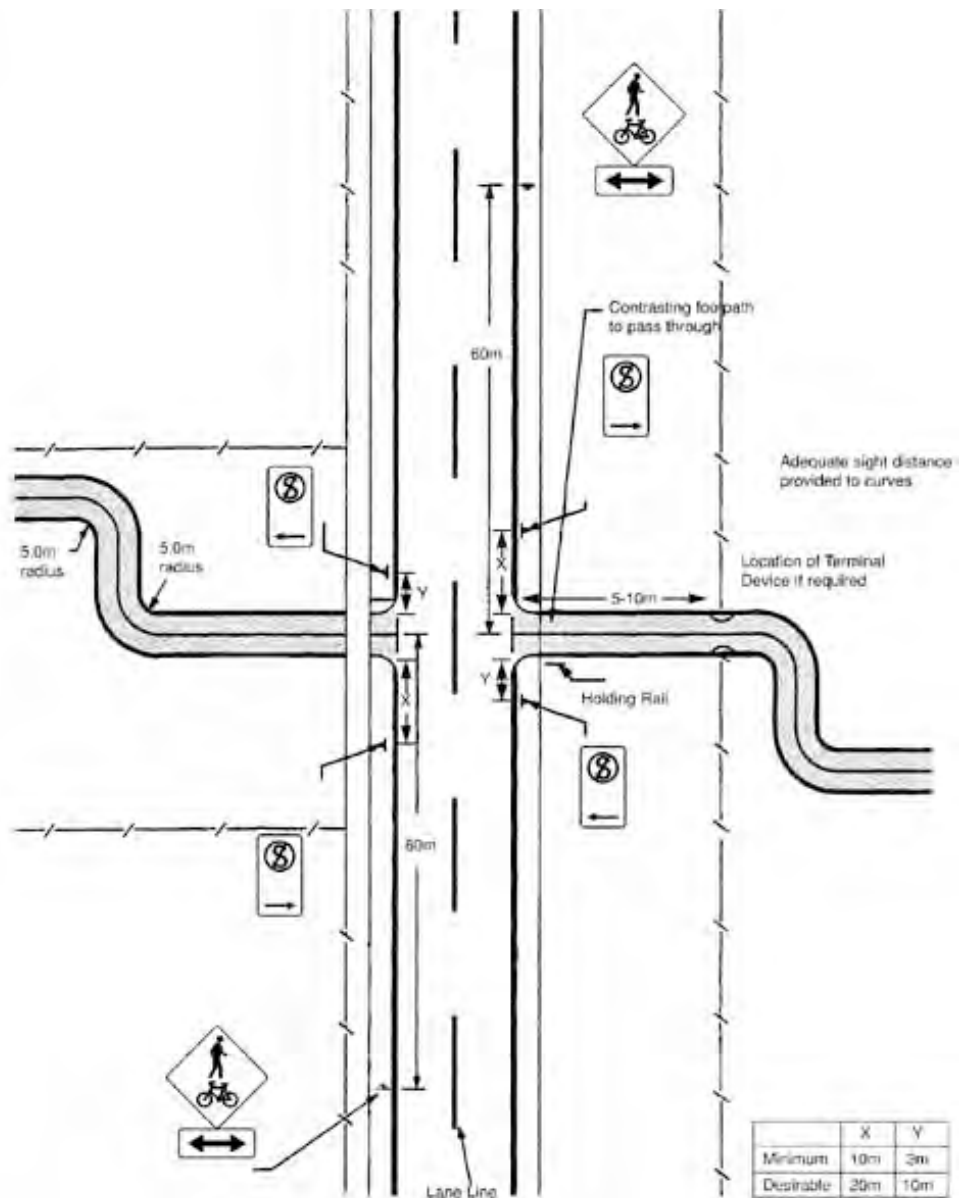
10.3 Signage

Signage is another important facet of the Shire of Capel trails network where improvements could occur. During fieldwork it was noted that few directional markers exist along trails, and trail-head signage was basic – if present at all (except for the Preston River Ramble and the Tuart Walk). No ‘promotional’ signs exist.

Several kinds of signage are required on trails including distance, directional, warning, promotional, etiquette and interpretive signs. Trail signage should be standardised across the Shire of Capel, regardless of management agency. It should accord with relevant local or Australian ‘standards’ or practices.



Concrete paths do not have to be grey and uninteresting. This concrete path is aesthetically very pleasing and interesting.



Preferred Treatment of Road/Path Intersection (Major Crossing)

Source: Austroads Guide to Traffic Engineering Practice – Pt 14 – Bicycles: Figure 6-29 Page 93

It is recommended that trails in the Shire of Capel have a consistent colour scheme and consistent and uniform suite of logos (with a logo unique to each trail). The use of distinctive trail markers and colour scheme is important throughout the Shire of Capel, to engender a sense of uniqueness.

Directional signage along the Preston River ramble needs to be more evident, to enable inexperienced trail users to feel confident and comfortable. The extent of directional signage will depend on the target market – the more ‘rugged’ the trail, the less the need for trail markers, but the more important it is to have clear information at the trail-head (warning of trail conditions, length, duration, etc).

Trail markers need to be placed at regular intervals along each route – and particularly at corners and junctions. The spacing and location of these markers will depend on the local factors, and intended user groups. A unique colour scheme could/should be considered. The trail markers should have a distinguishing symbol or logo.

Directional signage along the in-town heritage trails is strongly recommended, and it will enable visitors without trail maps to easily navigate their way around each trail. A style similar to that installed on the Guilford Heritage Trails is recommended (see photos).

10.3.1 Directional Signage

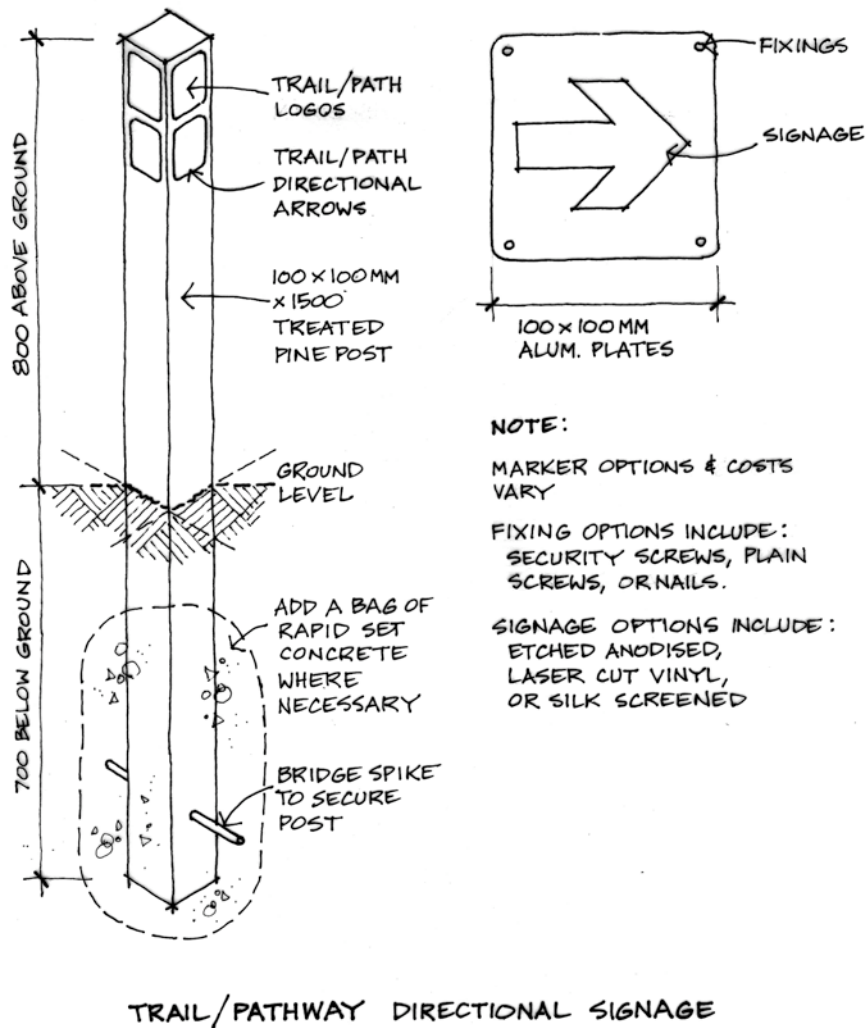
Trail markers need to be placed at regular intervals along all trails – particularly at corners and junctions. As the proposed trails within the Shire of Capel will attract a large number of novice (inexperienced) walkers, it is considered appropriate to install markers at closer intervals than would normally be the case. It is recommended that directional markers be placed on treated pine post totems every 100-120 metres. The pine posts should be 125-150mm diameter, 1.5 metres in length, and buried 600mm in the ground. At these recommended spacings they should be clearly visible in the near distance and minimise confusion and uncertainty. The standard colour scheme is black on a yellow triangle, but given the uniqueness of some of the localities a situation-specific colour scheme should be considered. The trail markers should have a distinguishing symbol.

Markers are usually not required along straight sections of trail as the trail is usually clear and obvious, but given the fact that the Capel trails will attract entry-level trail users, it



The Guildford Heritage Trails are an excellent model for how in-town heritage walk trails should be developed. They feature interpretive panels (left photo) for each 'site' along the trails, and excellent directional markers (right photo) for each of the three trails.

is recommended that additional trail and directional markers be used to assist these users. The use of a higher number of directional trail markers will result in even the most inexperienced of users feeling confident that they can remain on track. Markers should be either vertical (straight ahead) or horizontal (turn here). They must be affixed with at least 2 nails (on pine posts) to prevent them being turned or removed by vandals. Alternatively, the direction markers could be affixed with glue/silastic. Direction markers should be a triangle, made of aluminium, not less than 1.6mm thick, 80mm wide at the base, and 110mm high.



10.3.2 Promotional Signage

Though the location of some of the walk trail locations are quite likely familiar to local people and regular or frequent visitors to the area, it is recommended that a 'promotional' sign be erected alongside the nearest road to give prominence to the trails. The installation of "Preston River Ramble" (for example) signs on the South Western Hwy will make motorists and other road users more aware of the trail, hopefully inducing greater attention and enquiry when driving through the area. This style of promotional signage has been used to great effect on the Bibbulmun Track and the Railway Reserve Heritage Trail. The proposed signage should be constructed as a 1200mm x 250mm x 3mm aluminium panel (painted both sides).

The aluminium panel should be constructed with a 10mm 'lip' to provide greater strength. The sign should bear the name of the trail - and have the recommended logo - on both sides.



Promotional signage should be installed to alert road users to the presence of a trail. The Railway Reserve Heritage Trail (left photo) in Mundaring illustrates best practice. The use of 'chevron' signs (right photo) is another well recognised way of informing road users of the presence of an historic or scenic site.

It should be mounted on 100mm – 150mm treated pine posts approx. 1 metre out of the ground. The actual posts would be either 1.5 or 1.8 metre long, thus having 600 - 800 mm in the ground. The sign would be placed in a slot cut in the top of the posts, and security bolted through the post.

10.3.3 Interpretive Signage

A wide range of materials are used for interpretive panels across Australia. These vary substantially in terms of longevity/hardiness and price. Simply put, the cheaper the panel the more prone it is likely to be to vandalism and the shorter the period that it will retain its full original 'colour' and therefore its aesthetic appeal. Experience in many locations has shown that vandals and the weather can combine to make life difficult for interpretive panels, and can quickly erode the investment made by the host organisation.

Interpretive panels installed on the Preston River ramble show signs of deterioration, and are somewhat difficult to read. On the other hand, the etched anodised aluminium panels along the Tuart Walk look as good as the day they were installed (a couple of years ago).

If interpretive panels are to last – and are to still be looking good in 5 – 10 years time, they will necessarily be from the more expensive end of the spectrum.

One particular panel material (and manufacturing process) is recommended – especially in locations such as the Shire of Capel that are going to be exposed to a high potential for vandalism because of the isolated and remote nature of some of the existing and proposed trails.

Architectural-grade etched anodised aluminium panels (as used on the Tuart Walk) retain their high-quality aesthetics into the 10 year (and beyond) time-frame – regardless of weather. Further, this material / process has the greatest resistance to vandalism (paint, ink, pen, felt pens, scratching, impact damage etc) of any known option on the Australian market.

Not surprisingly, this grade of etched anodised aluminium is at the more expensive end of the range, and can cost up to double some of the cheaper options. Further, only one manufacturer (Armsign Pty Ltd, Lismore, NSW) produces these panels. It is important to note that other manufacturers produce 'photo-anodised aluminium' panels (generally at a cheaper rate) – but this is NOT the same process and does not produce the same quality or longevity.

