



Shire of Mingenew 10 Year Shared Pathways Plan

2023/24 – 2033/34

Executive Summary

The Shire is seeking to increase bike riding and pathway use participation throughout the Mingenew townsite. As part of this objective, it has been identified that there are a number of gaps in the existing pathway infrastructure that may be adversely impacting bike riding in Mingenew. This 10 year pathway program provides the Shire clear priorities for upgrading the existing pathway network to provide important connectivity between key locations in the Mingenew townsite.

Bicycles are widely recognised as the quickest and most efficient mode of transport over short distances in urban areas and in country towns. Bike riding has been proven to reduce traffic congestion, improve air quality and provide significant health benefits. With the growing obesity levels of our children, cycling to school and other local destinations can help achieve satisfactory amounts of exercise. Bike riding can save families significant money, such as riding the bicycle instead of using the vehicle could save \$8.00 per day equating to \$2000 per year. Also using bicycles instead of vehicles can cut greenhouse gas emissions which have increased by 60% since 1990. Socially, riding bikes can give people more places to go, enabling greater participation in learning, culture and recreation. These areas are critical for attracting and retaining people in regional areas such as Mingenew. In delivering this project ongoing consideration must be given to potential environmental impacts and respecting traditional owners. A future aim of the strategy is to help inform future investment through the Regional Bicycle Network, Grants Program, local government capital works programs, as well as other funding sources.

The Shire has various opportunities to improve the current bike network, and these have been mapped out in this multi-year plan. The key aims are to:

- Improve connectivity between key community areas
- Provide additional connectivity to local attractions
- Provide safe and reliable access for pathway users

The key project opportunities comprise:

- Linking the residential areas in the west and east of the townsite to the local school
- Providing a pathway to the northern parts of the townsite across the rail line
- Joining discontinuous existing pathway segments to the overall network to improve overall townsite connectivity.

Contents

Contents

EXECUTIVE SUMMARY	2
CONTENTS	3
INTRODUCTION	5
Vision	5
Objectives of the Plan	5
Guiding Principles	5
Safe	5
Connected	5
Widespread	5
Legible	5
Aspirational	6
Achievable	6
POLICY AND STRATEGIC CONTEXT	7
Local Context	7
Strategic Alignment	8
Community Engagement	8
THEMES AND OPPORTUNITIES FOR BIKE RIDING IN MINGENew	9
Summary of themes:	9
Encouraging a healthy and active community	9
Helping kids get to school	9
Activating the path network	10
Scheduling maintenance activities	11
Closing key gaps in the path network	11
William St, Victoria Rd and Shenton St	12
Shenton St and Bride St and close remaining gap on Victoria Rd	12
Midlands Road and Lockier Street	12
Connectivity across the rail line	12
Construction of safe crossing facilities	12
Paths north of railway	12
Developing tourism and recreational areas	12
Stargazing in Town	12
Mingenew Caravan Park	12
Drovers Rest Area	13
Residential connections	13

Western residential areas: _____	13
Eastern residential areas: _____	13
NETWORK MAPS _____	14
Existing Network _____	14
ACTION PLAN _____	15
10-year plan _____	15
APPENDIX: A ROUTE HIERARCHY SUMMARY _____	18
Network Principles _____	18
APPENDIX B: INTER-MODAL HIERARCHICAL PRIORITISATION _____	20
APPENDIX C: KEY AREAS OF INTEREST _____	21
APPENDIX D: SUMMARY OF CONSULTATION _____	22
Objectives _____	22
Engagement overview _____	22
Engagement summary _____	23
APPENDIX F: IMPLEMENTATION CONSIDERATIONS _____	24
Assumptions and Limitations _____	24
Typical Pathway Details _____	24
Constructability Considerations _____	24

Introduction

Vision

The Shire of Mingenew is seeking to increase cycling and pathway use participation throughout the Mingenew townsite.

Objectives of the Plan

To achieve the vision, this Local Bike Plan will:

- Identify and review the existing pathway network within the townsite boundaries
- Collate the outcomes of the Shire's community consultation with respect to pathway preferences
- Identify key facilities, locations and areas within the Mingenew townsite that warrant pathway connectivity
- Identify any gaps in the existing pathway network with respect to providing connectivity to key families, locations and areas within the townsite
- Provide a pathway network map outlining the key pathways and proposed priorities
- Provide high-level details on a possible implementation strategy for the pathway network upgrade.
- Promote health benefits of bike riding and walking
- Economic benefits – save money by using bicycles instead of vehicles
- Lowering greenhouse gas emissions

Guiding Principles

The riding and walking network proposed in this Plan has been developed based on the following principles:

Safe

The Shire's path network should be built to a standard which reflects an all ages and abilities design approach. People of all ages and abilities should be able to ride safely and confidently to the places they need and want to go. Consideration for infrastructure including pram ramps will help the Shire develop a safe network for all ages and abilities. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often.

Connected

Like a road network, all riding and walking routes should connect to something along the way and at each end (whether that is a destination or another bike route).

Widespread

In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When bike riding networks reach a certain level of density it enables more people to conveniently and enjoyably make many more of their trips by bike.

Legible

The bike riding network needs to be both intuitive and direct. To achieve this, it makes sense to locate major cycling routes parallel to natural landforms, such as rivers and coastlines, or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility.

Aspirational

Several ambitious ideas have been put forward in this plan, aimed at making Mingenew a great place to ride and walk for residents and visitors alike. The two major projects are linking the Drovers Rest Area with the Mingenew townsite and the pedestrian crossing of the railway linking the soon to be refurbished railway station with the Mingenew townsite.

Achievable

The implementation plan set out to develop this network is based on tried-and-tested planning principles. Detailed information on specific implementation considerations is provided in Appendix F.

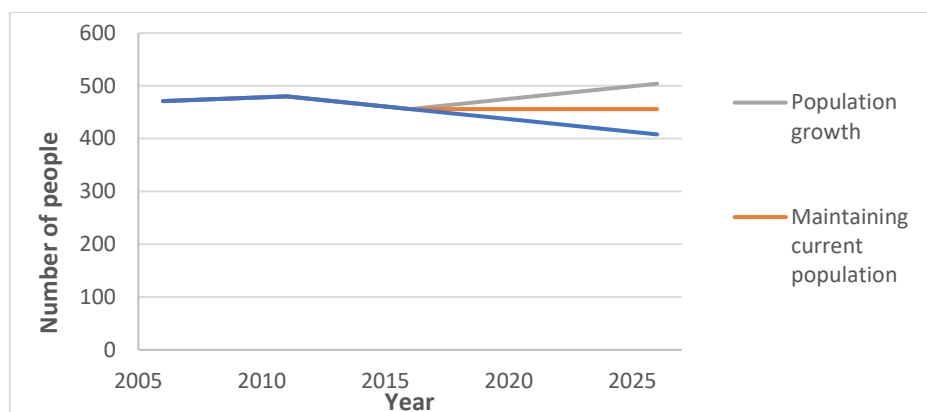
Policy and Strategic Context

Local Context

Location and early History

Mingenew is located 383 kilometres north of Perth in the Mid-West region of Western Australia.

The Shire of Mingeneu had a population of 456 in 2016. Based upon current population trends this is predicted to be 408 by 2026.



The majority of this decline is coming from the urban centre (town of Mingeneu). The district population (broader shire area) is static. The community goal is to maintain population at the current level, at a minimum – with an aspiration to see it increase back to 500. To maintain at the same level will require active strategies to ensure the community continues to retain its population and attracts new residents. To achieve population growth (to return to 500 – “green line”) will require significant investment in growth strategies by the Shire and community working with regional partners. The other notable demographic is that the median age of the Mingeneu population is increasing, especially in the Mingeneu township. There is a declining proportion of 5 to 14-year-olds and the proportion of over 55 year-olds is increasing. With this aging population the plan is being designed to cater to access for all ages including for mobility devices such as wheelchairs and scooters.

Economy

Mingenew has essentially three basic ingredients. Economically, we are an agricultural powerhouse and the southern hemisphere’s largest grain facilitator. Aesthetically we are surrounded by breathtaking breakaway country, with fantastic flat-top ridges and, during WA’s wildflower season, we are arguably its most sought-after destination. Finally, we are vibrant and happy! Below our rural and ‘real country’ persona, we enjoy a sporting and social calendar that is second to none. Many people who pass through for work or play end up staying and because we are a successful agricultural shire, there are many supporting industries, facilities and employment opportunities.

Existing pathway network

The Shire has a relatively large existing pathway network that is a combination of in situ concrete, brick paving, concrete slabs, asphalt and gravel mediums. The existing network is predominately centred on areas adjacent to the Midlands Rd and those major townsite roads running south towards the local primary school and some residential areas.