While this 'monopoly' may lead to concerns about inflated prices, it has been found that Armsign are genuinely committed to a competitive approach, knowing that their panels are always being compared with cheaper processes. This ensures that their quotes give good value-for-money, despite the lack of direct competition. Many clients do not understand the (significant) differences between various aluminium-based panels and therefore apply continuing pressure to Armsign's costing regime.

10.4 Trailheads and Parking

Given that the much of the usage of the trails is likely to come from visitors to the region from the Perth metropolitan region, a formal 'trailhead' is vitally important to give trail users a defined starting and ending point. It is valuable to have a defined location for a large interpretive/information/mapping display, from which all directions and distances are taken, and to which users from further away can be directed.

Trailheads should generally have ample places for parking of cars (and tour buses if desirable), picnic tables, and trailhead signage.

SECTION 11: TRAIL MANAGEMENT AND MAINTENANCE

11.1 Trail Management Group

The trail development program set out in this Trails Master Plan is reasonably substantial, and the ongoing implementation may be somewhat complex. There are many stakeholders, both private and public, all with a strong interest in this project – some are already involved while some will need to be involved in the future. Various funding programs are available for much of the design, construction, promotion and interpretation associated with this trail development program.

To ensure a smooth trails development program, it is recommended that Council establish a Trails Management Group to oversee the implementation of this Plan.

At a general level, skill sets that would be useful for the group members to have as a whole include:

- Leadership skills – critical to hold the committee/s together, to inspire and motivate, to advocate to a wider audience and to maintain focus on a long term vision.
- Community skills – the skills to motivate community and volunteer efforts.
- Business skills – skills to understand and tap into locally based businesses – the capacity to communicate to businesses in ways that garner their support.
- Entrepreneurial skills – a business-like approach to running a trail is critical. Unfortunately, the trail world is full of well-meaning people with little idea of how to run a business.
- Administrative skills – expertise and knowledge of government grants, and how to apply for them. General administration skills are also critical.
- Environmental/scientific skills – understanding of native flora and fauna and wider environmental issues. The ability to communicate these to a wider audience is desirable.
- Engineering skills – the capacity to understand design and construction of all manner of trail infrastructure.
- Governmental skills – the ability to liaise with and understand Government departments and politicians.
- Users – it is essential that the committee/s understand the needs and requirements of various targeted user groups.

These 'selection criteria' needs to be considered in selecting members.

The group should ideally comprise a representative from each of the following:

- The Council.
- The Shire of Capel staff.
- The Department of Environment and Conservation.
- A local environmental group.
- The business community.
- The community.
- Others, as deemed appropriate.

The roles of the group would include the following tasks:

- Oversee the implementation of this Trails Master Plan.
- Preparation of funding applications to external funding sources.
- Actively managing the trails network.
- Co-ordinating regular maintenance of the trails.
- Co-ordinating community involvement in the development of the trails, trails usage and events on the trails.
- Marketing and promotion of the Capel Trails Network (through such activities as developing maps, newsletters and other publications).
- Preparing trail management plans, which would include tasks such as:
 - Clarification of management roles and responsibilities for the various trail sections;
 - Risk management policy;
 - Group and commercial usage policy and guidelines;
 - Provision of essential services for trail users, such as water points, toilets, rubbish bin, lighting and other desirable trail furniture;
 - Identification of any outstanding access /egress works for the trail, including disability works;
 - Fire management and emergency evacuation procedures;
 - Preparation of a promotional and interpretation management sub-plans, including specifications for signage and suggestions for interpretation along the trail between the townsites;
 - Mapping and brochures – guiding principles;
 - Timetable for reviewing and updating the Management Plan;
 - Trail construction standards;
 - Long-term control of weeds;
 - Revegetation policies;
 - Vermin and feral animal control;
 - Target user groups and user experiences;
 - Marketing policies;
 - Ongoing enhancements;
 - Trail maintenance plan;
 - Hazard inspection timetable;
 - Monitoring programs;
 - Water catchment areas guidelines (if appropriate); and
 - Clarification of responsibilities for complaints and communication.

11.2 Preparation of Trail Maintenance Plans

Ongoing trail maintenance is a crucial component of an effective management program – yet it is often neglected until too late. Countless quality trails have literally disappeared because no one planned a maintenance program and no one wanted to fund even essential ongoing repairs. It is therefore essential that funds be set aside in yearly budgets for maintenance of these trails - to ensure user safety and enjoyment, and to minimise liability risks for land managers. Depending on a swathe of conditions – weather, soil types, construction standards, usage patterns and more – trail maintenance can cost up to 10% of total construction costs – or more - every year.

In all trail proposals, the opportunity exists to minimise future maintenance demands through careful planning and construction. Too often initial costs are cut in the belief that all trails require maintenance anyway, and something not done properly today can be fixed in the future. Building good trails in the first place is the very best way of minimising future problems and costs. As a second line of defence, a clear and concise Management Plan (as discussed above) with a regular maintenance program written into it will aid significantly in managing ongoing resource demands.

The goals of a Trail Maintenance Plan are to:

- Ensure that trail users continue to experience safe and enjoyable conditions;
- Guard against the deterioration of trail infrastructure, thereby maintaining the investment made on behalf of the community;
- Minimise the trail manager's exposure to potential public liability claims arising from incidents which may occur along the trails; and
- Set in place a management process to cover most foreseeable risks.

Erosion (caused by weather and unauthorised users), regrowth of vegetation, fallen trees and branches and damage to signage are likely to be the greatest maintenance activities on the trails. The plan needs to include not only the replacement of damaged facilities but also preventative maintenance and the replacement of worn out facilities. Providing these effects are attended to early, they are largely labour intensive rather than capital expensive. Calamitous events such as fire or flood will naturally generate significant rebuilding activity and consequent costs. These events are generally unmanageable, and should simply be accepted as part of the longer-term reality of a trails program.

Resourcing a maintenance program is crucial, and funds will be required on an ongoing basis to enable this essential maintenance. This matter should be addressed in the preparation of the maintenance plan. It would be short sighted to go ahead and build the trail and then balk at the demands of managing and maintaining it.

It should be ensured that whoever is charged with ongoing responsibility for managing the trails has genuine and specific trail knowledge. It is not sufficient to be a skilled gardener, conservationist or environmental scientist. If training is required to bring staff knowledge levels up to a high standard, this should be seen as a priority to be undertaken early in the construction process. Trail skills are better learned over a longer time, with hands-on practice, than in short briefing sessions.

11.2.1 Trail Maintenance Activities

The discussion that follows provides general guidance for the development of maintenance plans for each trail. It is not a substitute for specific maintenance plans for each of the trails.

Maintenance on all trails will be divided between regular inspections and simple repairs, a one (or two) person job, and quarterly programs undertaking larger jobs such as

significant signage repairs or weed / vegetation control. A range of basic machinery, tools and equipment will be required for this work.

Clear records of each activity/inspection will be kept by the agency with responsibility for maintenance. A pro-forma sheet (from the Kep Track Trail Management Plan) is attached for information (see Appendix 1). Such pro-formas serve to maximise user safety and minimise liability risks. It will also provide a valuable record of works undertaken and make for efficient use of maintenance resources over time.

The activities set out in this document could be built in to other maintenance activities of the Capel Shire Council – such as regular monitoring and maintenance program for a range of other recreational facilities.

In general, Maintenance Plans are based around regular inspections, at which time simple maintenance activities should take place concurrently. More time-consuming maintenance activities should take place every six months, while detailed Hazard Inspections should occur annually. Further, the capacity to respond immediately to random incoming reports of hazards or major infrastructure failures should be built into the Plans. The following table gives a suggested schedule for general maintenance activities to achieve acceptable maintenance levels. Explanatory notes pertaining to each Activity follow the table below, and should be read prior to undertaking the activity.

Table: General Maintenance Activities

<i>Activity</i>	<i>Site</i>	<i>Frequency</i>
Undertake full inspections of all trails	Entire trail	Every second month
Check, repair or replace all trail signage, esp. road-crossings and directional markers	Entire trail	Every second month- at each Trail Inspection
Check and cut-back overhanging or intruding vegetation (not trail surface)	Entire trail	Every six months, unless obviously requiring attention at regular inspections.
Sweep or rake debris from trail surfaces, especially at road crossing points	Various sites along entire trail	Every six months
Check condition of trail surface for erosion (or other) damage and arrange repairs if necessary; trim off regrowth vegetation	Entire trail	Check for erosion at each inspection. Arrange repairs immediately if acute, or schedule maintenance for six monthly work sessions if not; rake-hoe regrowth vegetation each inspection
Check structural stability of built structures such as bird hides, viewing platforms, boardwalks, interpretive signage, interpretive shelters	Various locations	Every six months
Undertake Hazard Inspection and prepare Hazard Inspection Report	Entire trail	Annually

(It should be noted that this schedule does not allow for repair works above and beyond 'normal' minor activities. For example, if a section is subject to heavy rain, and erosion control fails, additional repair works will need to be undertaken).

Trail signage (Activity 1)

The majority of signs will occur at trailheads. Each trailhead should be carefully checked to ensure that all signage is present, and that all signs are clearly visible and legible. An inventory of locations needs to be prepared to assist in regular maintenance.

Vegetation (Activity 2)

Undergrowth vegetation grows quickly, and over time will continue to intrude into the trail 'corridor'. Such intruding vegetation will be cut back to provide clear and safe passage - a minimum clear space 1.5 metres wide and 2.5 metres high (on walk trails), and 2.5 m wide by 3.5 m high (on shared use trails) should be provided at all times. Care will be taken to ensure that sharp ends are not left protruding into the trail as these can harm trail users. It should be noted that trailside vegetation hangs lower when wet, and allowances should be made for this when assessing whether or not to prune. "Blow-downs" - trees or limbs which have fallen across the trail - will be cleared as a part of this process. Sight lines must be kept clear either side of road crossings as a part of this process, to ensure that users can clearly see a safe distance either way at road crossings.

Trail surfaces (Activity 3 and 4)

Many of the trail sections will require regular surface maintenance. Primary focus will be on erosion damage caused by water flowing down or across the trail and by illegal motor vehicle use. This must be repaired as soon as it is noted, or it will get worse, quickly.

Interpretive signage (Activity 5)

Once interpretive panels have been installed along the trails, these should be checked for vandalism and cleaned if necessary. If damage is too great, replacement is essential. An inventory of locations needs to be prepared to assist in regular maintenance.

SECTION 12: RESOURCES AND FUNDING OPPORTUNITIES

12.1 Introduction

This Section provides a detailed list of potential funding sources – from all level of Government, corporate sponsors, community-government programs such as Green Corps and the use of community volunteers such as Conservation Volunteers Australia.

Resourcing trail construction and promotion programs can be challenging, as can resourcing ongoing maintenance requirements. It must be recognised that a Trails Master Plan such as this, and the individual projects it contains, are an investment in the future. Well planned and built, well interpreted and appropriately promoted, the trail projects will bring tourists and money into the Shire of Capel. They will stimulate the creation of jobs, and will significantly assist in the conservation and preservation of heritage (natural and cultural) throughout this area. The trail projects outlined will also benefit local communities in a range of ways already elucidated.

Trail projects should be seen to be a valid and valuable investment for the Capel Shire. They will deliver a wide range of tangible benefits, many of which service areas of great and obvious need.

A range of sources of funds and other resources are currently available, and some of the better known are summarised below. This list should NOT be taken to be full and final, as there are no doubt other sources not shown.

12.2 Funding Programs

12.2.1 Australian Tourism Development Program

The Australian Tourism Development Program (ATDP) is a highly competitive merit-based grants program that aims to assist in the development of a continuous tourism experience across Australia.

It does this by supporting initiatives that will:

- promote tourism development in regional and rural Australia
- contribute to long term economic growth
- increase visitation and yield throughout Australia
- enhance visitor dispersal and tourism expenditure throughout Australia
- increase Australia's competitiveness as a tourism destination.

There are two separate categories of grant:

- Category 1: Tourism projects and Tourism investment proposal projects—grants range from \$50,000 to \$100,000 and are offered on a matching cash, dollar for dollar, basis.
- Category 2: Integrated tourism development projects—grants range from \$100,000 to \$500,000.

Australian Tourism Development Program Category 1 seeks projects that:

- add tourism attractions, facilities and experiences to those currently available.

- upgrade, refurbish, extend or modify existing infrastructure to provide a better tourism experience.
- add or upgrade an Indigenous, nature-based, cultural or heritage experience to those currently offered in the region.
- any other project that is innovative and has the potential to increase tourism to and within the affected areas.

Organisations eligible to apply for a category 1 grant are any of the following:

- private sector businesses
- businesses specialising in Indigenous tourism
- non-profit organisations
- regional tourism or regional economic development organisations
- peak or national tourism industry associations
- local government agencies (only if the local government agency can demonstrate that the project is additional to activity that local government would normally be expected to undertake)
- a combination of any of the above groups.