In general, the existing pathways are in an average to good condition with only short, discontinuous segments nearing the end of their useful lives.

Whilst the existing network is approx. 4,850m long, a significant length of this pathway is on roads with pathways both sides and therefore due to this duplication there is still a significant proportion of the townsite that lacks suitable pathway infrastructure.



Strategic Alignment

State government policies

WABN Plan, WA Cycling Network Hierarchy, Inter-modal hierarchical prioritisation.

Local government policies

The Shire will provide and support transport networks which includes the construction of shared bicycle paths to ensure the health and wellbeing of all age groups within the community. Through this bicycle network the Shire will continue to improve the look and feel of community spaces, places and services to support an active and inclusive lifestyle.

Once endorsed, this Plan will be included in the Shire's Corporate Business Plan.

Community Engagement

In August and September 2021, the Shire held several community meetings to gather community feedback and consultation on the existing pathway network and the community's preferences for future pathway development projects. The details of this community consultation are provided in Appendix D. A summary of the key themes emerging from the consultation are below:

- Some of the existing pathways are considered unsafe due to poor / uneven surfacing
- Key priority for parents and children is suitable pathways to the playground and skatepark
- Additional supporting facilities comprising bike parking / racks, water fountains and shaded rest areas / seating is required along pathways
- Key priority for tourists is a pathway from the Caravan Park to the town centre.

Themes and Opportunities for Bike Riding in Mingenew

Summary of themes:

This section outlines the central themes of the Mingenew 10 Year Shared Pathways Plan. These themes have been identified from the stakeholder and community consultation undertaken throughout the development of this plan. Key opportunities have been identified within each of the themes, each of which highlight the potential for walking and bike riding in the Shire.

Encouraging a healthy and active community

Constructing new infrastructure is an important step in the promotion of cycling in the Shire of Mingenew. However, it is also important to encourage the use of new infrastructure with education and activation programs that encourage behaviour change. The Shire will promote the health benefits of cycling along with the economic benefits of how families can save money by using bicycle transport instead of vehicles. We will also promote the fact that tourists can travel right around the town centre on the new shared path system. There will be plenty of trip facilities along the route with bicycle parking, water fountains and rest stops. For parents with prams, people in wheelchairs and those using mobility aids, ramps will be installed at regular intervals.



Helping kids get to school

There is an opportunity to help kids get to school safely while also providing the opportunity for them to get more exercise. 77 students attend Mingenew Primary School, which caters for kids from Kindy to Year 6. With this in mind, the Shire will:

- Work with the local primary school to develop initiatives to encourage more cycling. These may include cycling lessons at school, formal and informal cycling events during and/or after school hours and ride to school days / weeks.
- Consider applying to DLGSC for funding to develop cycling events and programs for the school children.
- Undertake mapping of safe routes to school to enable more active travel to school.
- Consideration will be given for Your Move resources such as School Stencil Art Activity and Creation of an Access Guide.
- Installation of bike racks to encourage more students to ride to school.



Activating the path network

Activating the path network means raising awareness of and encouraging people to use the facilities being delivered.

There are a number of different types of activation, including amenities. Amenities enhance the attractiveness and accessibility of infrastructure. During the engagement process, the following in particular were identified by the community as desirable to activate the network and support their decision to ride or walk more often.

- Commissioning local artwork on the pathways
- Bike parking
- Water fountains
- Rest stops/benches/shade
- Lighting

Additionally, the Shire will sign up to Your Move Local Government program to support community bike riding with a focus on skills building and social inclusion.



Scheduling maintenance activities

Maintenance of new and existing infrastructure was raised as an issue during consultation. Existing paths being unsafe was identified as a barrier for people to choose to ride or walk. To address this, the Shire will:

- Ensure that the infrastructure and supporting facilities are well maintained, safe, legible and convenient so that the new rider has a positive initial experience.
- Upgrade existing shared paths alongside construction of new paths, for example, those connecting to the Primary School. Projects will be prioritised where issues are identified. The Shire will explore external grant funding as well as allocating funds in annual budgets to be able to achieve these upgrades.