Australian Tourism Development Program Category 2 seeks projects that involve:

- provision of tourism support infrastructure (including themed regional entry signs, standard road signs, interpretive facilities, and rest-stop amenities).
- regional and interregional planning and management processes.
- product and/or market development specifically aimed at facilitating the development of niche sectors.
- re-branding (or refreshing the existing brand of) the regions to better market and promote those regions to the domestic or international tourism market.

Organisations eligible to apply for a category 2 grant are any of the following:

- regional tourism or regional economic development organisations.
- peak or national tourism industry associations.
- local government agencies (only if the local government agency can demonstrate that the project is additional to activity that local government would normally be expected to undertake).
- non-profit organisations.
- a combination of any of the above groups.

The Program is administered by AusIndustry. The timeframe for the next round of funding has not yet been determined, but is expected to be announced in early 2009.

Contact details for AusIndustry are:

Manager, Tourism Programs, AusIndustry
Department of Industry, Tourism and Resources
GPO Box 9839, Canberra, ACT 2601
Phone: 13 28 46
Fax: 02 6231 7119
Email: hotline@ausindustry.gov.au. Website: www.ausindustry.gov.au/

12.2.2 Regional and Local Community Infrastructure Program (RLCIP)

On 13 February 2009, the Australian Government announced an additional \$500 million to the previous \$300 million Regional and Local Community Infrastructure Program (RLCIP) announced on 18 November 2008. The funding is for local government to stimulate growth and economic activity across Australia and support national productivity and community well-being. This program was announced as a one-off program and it is not known whether it will continue to be available in subsequent years. A number of factors were worth noting:

The applications were limited to local governments, and only one application per council was allowed;

- projects must be ready to go and able to proceed within six months of signing a contract;
- projects must be seeking a Commonwealth contribution of at least \$2 million; and
- turn-around time for applications was extremely short – the additional funds were announced on 13 February 2009 and applications closed on 6 March 2009. This emphasises the need to have all documents and plans in place to take advantage of such one-off funding opportunities should the Council decide to proceed with this project

Ongoing funding under this program will be determined as part of the 2009/2010 Commonwealth budget.

12.2.3 Better Regions Program

During the 2007 election, the Australian Government made a significant commitment to fund projects that had been identified by local communities across Regional Australia as priority investments for their region. These projects are now being implemented under the \$176m Better Regions Program and will provide important community infrastructure which will significantly enhance the liveability of regions and regional towns. This program is not open to new applications. However, from 2009-10, the Australian Government will commence a new regional and local community infrastructure program to fund community infrastructure projects and make sure that investments in regional Australia promote sustainable economic growth and benefit the community as a whole. In addition, the House Standing Committee on Infrastructure, Transport, Regional Development and Local Government is holding a public inquiry into the development of the new program and will provide advice as well.

(See www.infrastructure.gov.au/regional/better_regions)

12.2.4 Economic Stimulus Package

The Commonwealth Government's recently announced \$42 billion economic stimulus package includes an allocation of \$50 million for investment in bicycle infrastructure. Details of this element are not available at this time.

12.2.5 Indigenous Heritage Programme

Australian Government support of more than \$3.5 million in 2008-09 will help identify, protect and share Australia's Indigenous heritage.

The Indigenous Heritage Programme provides Indigenous organisations or not-for-profit bodies with grants for projects up to \$100,000 (GST inclusive). Individual Indigenous applicants are generally eligible for funding up to \$5,000 (GST inclusive).

To be eligible, a project must relate to one or more of the following five activities:

- Conservation of a place or places of Indigenous heritage significance.
- Identification of Indigenous place(s), and/or the Indigenous heritage values of a place or places, for heritage protection, heritage listing or conservation planning.

- Heritage Planning, including projects which will develop plans to assist with the identification, conservation and/or promotion of the Indigenous heritage values of a place or places.
- Sharing Australia's Indigenous Heritage, including projects that interpret or explain a significant Indigenous heritage place or places, promote the knowledge and understanding of Indigenous heritage, or facilitate the active teaching of traditional knowledge and understanding of customary responsibilities (where appropriate) to future generations.
- Construction of Keeping Places: A maximum of \$30 000 may be provided for small-scale keeping places to house remains and objects that require restricted access, where exceptional circumstances can be demonstrated.

For more information:

www.environment.gov.au/heritage/programs/ihp

Freecall: 1800 982 280

Email: ihp_grants@environment.gov.au

12.2.6 Trailswest (Department of Sport and Recreation) – Lotterywest Funding

Trailswest is program of the Department of Sport and Recreation established in October 1997 to oversee recreation trail development in Western Australia. Its mission is to develop an integrated network of recreation trails throughout WA for recreation, conservation, education and tourism, and to preserve trail/transport corridors for the future.

Trailswest provides an integrated consultative link between State and local government agencies and the community to develop a Statewide recreational trail network. Trailswest is the leading advocate in Western Australia for the following key recreation trail users:

- Mountain bikers
- Bush Walkers
- Horse riders.

The scope of interest of Trailswest does not extend to trails for motorised users.

Grants up to \$100,000 will be offered through the Trails Funding Program. Priority will be given to those projects which satisfy the selection criteria and to those organisations which demonstrate there is a matching component. Applications for projects up to the value of \$15,000 may be allocated up to 100% of the project cost with local contributions highly regarded.

Organisations applying for a grant in excess of \$15,000 are required to provide a matching contribution - on a \$1 for \$1 basis. This matching component may be:

- financial (a direct \$1 for \$1 contribution)
- in staff time (calculated at an hourly rate) and/or through voluntary contributions (with voluntary labour calculated at \$20/hr - and no more than 25% of the total project value)
- through sponsorship provided by other organisations.

Recipients of grants of less than \$15,000 will be provided with 100% of the grant at the commencement of the project (ie. upon completion and submission of Grant Agreement). Recipients of grants of \$15,000 and over will only receive 85 - 90% of the grant at the project commencement, the remaining 10 - 15% being retained until satisfactory completion of the project and submission of a final project evaluation report. The application form asks that future trails projects be described on the application form, together with an indication of funds to be sought in future years.

Conditions/Criteria

Trailswest will determine trails projects suitable for grants from the Lotteries Commission according to an assessment based on a range of selection criteria. The selection criteria will generally cover the following broad areas:

- o Project justification
- o Planning process
- o Community input and support
- o Management planning and maintenance commitment
- o Trail access and trail sharing opportunities
- o Design considerations
- o Connections
- o Cultural, heritage and environmental considerations
- o Trail user education
- o Partnerships and volunteers.

Funding may be sought under the following categories only:

- o Trail Construction (generally gravel, crushed limestone or natural earth)
- o Upgrade of existing trails
- o Trail Promotion and Marketing
- o Trail Planning (feasibility, consultant work)

Trail Maintenance is not eligible for funding under this program.

The following examples of trails projects may be considered for grants:

- o Proposals that demonstrate inclusion in local, regional or state trail plans or in a local government recreation plan.
- o The conversion of disused railways into multiuse recreational trails.
- o Trail construction and development for non-motorised uses, such as walking, hiking, mountain biking, canoeing and horse riding.
- o Trails catering for the disabled.
- o Preparation of individual, local and regional plans.
- o Interpretive signposting.
- o Signposting for distances and direction, general information (trailhead signs), trail rules and trail etiquette, traffic safety and road crossings.
- o Publicity brochures, trail guides and maps.
- o Hosting of special trail events (e.g. trail openings) and general promotional activities.
- o Other worthwhile projects.

Grants will not be available for:

- o Construction of trails for motorised uses such as 4WD or ORV uses.
- o Property acquisition.
- o Payment for goods or services purchased prior to a grant being approved.
- o Dual use paths, cycle ways or footpaths in urban areas with bitumen or concrete surfaces. Alternate funding is available from other departments and local government for such projects.

Application forms and funding guidelines are available online at <http://www.dsr.wa.gov.au/programs/trailswest/funding.asp> on CD-Rom or as hardcopies.

Further Information

Trailswest

Tel: (08) 9387 9700.

E-mail: trails@dsr.wa.gov.au

Website: <http://www.dsr.wa.gov.au/programs/trailswest/funding.asp>

12.2.7 Royalties for Regions – South West Regional Grants Scheme

Under the Royalties for Regions initiative the Western Australian Government will provide \$3.5 million in the 2008-09 financial year for the South West Regional Grants Scheme.

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. It will be administered by the South West Development Commission.

Funding is available to assist the development of infrastructure, services and community projects, including the provision of headworks, and to assist in the broad development of the community, including the establishment of services and programs. Funding is intended to support the development of resilient communities and contribute to regional areas being vibrant and interesting places in which to live.

The funding round opens on 12 February and closes at 4.30 pm on 25 March 2009.

Organisations eligible for grants:

- Local governments
- Voluntary organisations
- Business groups
- Educational institutions
- Philanthropic foundations
- Community organisations
- State and Federal government agencies (may apply but projects deemed to be within their core business functions will not be supported)

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.)

Post applications to:

Chief Executive Officer
South West Development Commission
PO Box 2000
BUNBURY WA 6231

or deliver to:
9th Floor, Bunbury Tower
61 Victoria Street
BUNBURY WA 6230

or email to: royaltiesforregions@swdc.wa.gov.au

For assistance contact:

Alan Cross (Shires of Collie, Donnybrook-Balingup and Capel)
Phone: 9734 2322
Mobile: 0428 577 298
E-mail: alan.cross@swdc.wa.gov.au

12.2.8 Regional Investment Fund - Department of Local Government and Regional Development (South West Development Commission)

In 2001, the Western Australian Government established a Regional Investment Fund which has provided \$75 million over four years to assist with the economic and social development of regional Western Australia or improve the access by regional communities to services.

An additional \$80 million over four years has been allocated to the fund through the May 2004 State Budget process with funding becoming available in 2005/2006.

The funds will continue to assist with the economic and social development of regional Western Australia or improve the access by regional communities to services.

Projects that were considered for funding through the scheme in past years included:

- Tourism development such as Interpretive and Discovery Centres; tourism trails

Funding will be available through five financial assistance schemes:

1. Regional Infrastructure Funding Programme (RIFP)

RIFP offers grants from \$100,000 to \$5,000,000 for capital infrastructure projects that will assist in attracting investment and increasing jobs in regional areas or improving the access of regional communities to services.

For further information on RIFP, contact Michael Walker on (08) 9217 1463 or email rifp@dlgrd.wa.gov.au

2. Regional Headworks Programme (RHP)

RHP will provide grants from \$5,000 to \$200,000 for projects involving the connection to providers of the essential services of water, electricity, telecommunications, gas, drainage and sewerage. Eligible projects are small to medium industrial projects that will assist in attracting investment and increasing jobs in regional areas or improving the commercial and industrial activity in the region.

For further information on RHP, contact Tim Horne on (08) 9217 1465 or email rhp@dlgrd.wa.gov.au

3. Indigenous Regional Development Program (IRDP)

IRDP will provide grants from \$10,000 to \$500,000 for projects that assist in strengthening the governance, confidence, economic capacity and sustainability of

Indigenous communities. Projects that may be considered for funding through the Program are capital works and infrastructure, and other capital items.

For further information on IRDP, contact Steve May on (08) 9217 1468 or email irdp@dlgrd.wa.gov.au

4. Western Australian Regional Initiatives Scheme (WARIS)

WARIS calls for applications for grants from \$10,000 to \$250,000 for non-capital works projects designed to deliver benefits to more than one region. These may include projects relating to tourism and business development, life-long learning, arts and culture, environment and natural resource management and population retention.

For further information on WARIS, contact Helena Zlatnik on (08) 9217 1466 or email waris@dlgrd.wa.gov.au

5. Regional Development Scheme (RDS)

The primary objective of this Scheme is to improve the economic and social development of regional Western Australia by funding projects that will assist in attracting investment and increasing jobs. RDS provides financial assistance from \$5,000 up to \$150,000.

12.2.9 Lotterywest - Cultural Heritage - Interpretation Grants

Cultural Heritage - Interpretation Grants support projects which assist communities to understand and communicate the significance of their cultural heritage places and objects. It is envisaged that projects will help communities to maintain their sense of identity and heritage.

In providing these grants Lotterywest recognises and acknowledges the importance of the State's diverse communities and their role in the care of Western Australia's cultural heritage for the future. The Program will aim to:

- o interpret and make clear the cultural heritage significance of objects/places;
- o encourage organisations of all types to develop initiatives which engage communities in active and creative ways with their cultural heritage;
- o enhance community identity and sense of place; and
- o enhance social and economic development of communities.

For the purpose of these grants, 'place' can include a building or other structure, group of buildings or other structures, or a landscaped area.