Once the infrastructure has been constructed it will also be important for the Shire to ensure that it is appropriately maintained. Whilst most of the infrastructure is relatively low maintenance, the Shire will ensure that the following maintenance activities are scheduled and budgeted for:

- Periodic visual inspections for asset integrity
- Ad-hoc repairs for accidental and intentional damage, particularly to signage, bike racks and water fountains
- Minor verge repairs / tidy up
- Pathway sweeping
- Pruning of adjacent vegetation that may restrict access to pathways
- Weed management
- Removal of litter / rubbish.

The Shire provides a network of footpaths for pedestrians and other users and has developed a basic footpath asset inventory and is currently developing and implementing an annual assessment process for related infrastructure.

Ensuring appropriate pathway maintenance activities are scheduled and completed will address key community consultation feedback received concerning ensuring all pathways are suitable, safe and well-maintained for all users.

Closing key gaps in the path network

From a review of the existing network and in consideration of the community consultation data, several key gaps in the existing network have been identified:

- Pathways connecting the Mingenew Caravan Park and adjacent residential areas to the central townsite
- Pathways connecting William St, Victoria Rd, Shenton St and Bride St
- Pathways connecting the areas north of the rail line with the central townsite, south of the rail line
- Pathways connecting residential areas in the south-east of the townsite adjacent to the Sports Club with the central townsite area.



WilliamSt, Victoria Rd and Shenton St

Close gaps in the existing pathways network to improve connectivity and realise synergies from various segments of discontinuous pathway that are not fully integrated into the existing network.

Shenton St and Bride St and close remaining gap on Victoria Rd

Close the gaps in the existing pathway network as well as extend the pathway network to residential areas not currently serviced by the network which will link these areas directly to the local primary school and other community facilities

Midlands Road and Lockier Street

Connect commercial areas as well as additional residential areas serviced by the pathway network and will link areas in the east to the central townsite area.

Connectivity across the rail line

Construction of safe crossing facilities

Construction of a pedestrian crossing of the railway line to significantly improve pedestrian access throughout the townsite. The Shire has received funding for the restoration of the old Railway Station to bring it back to its former glory and turn it into a Cultural Centre for events, workshops, meetings and other activities.

Paths north of railway

Improve connectivity between areas on the north of the rail line to the townsite facilities on the south of the rail line.

Developing tourism and recreational areas

Stargazing in Town

Tourism is one of the Shire's major industries. Astrotourism and stargazing are one of the major draws for tourism in the Shire. The Mingenew Hockey Oval adjacent to the Mingenew Recreation Centre is a great local destination in town for stargazing. A path linking to the oval, as well as additional bike parking and a drinking fountain, will make this a must for community and tourists to enjoy our dark skies.



Mingenew Caravan Park

Connecting the Mingenew Caravan Park and the town centre is a high-priority.

The Shire will construct critical segments of pathway that are currently having a significant impact on the connectivity of the existing pathway network.

Additionally, the Shire will upgrade the existing unsealed pathway to a concrete pathway on the eastern side of the Mingenew Caravan Park in response to community consultation feedback.

The Shire will also complete the path connection to the Mingenew Caravan Park on the western side of the park and link the Caravan Park to the Mingenew townsite.

Drovers Rest Area

Provide a pathway to the key tourist and recreational site at Drover's Rest.

Construct the pathway into the Drover's Rest Nature and Recreation Area

Residential connections

Western residential areas:

Parks – Cecil Newton and Samuel Phillips Parks

Improve access to Samuel Phillips Park and adjacent areas: Improve connectivity between the townsite facilities located on the northern side of the townsite and the residential areas on the west and south of the townsite. Improve access to Cecil Newton Park which is a key recreational area for the community as well as continuing to link up discontinuous segments of existing pathway that are not currently realising their full potential.

Further extend the pathway network into the residential areas on the western side of the townsite.

Complete interconnections to western residential areas and replace aging pathway to **primary school**. Connecting residential areas to the local primary school as well as replacing several segments of existing pathway that have become uneven and are considered unsuitable by the community.

Eastern residential areas:

Commence and complete interconnections to eastern residential areas. Provide connectivity from residential areas in the east of the townsite to the townsite central as well as the **Sports Club**.

Link the remaining residential areas in the south-east of the townsite with the remainder of the pathway network.