Examples of the type of project that may be considered for funding include:

- o the development of interpretation plans;
- o the creation and installation of interpretive materials;
- o the improvement of collection management practices;
- o assistance with the employment of consultants for a project or the contracting of specialist services;
- o the assessment of significance of moveable heritage objects in accordance with the Heritage Collections Council guidelines ('significance': A Guide to Assessing the Significance of Cultural Heritage Objects and Collections is available on www.amol.org.au/craft/publications);

- o the development of on-going public education and information programs;
- o improving the documentation, research and/or display environment(s) of the object(s) or place;
- o training in relation to interpretative projects;
- o publication regarding the heritage object(s)/place;
- o public programs and the use of innovative strategies such as music and theatre; and
- o interpretative signage which discovers and celebrates the community's heritage.

The total funding available for the program is limited. A maximum of \$15,000 for any one project has therefore been set. Projects that exceed this amount and are a joint initiative discussed with the Program Coordinator prior to an application being developed.

Contact Details:

Lotteries Commission Program Coordinator,
Cultural Heritage - Interpretation
Phone: (08) 9340 5270
Toll Free: 1800 655 270
Fax: (08) 9340 5274
Email: grants@lottery.wa.gov.au
Website: www.lotterywest.wa.gov.au

Lotterywest (Community Funding)
74 Walters Drive
Osborne Park WA 6017
PO Box 1113
Osborne Park WA 6917

12.2.10 Regional Bicycle Network Local Government Grants Program 2009-2010

The Program provides funding assistance to local government and community groups to assist in planning, development and promotion of shared-use pathways and cycling facilities in regional Western Australia.

The Program's primary aims are to:

- o Encourage the integrated planning of shared-use paths and on-road bike lanes.
- o Develop an integrated network of shared use paths and on road bike lanes.
- o Provide safe access to schools, sport, recreation and community facilities.
- o Improve the safety of cyclists, pedestrians and other path users.

Only local governments in regional Western Australia can apply for funding. This is because they are best situated to determine the needs of local communities and to operate and maintain the facilities on a long-term basis.

There appears no maximum grant amount (according to the Application Guidelines) though it is uncommon for grants larger than \$50,000 to be awarded, which is usually provided on a dollar-for-dollar basis. Funding assistance will be available for the following project types:

- 1) Planning
- 2) Infrastructure and facilities
- 3) Promotion or Community Education.

Further Information

Project Officer Regional Bicycle Network
Department for Planning and Infrastructure
Tel: (08) 9216 8540
Fax: (08) 9216 8497
Email: cycling@dpi.wa.gov.au

12.2.11 ArtsWA

ArtsWA runs several grant programs, including an Indigenous Arts Program.

The Indigenous Arts program aims to promote a greater understanding of Indigenous culture amongst both Aboriginal peoples and the wider community. Support for traditional and contemporary Aboriginal and Torres Strait Islander arts and culture is a priority for the State of Western Australia.

The Indigenous Arts panel has adopted the program principles developed by the Australia Council's Aboriginal and Torres Strait Islander Arts Board. These principles fall within five key areas: Respect, Authority, Rights, Responsibilities and Diversity. The panel is comprised of Indigenous artists and representatives from around Western Australia who assess applications from Aboriginal and Torres Strait Islander artists, groups and organisations.

Applications are invited across all artforms, excluding film, television and radio.

Categories

Indigenous Arts applications are invited in the following funding categories:

- o Project Development
- o Distribution;
- o Annual or Multi-Year Program; and
- o Creative Development Fellowships.

The program supports applications that:

- o demonstrate artistic merit and innovation and encourage creativity;
- o encourage the expression of spirituality, integrity and authority of Aboriginal and Torres Strait Islanders through the arts;
- o provide a direct benefit to Indigenous artists;
- o utilise regional resources, especially Indigenous organisations;
- o demonstrate long-term benefits that promote cultural maintenance and skills development of Indigenous arts in Western Australia;
- o acknowledge and respect the rights of Indigenous communities in determining cultural priorities;
- o ensure that cultural integrity is observed and maintained in all areas of the arts, arts practice and arts advocacy;
- o support the needs and aspirations of Indigenous peoples through the arts;

- o encourage and support exchanges with other Indigenous peoples of Australia and the world; and
- o demonstrate sound financial and project management.

Application must be discussed with the relevant Indigenous Arts Project Officer prior to an application being submitted.

Further information and assistance:

ArtsWA
PO Box 8349
Perth Business Centre
PERTH WA 6849

08 9224 7310 or Freecall 1800 199 090

Web: <http://www.artswa.wa.gov.au/ArtsWAGrants.asp>

12.2.12 Country ARTS WA

Country Arts WA is one of a number of organisations providing funding for a wide range of arts projects and programs in regional Western Australia.

Country CAPS is designed to assist community organisations and groups in country areas to take an active role in the development of arts activity in their own community. Projects that offer opportunities for creative expression, skills development and broad community participation are encouraged. All artforms are eligible, including visual arts, theatre, dance, creative writing, music, multimedia and film. Funding is to a maximum of \$2000. Country CAPS cannot fund the entire cost of the project. Applicants are required to contribute at least 25% in-kind or cash.

Further information and assistance:

Regional Arts Development Manager
Telephone: 9481 0077 • Fax: 9481 0477
Freecall: 1800 811 883 • Email: radm@countryartswa.asn.au
ArtsWA, Law Chambers, Level 7, 573 Hay Street
PO Box 7012, Cloisters Square, Perth WA 6850
Web: www.countryartswa.asn.au

12.2.13 Capel Shire Council Contributions

Many of the grant programs available for trail projects require matching contributions, and it is recommended that the Capel Shire make an annual budget allocation of \$100,000 per year for cash and/or in-kind contributions for the trail initiatives set out in this Trails Master Plan.

12.2.14 Corporate Sponsors

Sponsorship is big business – and very competitive. Two main options exist: either negotiate with local corporate entities which have a geographical and social connection with the area, or go after the ‘big’ players for big projects. Many large companies have formalised sponsorship programs.

Funding for trail development has been received from a number of major (and minor, local) companies. Sums of up to \$100,000 can be gained, if benefits can be proven. Any company with an operation within the region would appear to be a potential sponsor.

For example, within the Shire of Capel there exists several potential corporate sponsors (such as Iluka and Bemax).

12.2.15 Green Corps

Federally funded "Young Australians for the Environment" program. A 'major project' provides a host partner agency with 10 'trainees' and a supervisor for 14 weeks within a 26 week program. All materials, tools and technical supervision to be provided, as is accommodation and some other basic requirements.

12.2.16 Volunteers

Often the last thought-of resource – but often the most effective. Many trails are only built – and then kept alive – by volunteer input. Either establish a specific local 'Trail Volunteers' or 'Friends of...' group, or tap into existing community organisations such as service clubs, progress associations, schools, scouts etc.

12.2.17 Conservation Volunteers Australia (CVA)

The Trust provides small crews of volunteers, with a supervisor, to undertake environmental activities. Teams of between five and eight people work for one to two weeks. An administration fee is imposed by CVA. Materials, tools and technical supervision need to be provided by the host agency. CVA have been involved in trails project elsewhere in Australia.

12.2.18 Prison crews

Crews of minimum security inmates have worked extensively in trail construction in Western Australia in the last ten years. This has proven a hugely beneficial program - to host agencies, to the Ministry of Justice and to the inmates themselves. A prison officer and transport is usually provided, but materials, tools, and technical supervision are required. In addition the Ministry may require host agencies to cover the Ministry's costs (staff etc).

12.2.19 Department of Environment and Conservation

DEC is an obvious potential partner for trails within the Shire of Capel which are located within, or pass through the Tuart Forest National Park National Park. While outright sums of cash may not be available, DEC staff are likely to offer in-kind assistance in the determination of trails routes, etc. DEC should be intimately involved in the detailed planning for trails within the Tuart Forest National Park, as well as the proposed interpretation that will be installed at trailheads and along trails in that area.

APPENDIX 1 – TRAIL MAINTENANCE PLAN PRO-FORMA CHECKLIST

(Checklist shown is taken directly from the Kep Track Trail Management Plan)

MAINTENANCE CHECKLIST

The checklist which follows has been designed to be copied before each regular inspection, filled out and filed for future reference. It assumes the inspection will commence at Mt Helena and proceed in an easterly direction towards Wooroloo. *This is an essential component of the maintenance program.*

KEP TRACK (Mt Helena to Wooroloo) - MAINTENANCE CHECKLIST

Inspection Date (circle a year and tick one box):

Jan 2007/8/9		Feb 2007/8/9		Mar. 2007/8/9		Apr 2007/8/9	
May 2007/8/9		Jun 2007/8/9		July 2007/8/9		Aug 2007/8/9	
Sep 2007/8/9		Oct 2007/8/9		Nov. 2007/8/9		Dec 2007/8/9	

Actual Date: _____

Person undertaking inspection: _____ Signature: _____

LOCATION	ACTION REQUIRED	TICK IF OKAY	ACTION TAKEN (if any)
Sawyers Road Crossing in Mt Helena	<ul style="list-style-type: none"> • Check gate west side • Check directional markers • Check totems and signage • Check promotional signage 		
Johnston Street (Mt Helena)	<ul style="list-style-type: none"> • Check gate west side • Check directional markers • Check totems and signage 		
Lion St crossing	<ul style="list-style-type: none"> • Check gates both sides • Check interpretive sign (north west corner) • Check directional markers • Check totems and signage • Check promotional signage 		
Exit from Eastern Hills High School (crossing)	<ul style="list-style-type: none"> • Check gate east side • Check directional markers • Check totems and signage • Check interpretive sign (opposite Sime Rd) 		
Thomas / Elliot road crossing	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers 		

	<ul style="list-style-type: none"> • Check totems and signage • Check promotional signage • Check interpretive sign (opposite booster station) 		
Chidlow Reserve	<ul style="list-style-type: none"> • Check interpretive signs (at turnoff to Lake Leschenaultia; opposite standpipe; opposite stone building; at old interpretive shelter) • Check condition of new trail through reserve 		
Old Northam Rd (Chidlow)	<ul style="list-style-type: none"> • Check gate east side • Check directional markers • Check totems and signage • Check promotional signage • Check culvert west side • Check ramps • Check interpretive sign (mid point between Old Northam Rd and Ash Rd) 		
Ash Rd crossing	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers • Check totems and signage • Check promotional signage 		
Doconing Rd crossing	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers • Check totems and signage • Check promotional signage • Check interpretive sign (150 metres east of crossing) 		
Old Northam Rd crossing	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers • Check totems and signage • Check promotional signage • Check culverts (both sides) • Check interpretive sign (south west corner) 		

Entrance to horse trials paddocks	<ul style="list-style-type: none"> • Check gates • Check directional markers • Check totems and signage • Check road warning signs 		
Government Rd crossing	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers • Check totems and signage • Check new 40 metre section of trail at road crossing 		
Government Road to Green St	<ul style="list-style-type: none"> • Check interpretive sign (where pipeline crosses trail) • Check interpretive sign (opposite Jason St) 		
Green Street	<ul style="list-style-type: none"> • Check gates both sides • Check directional markers • Check totems and signage 		
Any additional work required?			

APPENDIX 2 – SHIRE OF CAPEL TRAIL USER SURVEY

APPENDIX 3 - ASSESSMENT OF SUBMISSIONS

(Note: Submitters names withheld for privacy reasons)

<i>Submitter #</i>	<i>Submitters Comments</i>	<i>Consultant's Response</i>	<i>Project Team Response</i>
1.	<ul style="list-style-type: none"> • States report is comprehensive and impressive. • Believes report needs to give greater consideration to the need for constructed bridle trails – because area is 'prime horse breeding area'. • States that the track through tuart forest has never been called The Avenue. 	<ul style="list-style-type: none"> • Comment noted. • Trails Master Plan brief specifically excludes need to provide for commercial horse interests. However, assessment of the need for designated bridle trails for recreational horse riders should be undertaken as a follow-up project, once DEC's Management Plan for the Tuart Forest is finalised. Section 4.6 amended. • DEC mapping uses this nomenclature. Trails Master Plan follows suit. No changes made to TMP. 	<ul style="list-style-type: none"> • Noted • It is considered that from the submissions received that there is clearly a strong preference for horse riding to continue within the Tuart Forest areas and little indication for additional trails to be provided throughout the Shire. An additional study does not appear warranted; however some positive support to the retention and management of the use in the Tuart Forests would be appropriate. <i>Action: Address in Agenda report.</i> • Advice noted. Future enquiries may be made to the Geographic Names Committee to determine if the Avenue is approved nomenclature and if renaming is necessary. <i>Action: Staff to investigate with Geographic Names Committee.</i>