Network Maps

Existing Network

To inform the action plan's strategic priorities, each route within the Local Bike Plan was classified as one of the following:

- Existing (adequate) - the level of service reflects current best practice for this type of cycling route (as defined in the route hierarchy);
- Existing (substandard) - although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of cycling route (as defined in the route hierarchy); or
- Non-existent (proposed) - it is either not possible to cycle along this route due to the corridor being non-existent, or, because of existing road conditions, most people are unable to cycle comfortably.

Action Plan

10-year plan

To achieve greater participation in bike riding, cycling needs to be prioritised ahead of other modes in appropriate locations and integrated with adjoining land use. Safe, connected cycle networks must be supported by trip facilities, engagement programs and local businesses. If we are serious about ensuring people of all ages and abilities have access to travel choices, particularly for short trips, these need to be reflected in the way our community is planned and administrated.

Year	Action	Project Type	Objective	Estimated Cost
Ongoing	Work with the local primary school to develop initiatives to encourage more cycling. These may include bike riding lessons at school, formal and informal cycling events during and/or after school hours and ride to school days / weeks	Education and Community Development	Engagement with local community to encourage greater participation in cycling	-
Ongoing	Ongoing visual inspections, pathway sweeping, pruning and ad-hoc repairs as required.	Asset Maintenance	Management and maintenance of public assets	-
2023/24	Add routine pathway maintenance to Shire's townsite maintenance activities	Asset Maintenance	Management and maintenance of public assets	-
2023/24	Construct approx. 354m of pathway segments as follows <ul style="list-style-type: none"> William St (Midlands Rd to King St) Midlands Rd (west side of roadhouse to Spring St) Midlands Rd (Spring St to Midlands Rd rest area) Linthorne St (William St to Spring St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$120,000
2023/24	Construct water fountain at Midlands Rd rest area	Water fountains	Provide suitable supporting facilities for pathway users	\$5,000
2023/24	Construct seating / benches at Midlands Rd rest area	Seating / Benches	Provide suitable supporting facilities for pathway users	\$5,000
2023/24	Construct bike parking at Sports Club	Bike parking	Provide suitable supporting facilities for pathway users	\$4,000
2023/24	Erect interpretative signage and wayfinding markers for 2023/24 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2023/24	Engineering design and development for proposed pathway crossing of railway line adjacent Railway Station	Planning and engineering	Provide suitable pathway connectivity across railway line	\$10,000
2024/25	Construct approx. 372m of pathway segments as follows <ul style="list-style-type: none"> King St (William St to Victoria Rd) Mingenew Spring (Spring St to east side of Caravan Park) Railway Station (Midlands Rd to Railway Station) King St (Shenton St to end of existing pathway between Victoria Rd and Shenton St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$115,000
2024/25	Construct pathway crossing of railway line adjacent Railway Station			

2024/25	Construct water fountain at Railway Station	Water fountains	Provide suitable supporting facilities for pathway users	\$5,000
2024/25	Construct seating / benches at Railway Station, Visitors Centre and Skatepark	Seating / Benches	Provide suitable supporting facilities for pathway users	\$15,000
2024/25	Construct bike parking at Railway Station, Town Hall, Visitors Centre, Cecil Network Park and Skatepark	Bike parking	Provide suitable supporting facilities for pathway users	\$20,000
2024/25	Erect interpretative signage and wayfinding markers for 2024/25 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2025/26	Construct approx. 424m of pathway segments as follows <ul style="list-style-type: none"> William St (King St to George St) Irwin St (Victoria Rd to William St) Irwin St (Shenton St to end of existing pathway between Victoria Rd and Shenton St) Moore St (George St to Phillip St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$135,000
2025/26	Construct water fountain in Samuel Phillips Park	Water fountains	Provide suitable supporting facilities for pathway users	\$5,000
2025/26	Construct seating / benches in Samuel Phillips Park	Seating / Benches	Provide suitable supporting facilities for pathway users	\$5,000
2025/26	Construct bike parking in Samuel Phillips Park	Bike parking	Provide suitable supporting facilities for pathway users	\$4,000
2025/26	Erect interpretative signage and wayfinding markers for 2025/26 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2026/27	Construct approx. 410m of pathway segments as follows <ul style="list-style-type: none"> Railway Station (Railway Station to Mingenew Morawa Rd) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$125,000
2026/27	Erect interpretative signage and wayfinding markets for 2026/27 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$1,500
2027/28	Construct approx. 346m of pathway segments as follows <ul style="list-style-type: none"> Enanty St (Linthorne St to Phillip St) Mingenew Scenic Drive (Mingenew Mullewa Rd to Drovers Rest Picnic Area & Lookout) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$110,000
2027/28	Construct water fountain at Drovers Rest area	Water fountains	Provide suitable supporting facilities for pathway users	\$5,000
2027/28	Construct seating / benches at Drovers Rest area	Seating / Benches	Provide suitable supporting facilities for pathway users	\$5,000
2027/28	Construct bike parking at Drovers Rest area	Bike parking	Provide suitable supporting facilities for pathway users	\$4,000
2027/28	Construct suitable shaded area at Drovers Rest area	Shade	Provide suitable supporting facilities for pathway users	\$10,000
2027/28	Erect interpretative signage and wayfinding markers for 2027/28 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2028/29	Construct approx. 417m of pathway segments as follows <ul style="list-style-type: none"> Lee Steere St (Lee Steere St to Linthorne St) Linthorne St (Lee Steere St to Mingenew Spring) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$130,000