<ul style="list-style-type: none"> • Believes timeframes for projects which are reliant on Department of Environment and Conservation involvement will be protracted. • Likes idea of Capel to Ludlow rail trail and Boyanup to Capel trail. • Strongly agrees with the role of trails, as stated in report. • Requests Shire to endorse all recommendations, as stated in report. Supports moves to provide safe linkages to Capel and Bunbury. • Endorses purposes of recreation trails network, as stated in report. • Agrees with benefits of trails, as stated in report. • States Shire of Capel should not agree to closure of road reserves through tuart forest. 	<ul style="list-style-type: none"> • Comment noted. • Support for these trails noted. • Comment noted. • Action for Shire of Capel staff and Council. • Comment noted. • Comment noted. • Comment noted. Action for Shire of Capel staff and Council. 	<ul style="list-style-type: none"> • Noted • Noted • Noted • Key recommendations to be incorporated in agenda item to Council (page 15 of TMP). <i>Action: Address in Agenda item.</i> • Noted • Noted • This is a significant issue requiring addressing in the agenda report to Council. It is agreed in principle that road reserves which provide non motorised public access to forests ,rivers and other areas on natural values should be retained. The Avenue which will provide a
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	<ul style="list-style-type: none"> • Advises that quote used from the Shire's Community Facilities Directory (in reference to history of tuart forest) needs correction, as it is inaccurate. 	<ul style="list-style-type: none"> • Correction outside scope of Trails Master Plan. Action by Shire of Capel staff required. 	<p>significant trails link is currently under pressure to be closed to stop indiscriminate vehicle access. If the road reserve was permanently closed there is the risk that it would be amalgamated into the adjoining Tuart Forest and Council would not retain management responsibility or the opportunity to develop the proposed trail. Options need to be considered to prohibit vehicle access whilst allowing trails access by pedestrians, cyclists and horses etc. In respect to this, options to consider are by temporary closure of the road to vehicles or changing the purpose of the road reserve to some other reserve purpose to allow the designed trail uses.</p> <p><i>Action: Staff to investigate limits of temporary road Closure process;</i></p> <p><i>Action: Staff to investigate with DPI possibility of changing road reserve purpose.</i></p> <p><i>Action: agenda item report to ensure issue raised and council position determined.</i></p> <ul style="list-style-type: none"> • Noted. <p><i>Action: Staff to check (page 32) community directory and correct.</i></p>
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	<p>States original stagecoach road did not go to Capel (ref section 4.5.3).</p> <ul style="list-style-type: none"> • Advises that publican in Capel was (previously) happy for trail along Capel River to traverse his private property. • Supports formalisation of trail along embankment alongside Capel River, between PGB and Mallokup Bridge. Advises that damage to dunes is occurring and better to keep traffic to defined area. • Supports proposed canoe trail on Capel River. • Supports proposed Capel to PGB trail. • Supports proposed Capel to Bunbury links. • Regards proposed Capel to PGB Trail as a high priority. • Suggests longer timeframe (10 years) will be required for implementation of proposed trails in the tuart forest. • States that consultation with Capel LCDC essential when Boyanup to Capel Trail and the Ironstone Gully Trail are to be implemented. 	<ul style="list-style-type: none"> • Paragraph on page 48 amended (by deleting word “the original road to Capel”). • Caution should be exercised when planning trails across privately owned land, as tenure and attitude of owner (or subsequent owner) can change – resulting in a fragmented and discontinuous trail. • Support noted. Formalising trail will minimise damage to dunes and keep users on designated trail. • Support noted. • Support noted. • Support noted. • Comment noted. • Timeframe for implementation will depend on a host of factors, such as available funding, as well as ongoing support from Department of Environment and Conservation. • Project management of trail construction should include detailed consultation with all stakeholders, including Capel LCDC. 	<ul style="list-style-type: none"> • Noted • Agree and Noted • Agree and Noted • Noted • Noted • Noted • Noted • Agree and noted. • Agree and specific reference should be made in report to flag Capel LCDC as an important stakeholder with these two trails. <i>Action: Consultant to include reference in report to LCDC.</i>
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	<ul style="list-style-type: none"> States that Ludlow Settlement Heritage Trail should be considered in tandem with Shire of Busselton feasibility study into caravan park / tourist facility at Ludlow. Points out error in foci of the trails master plan (p125). 	<ul style="list-style-type: none"> Trails Master Plan refers to need for consultation and MOU with Shire of Busselton. Error (referring to wheat industry) corrected on page 125. 	<ul style="list-style-type: none"> Noted. More current investigations should be undertaken to determine the Shire of Busselton's intentions with linking trails. Recent indications are that Busselton is well advanced in planning a trail link. <i>Action: Consultant to investigate with Busselton.</i> Noted
2.	<ul style="list-style-type: none"> Highlights demand for off-road mountain bike trails, and points to examples of other successful MTB trails elsewhere in WA. States that Trails Master Plan does not adequately address the provision of off road (MTB) trails. 	<ul style="list-style-type: none"> Popularity of mountain biking acknowledged. However, state-of-art practice in providing for mountain biking is to construct a 'MTB park' wherein a series of trails of varying degrees of difficulty (and length) are provided, thereby providing for all levels of ability and skills. Constructing one single-track or one mountain biking trail would not cater for the wide range of demand. Provision of an MTB Park in the south-west should be a regional consideration, in the best location – not limited to Shire of Capel. See new Section 4.7. 	<ul style="list-style-type: none"> Noted and agreed. This is a specialised recreation use not relating to the intent of trails. The Mountain Biking association should obtain funding to investigate demand for a Regional facility and identify options for the location of such a facility (not necessarily in the Shire of Capel) should a justifiable demand be proven. New section 4.7 requires modifying. <i>Action: Consultant to change wording of new section 4.7.</i>
3.	<ul style="list-style-type: none"> Represents motorbike users (trail bikes) and wants consideration given to "motorised bike" user groups. Acknowledges scope of Trails Master Plan is limited to 'non-motorised' trail users. 	<ul style="list-style-type: none"> Interests and comments noted. 	<ul style="list-style-type: none"> Noted. This also is a specialised recreation use not relating to the intent of trails. The Trail Bike/Dirt Bike association should obtain funding to investigate demand for a Regional facility and identify options for the location of such a facility (not necessarily in the Shire of Capel) should a justifiable demand be proven.

	<ul style="list-style-type: none"> • Believes a “planned and organised approach to wider trail use and trail bike riding in the Capel area will assist in better management of irresponsible, unorganised trail bike riding”. 	<ul style="list-style-type: none"> • Agreed. However, this (non-motorised) Trails Master Plan (funded by the trails funding program of Lotterywest) is not the vehicle for controlling and managing motorised trail bikes. No changes made to TMP. 	<ul style="list-style-type: none"> • Noted
4.	<ul style="list-style-type: none"> • Long time and regular horse rider in the tuart forest, and concerned with future horse riding opportunities throughout the region. • Refers to extracts from previous Shire of Capel reports, and draws conclusions about where horse riding may be permitted in the future. • Concerned with lack of consultation with horse riders. • States she loathes riding on road verges and strongly prefers riding in the tuart forest. • Appears to link the Trails Master Plan with the possibility 	<ul style="list-style-type: none"> • Input will be useful should Shire of Capel proceed with the development of designated bridle trails. • Extracts from previous (background) reports were included in Trails Master Plan for information only. No conclusions can be drawn from these extracts about where horse riding may or may not be permitted in the future. • All members of Capel communities had equal notification of community meeting and trail user survey. Survey was available widely throughout all communities in the Shire, and its existence was notified to residents in locally circulating newsletters. Despite this, horse riders were not represented at the community meeting and few, if any, completed the survey. • Road verges are often the only opportunities available for bridle trails, and are commonly used (especially when little public open space is available for horse riding). • Intentions of Department of Environment and Conservation regarding horse riding in 	<ul style="list-style-type: none"> • Noted. See comments for submission 1 dot point two. • Noted. • Noted. • Noted. • Noted.

	<p>that riding in the tuart forest may not be permitted in the future.</p> <ul style="list-style-type: none"> • Appears to be supportive of the suggestion for horse riding to be permitted on railway reserve between Capel and Boyanup. • Considers preparation of Trails Master Plan to be poorly timed, given DEC's management planning for the Tuart Forest National Park that is currently occurring. States that Trails Master Plan may have pre-empted the decisions of the DEC 	<p>tuart forest are not yet known. When known, it may be appropriate to undertake a review of horse riding opportunities in the Shire of Capel.</p> <ul style="list-style-type: none"> • Trails Master Plan sets out a detailed plan for developing a multi-use trail within the railway reserve – a pathway or trail for cyclists and pedestrians and a parallel trail for horse riders (using the existing firebreak). • Intentions of Department of Environment and Conservation regarding horse riding in tuart forest are not yet known. When known, it may be appropriate to undertake a review of horse riding opportunities in the Shire of Capel. Recommendations of this Trails Master Plan cannot have pre-empted DEC's decision making, as TMP makes no definitive statement about horse riding in the tuart forest. Section 4.6 amended. 	<ul style="list-style-type: none"> • Noted. <p>Noted. Section 4.6 to be modified as identified above.</p>
5.	<ul style="list-style-type: none"> • Pleased that trail plan includes reference to need for heritage interpretation. • Believes it important to incorporate professional heritage research and interpretation planning in future implementation of TMP. 	<ul style="list-style-type: none"> • Comment noted. Interpretation on trails is a key issue of this Trails Master Plan. • Agreed. Specialist input needed in research and writing of suggested interpretive panels. 	<ul style="list-style-type: none"> • Noted • Noted
6.	<ul style="list-style-type: none"> • States that a sealed path from PGB to Capel (enabling use by people in wheelchairs, children riding to school, tourists, etc) should be the top priority project. 	<ul style="list-style-type: none"> • Agreed. Trails Master Plan recommends sealing of the proposed path to enable its use by many different types of users. It is one of the top 2 priority projects (year 1). 	<ul style="list-style-type: none"> • Noted. Consultant's conclusions noted however priorities have not been set by Council yet.

	<ul style="list-style-type: none"> • Would like to see interpretation (of heritage, birds and other wildlife, etc) and community artwork on the PGB to Capel Trail. • Would also like to see picnic tables and seats along the trails. • Wants to see beach walking included as part of a trail. • Suggests all trails be mapped, and features included, and these be made available for tourists and locals. • States Boyanup to Capel trail is a great opportunity – but not the top priority. Wants to see community art along the railway reserve, and acknowledgment of Michael Tichbon’s contribution. 	<ul style="list-style-type: none"> • Good suggestion. Current budget does not allow for interpretation. Community arts projects can cost many tens of thousands of dollars, on top of an already expensive project. • Good suggestion. Current budget does not allow for ancillary items. Tables and seats can cost many thousands of dollars, on top of an already expensive project. • Beach walking is traditionally not included as a ‘trail’. They are often included as a local ‘heart walk’ or such, as they require little more than mapping on a brochure (along with several other ‘heart walks’). TMP does not include beach walking. Reference to ‘heart walks’, and the possibility of including beach walking in circuits, included in Section 8.3. • TMP already recommends a Trails Marketing and Promotion Program, which includes funds for preparation and distribution of a trail guide book (including mapping). • Implementation of this project could include artworks and interpretation, including dedications to identities in the community. 	<ul style="list-style-type: none"> • Noted • Noted • Noted. Yes beach walking can be shown on a final brochure however there does need to be some prompt or direction or reference in the report for linkages of trails to dual use paths and beaches where possible and practical. <i>Action: Consultant to include a reference in report to prompt future project officers.</i> • Noted • Noted but will not be undertaken within this project.
7.	<ul style="list-style-type: none"> • Concerned with lack of consultation with horse riders. Also concerned with safety of horse riders. 	<ul style="list-style-type: none"> • All members of Capel communities had equal notification of community meeting and trail user survey. Survey was available widely throughout all communities in the 	<ul style="list-style-type: none"> • Noted

	<ul style="list-style-type: none"> Rides horses in the tuart forest and concerned that she may not be able to in the future. Expresses desire to be able to continue to use circuit trails in the tuart forest. States need for float parking area. Concerned with interaction between horses and other trail users (ie. walkers and cyclists). 	<p>Shire, and its existence was notified to residents in locally circulating newsletters. Despite this, horse riders were not represented at the community meeting and few, if any, completed the survey.</p> <ul style="list-style-type: none"> Intentions of Department of Environment and Conservation regarding horse riding in tuart forest are not yet known. When known, it may be appropriate to undertake a review of horse riding opportunities in the Shire of Capel. Section 4.6 amended. Need for designated bridle trails (and trailheads for parking floats) for recreational horse riders should be undertaken as a follow-up project, once DEC's Management Plan for the Tuart Forest is finalised. Trail design, signage and trail user education (as well as 'codes of conduct' for all trail users) do work and do minimise conflict between different types of users. Information about signage included in Trails Master Plan. 	<ul style="list-style-type: none"> Noted. See comments for submission 1 dot point two. Section 4.6 to be modified. Noted. Submitters should raise matter with DEC as part of the development its Management Plan for the Tuart Forests. Noted
8.	<ul style="list-style-type: none"> States that report does not indicate the length of the proposed Capel to Boyanup Trail. Proposed trail along The Avenue through the tuart forest should not be constructed from bitumen – should be crushed limestone. 	<ul style="list-style-type: none"> Is approx. 18km long. Report amended in several places to reflect this fact. Disagree. Sealed path will enable use by many user groups, including those in wheelchairs, road bikes, parents with prams, etc. Others in community want path to be sealed. 	<ul style="list-style-type: none"> Noted Noted. Report to remain unchanged. Matter will be decided at time of construction/development of path.
9.	<ul style="list-style-type: none"> Impressed with proposals of the Trails Master Plan. Suggests five-year timeframe may be exceeded. 	<ul style="list-style-type: none"> Comments noted. 	<ul style="list-style-type: none"> Noted

<p>10.</p>	<ul style="list-style-type: none"> States #1 priority should be PGB to Capel Trail – and it must be suitable for road bikes (ie. concrete or bitumen surface). Suggests all link trails (such as Dalyellup to Mangles Rd) will need upgrading to sealed surface to cater for road bikes. States that narrow sections of Mallokup Rd (bridge to Roberts Rd) – which would form part of the Capel to Bunbury Link - will need widening for safety. States that Capel to Boyanup Trail is not a high priority, unless it is part of a circuit. 	<ul style="list-style-type: none"> Comment noted. Trails Master Plan recommends sealing of the proposed path to enable its use by many different types of users. It is one of the top 2 priority projects. Eventually all links should be sealed. Recommendations for sealing these link trails, and for upgrading local roads for on-road cycling improvements should, ideally, be considered in a local bike plan. These improvements are not the realm of a Trails Master Plan. Opinion noted. Others in the community regard the Capel to Boyanup Trail as important and a high priority project. 	<ul style="list-style-type: none"> Noted Noted and provision of this type of facility needs to be considered as part of the updating of the Shire of Capel dual use path strategy – local bike plan. <i>Action: for Staff consideration in the future.</i> Noted.
<p>11.</p>	<ul style="list-style-type: none"> Creation of trails presents an outstanding opportunity to develop more active and more 'connected communities' within the Shire. First trails developed should be those linking towns. States The Avenue road reserve should be retained in Shire's control to enable construction of PGB to Capel Trail. States that provision for horse trails (parallel with and alongside hard surfaced paths) is required, particularly any 	<ul style="list-style-type: none"> Comments noted. All recommended trails have a purpose, whether for active recreation and/or transport, linking towns or focussing on heritage, etc. Agreed. Ability to construct pathway through tuart forest may be jeopardised if road reserve is amalgamated with National Park. Agreed. Parallel horse trails can and should be developed alongside sealed paths. Sealed paths are unsuitable for horse riding. Horse riding should not occur on 	<ul style="list-style-type: none"> Noted. Noted and as per comments for submission 1 dot point 10. Noted.

	<p>trails constructed within the tuart forest. Is aware of potential for conflicts between different user groups within the tuart forest.</p> <ul style="list-style-type: none"> • Acknowledges that proposed multi-use trails lend themselves to recreational horse riding. • Suggests efforts be made on feasibility of re-opening trails within Capel Wetlands Centre. • Suggests additional re-planting between existing track and road at Ironstone Gully Falls, rather than constructing new track through reserve. • Consideration of needs of adjoining landowners required if Capel River Canoe Trail is to be developed. 	<p>unsealed trails, as horses hooves damage the surface. Separate facilities/trails required for horse riders.</p> <ul style="list-style-type: none"> • Agreed. Suggested trails on disused railway reserves, for example, should have a parallel horse trail. • Advice obtained during preparation of Trails Master Plan was that Capel Wetlands Centre, and trails, would not be re-opened for public use. • Disagree. Trail alongside road, even with additional planting buffer, will never provide the same experience as a track through the thick vegetation. • Agreed. Adjoining landowners and other stakeholders would need to be consulted and considered. 	<ul style="list-style-type: none"> • Noted. • Noted. • Noted and impact on vegetation will be considered at time of construction. Trail can be strategically located through vegetation to reduce impacts. <p>Noted and agreed.</p>
12.	<ul style="list-style-type: none"> • States that proposals of Trails Master Plan will allow people of any age or fitness level to either take a short stroll, cycle or paddle. Trails will allow people to explore the area. 	<ul style="list-style-type: none"> • Comments noted. 	<ul style="list-style-type: none"> • Noted.
13.	<ul style="list-style-type: none"> • Suggests more single-track mountain bike trails are needed around Capel. 	<ul style="list-style-type: none"> • Provision of an MTB Park (not solely single-track) in the south-west should be a regional consideration, in the best location 	<ul style="list-style-type: none"> • Noted and agreed. This is a specialised recreation use not relating to the intent of trails. The

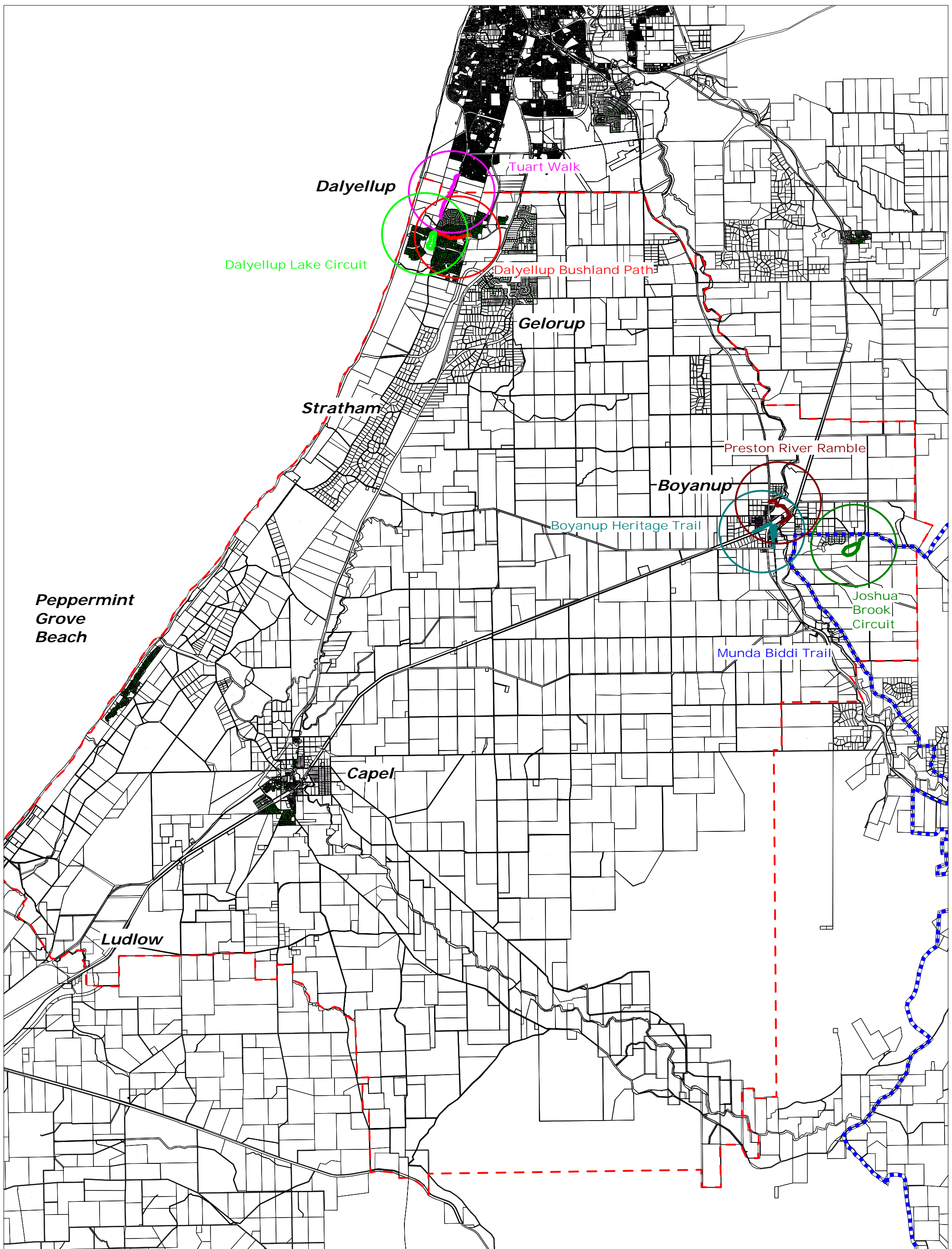
		<p>– not limited to Shire of Capel. See new Section 4.7.</p>	<p>Mountain Biking association should obtain funding to investigate demand for a Regional facility and identify options for the location of such a facility (not necessarily in the Shire of Capel) should a justifiable demand be proven.</p> <ul style="list-style-type: none">• New section 4.7 requires modifying. <i>Action: Consultant to change wording of new section 4.7</i>
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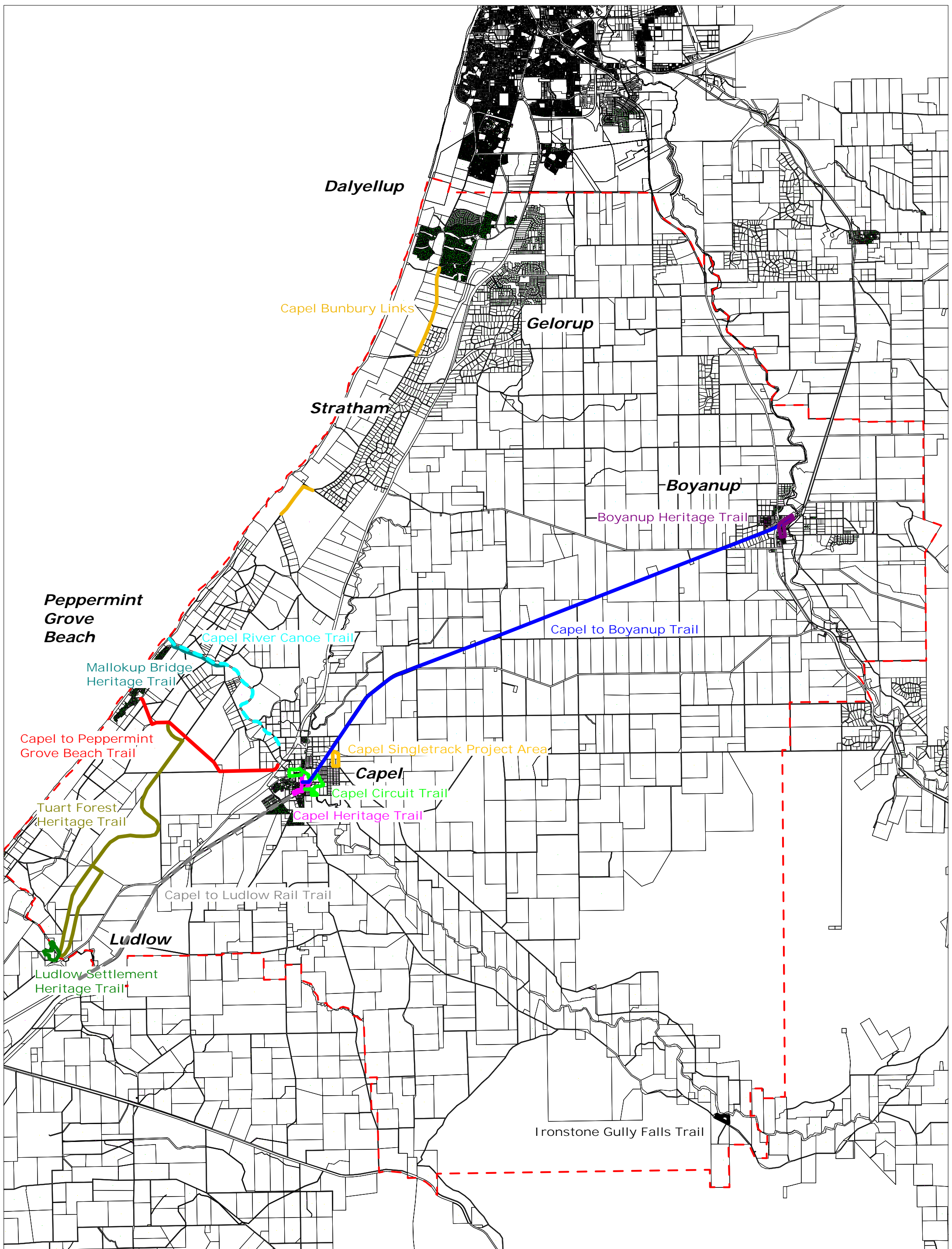
APPENDIX 4 – PLANS

Plan 1: Existing (non-motorised) Trails

Plan 2: Proposed (non-motorised) Trails

Plans 3 - 14: Detailed aerial photographs of each proposed new trail







Construct flight of steps to proposed viewing platform. (Location to be determined).

Construct viewing platform on highest dune. (Location to be determined).

Install interpretive panels (allow for 8 panels). Install 3 panels on viewing platform and 5 along levee bank.

Install fingerboard (promotional signage) at Peppermint Grove Beach end of proposed trail.

Install pedestrian/cyclist gate (chicane) at Mallokup Bridge end of proposed trail.

Peppermint Grove Beach

Construct 270 metres concrete shared path (at Peppermint Grove Beach end of proposed trail) - to connect with existing/proposed concrete paths.

Fill (where necessary) and grade 1460m of existing gravel track on levee bank.

Install directional signage along trail.

Mallokup Bridge

Gravel and grade proposed trailhead parking area at Mallokup Bridge end of proposed trail.

Install trailhead panel at Mallokup Bridge end of proposed trail.

Install (double sided) promotional signage at Mallokup Bridge end of proposed trail.



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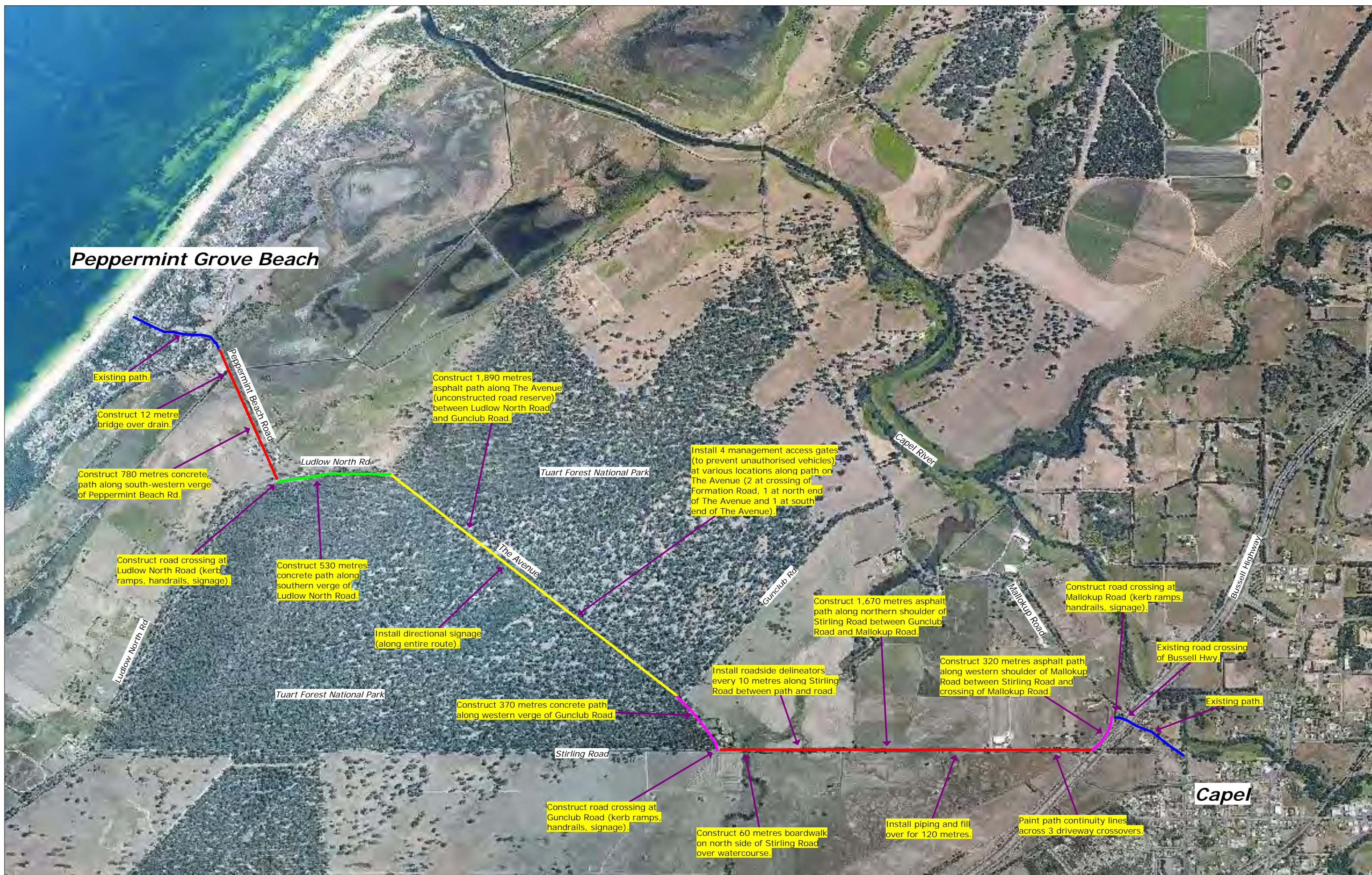


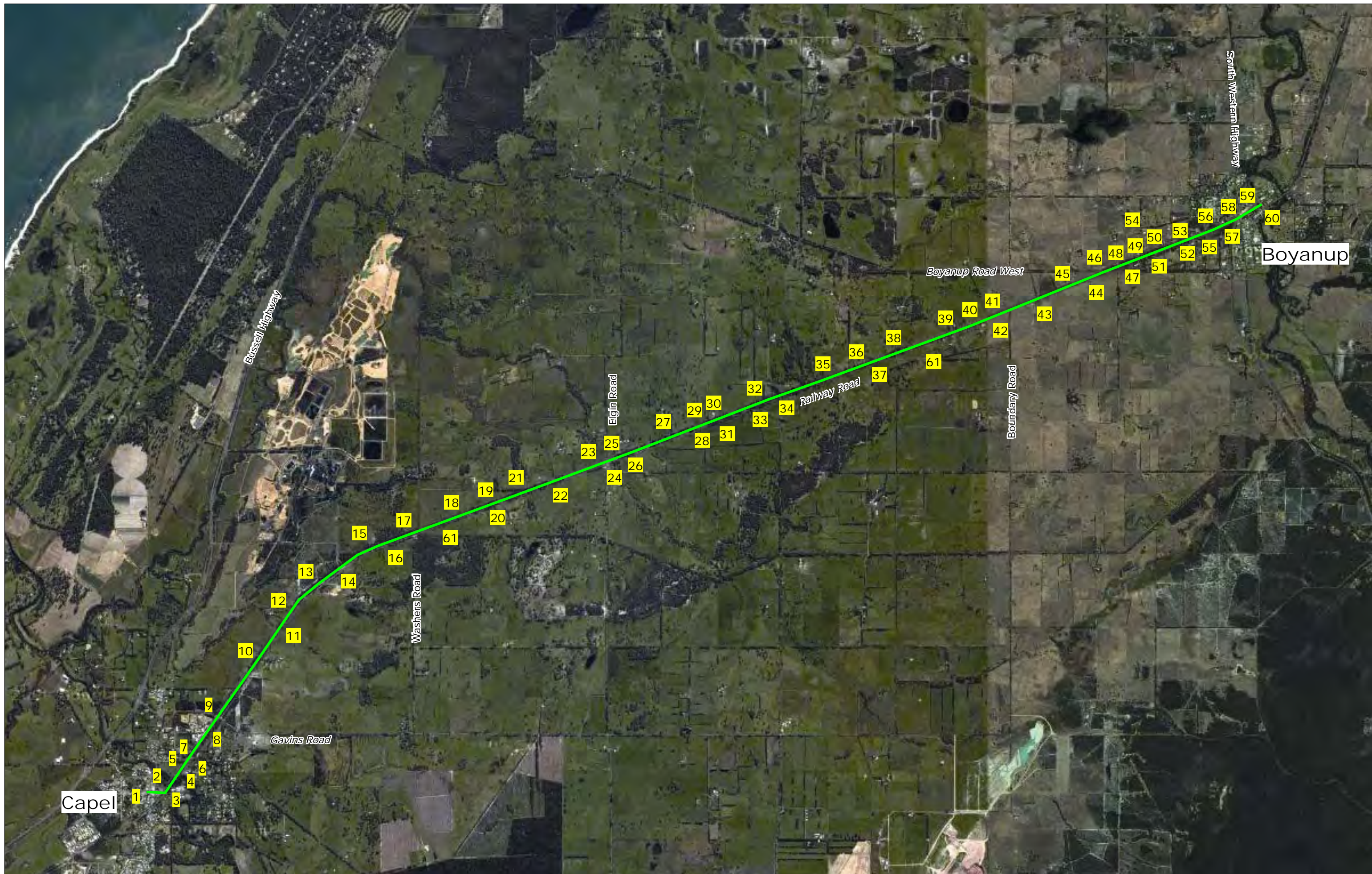
Shire of Capel Trails Master Plan



Plan 3:
Mallokup Bridge Heritage Trail

Peppermint Grove Beach





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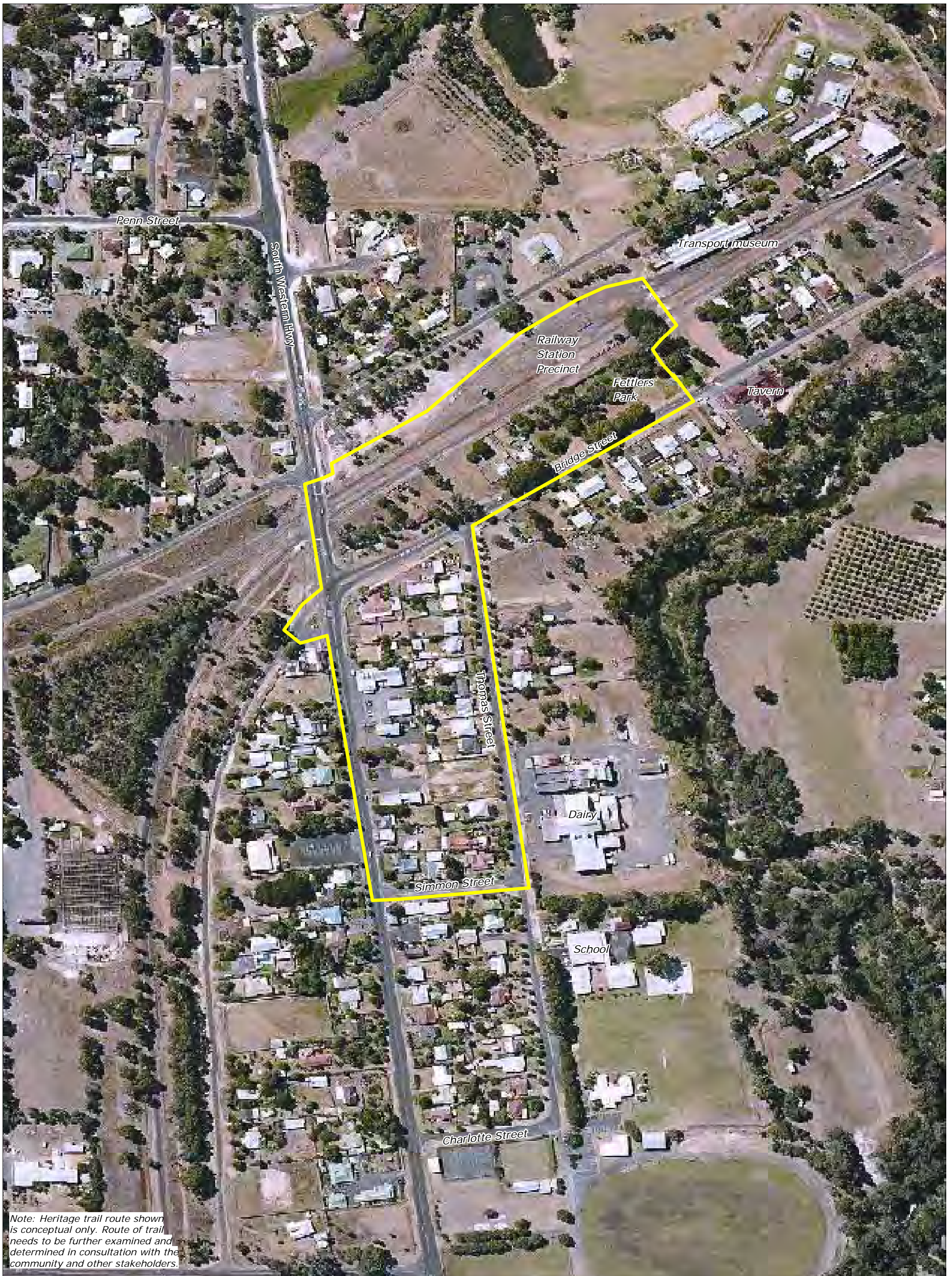
Shire of Capel Trails Master Plan



Plan 5:
Capel to Boyanup Trail

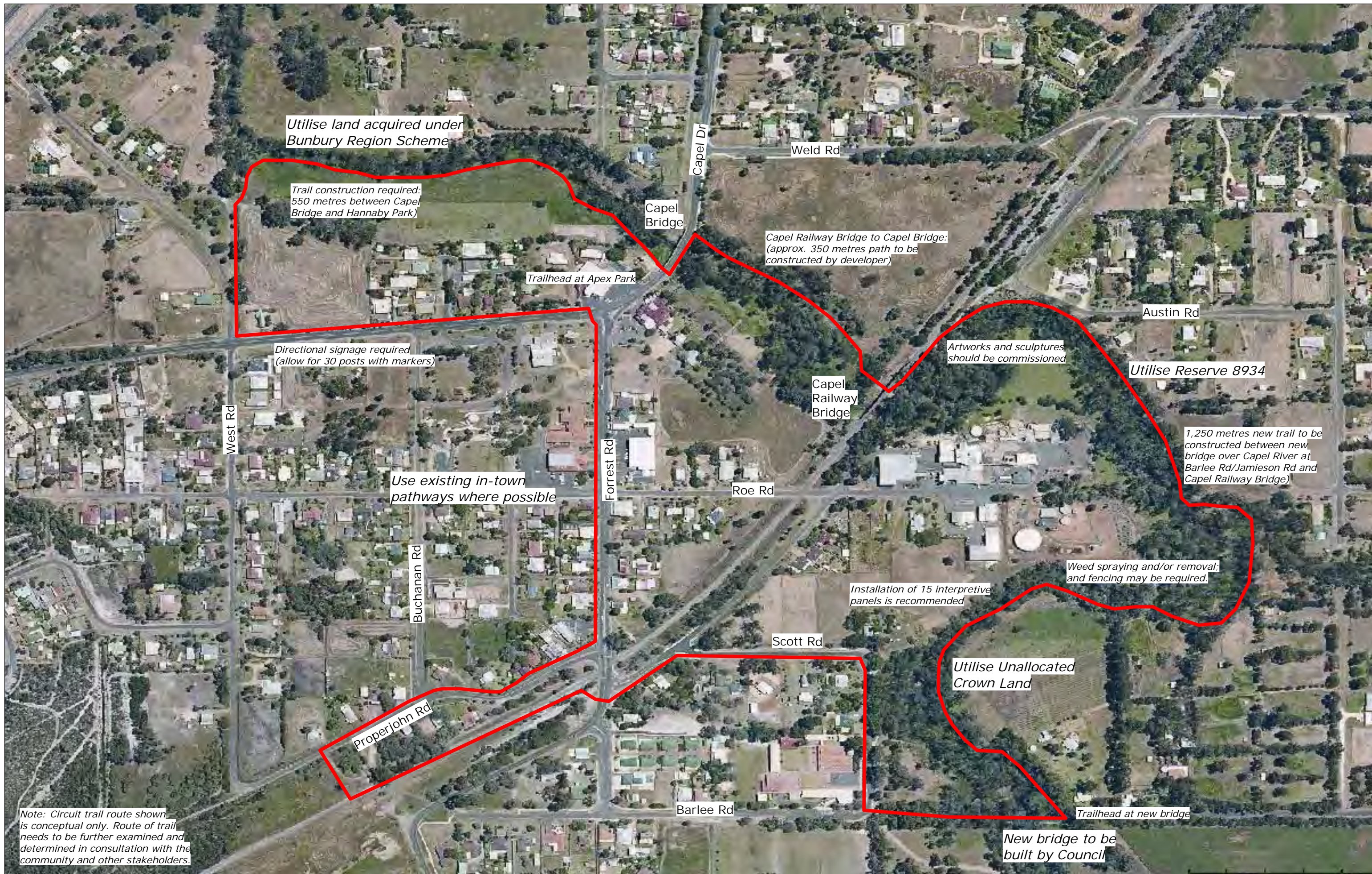


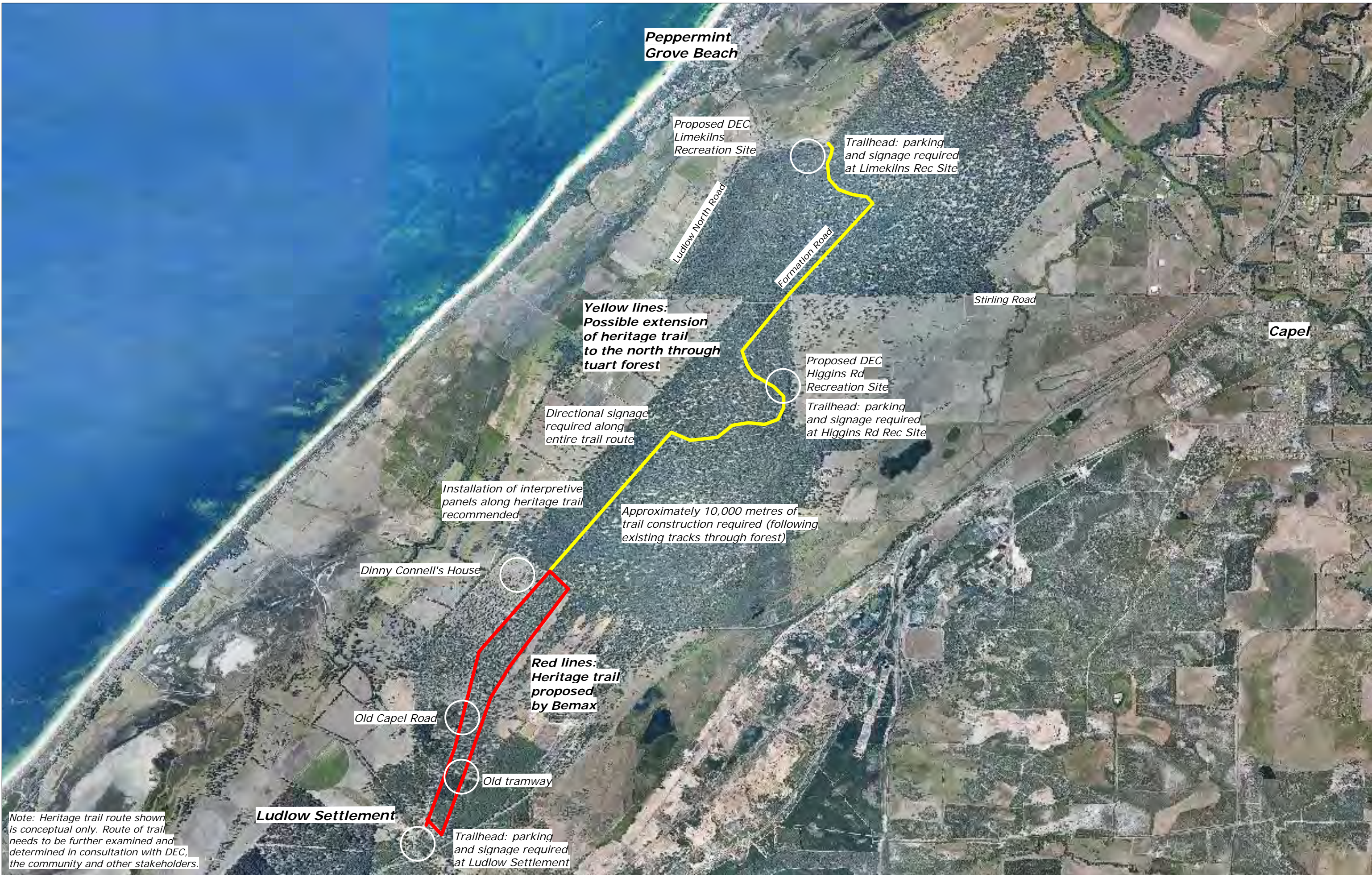
Note: Heritage trail route shown is conceptual only. Route of trail needs to be further examined and determined in consultation with the community and other stakeholders.



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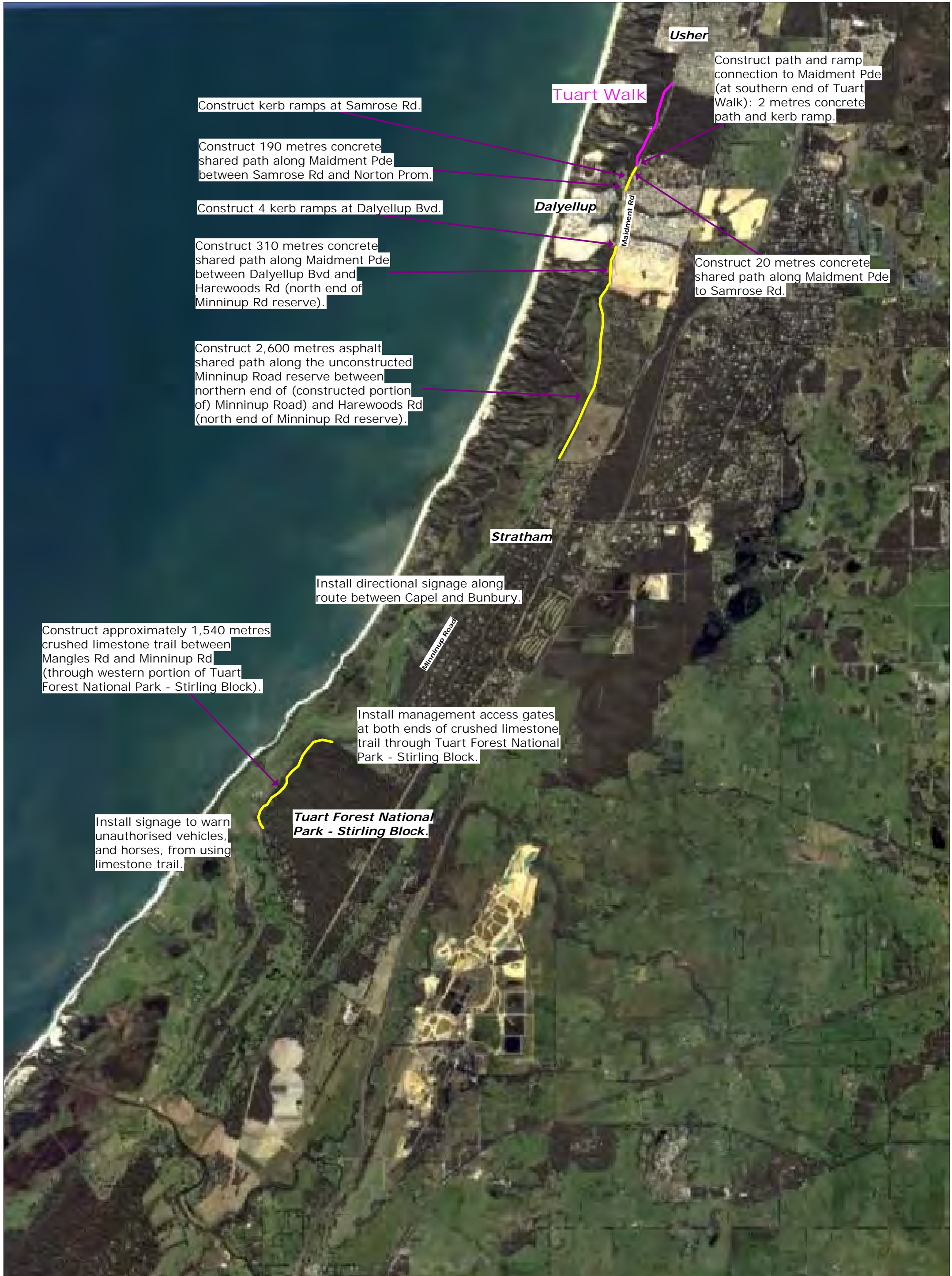




Note: Heritage trail route shown is conceptual only. Route of trail needs to be further examined and determined in consultation with DEC, the community and other stakeholders.







Construct kerb ramps at Samrose Rd.

Construct 190 metres concrete shared path along Maidment Pde between Samrose Rd and Norton Prom.

Construct 4 kerb ramps at Dalyellup Bvd.

Construct 310 metres concrete shared path along Maidment Pde between Dalyellup Bvd and Harewoods Rd (north end of Minninup Rd reserve).

Construct 2,600 metres asphalt shared path along the unconstructed Minninup Road reserve between northern end of (constructed portion of) Minninup Road) and Harewoods Rd (north end of Minninup Rd reserve).

Tuart Walk

Usher

Construct path and ramp connection to Maidment Pde (at southern end of Tuart Walk): 2 metres concrete path and kerb ramp.

Dalyellup

Maidment Rd

Construct 20 metres concrete shared path along Maidment Pde to Samrose Rd.

Stratham

Install directional signage along route between Capel and Bunbury.

Construct approximately 1,540 metres crushed limestone trail between Mangles Rd and Minninup Rd (through western portion of Tuart Forest National Park - Stirling Block).

Minninup Road

Install management access gates at both ends of crushed limestone trail through Tuart Forest National Park - Stirling Block.

Install signage to warn unauthorised vehicles, and horses, from using limestone trail.

Tuart Forest National Park - Stirling Block.



Ludlow Settlement

Tuart Forest National Park

Capel

Disused railway corridor