2028/29	Construct bike parking at Caravan Park	Bike parking	Provide suitable supporting facilities for pathway users	\$4,000
2028/29	Construct seating / benches at Caravan Park	Seating / Benches	Provide suitable supporting facilities for pathway users	\$5,000
2028/29	Erect interpretative signage and wayfinding markers for 2028/29 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2029/30	Construct approx. 325m of pathway segments as follows <ul style="list-style-type: none"> Broad St (Linthorne St to Phillip St) Phillip St (Broad St to between Moore St and Enanty St as replacement to existing uneven pathway) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$105,000
2029/30	Erect interpretative signage and wayfinding markers for 2029/30 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$1,500
2030/31	Construct approx. 342m of pathway segments as follows <ul style="list-style-type: none"> Yandanooka Rd (King St to Ikewa St) Ikewa St (Yandanooka Rd to Lockier St) Lockier St (Ikewa St to King St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$105,000
2030/31	Erect interpretative signage and wayfinding markers for 2030/31 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,000
2031/32	Construct approx. 424m of pathway segments as follows <ul style="list-style-type: none"> King St (Shenton St to Bride St) Irwin St (Shenton St to Bride St) Victoria Rd (Phillip St to Shenton St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$135,000
2031/32	Erect interpretative signage and wayfinding markers for 2031/32 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$2,500
2031/32	Construct approx. 561m of pathway segments as follows <ul style="list-style-type: none"> Shenton St (Victoria Rd to Phillip St) Midlands Rd (Bride St to Lockier St) Lockier St (Midlands Rd to King St) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$175,000
2032/33	Erect interpretative signage and wayfinding markers for 2032/33 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$3,000
2033/34	Construct approx. 587m of pathway segments as follows <ul style="list-style-type: none"> Yandanooka Rd (Ikewa St to View St) View St (Yandanooka Rd to Wattle St) Wattle St (Ikewa St to View St) View St (Wattle St to Queen St) Ikewa St (Lockier St to West of Midlands Rd) 	Pathway construction	Construction of pathway segments to provide connectivity in accordance with 10 year plan	\$185,000
2033/34	Erect interpretative signage and wayfinding markers for 2033/34 pathway segments	Interpretive signage and wayfinding	Promote pathway usage	\$3,500

Appendix: A Route Hierarchy Summary

Network Principles

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: <ul style="list-style-type: none"> • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users. These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails. Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form. In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.

Other supporting cycling infrastructure - footpaths	
Footpaths	<p>Since April 2016 all cyclists, irrespective of age, are permitted to ride on footpaths in Western Australia (unless otherwise signposted). Footpaths support low speed, low volume cycling, and are particularly important for young and inexperienced user groups.</p> <p>However there are some reasons why people choose to not ride on footpaths. These include:</p> <ul style="list-style-type: none"> – Speed: Footpaths are rarely afforded priority across intersecting side roads, riding on footpaths is slow, and stop-start. The geometric design of footpaths at many intersections often results in cyclists needing to deviate from their intended desire lines. – Ride quality: As footpaths are typically constructed from concrete slabs or bricks, the ride quality is lower than that of parallel roadways, or purpose-built (asphalt) shared paths. – Blind driveways: Riding on footpaths can be dangerous, particularly on streets which contain large numbers of driveways. At walking speed this isn't normally a problem however for cyclists it is often impossible to see reversing vehicles until the last minute, particularly where paths butt-up against property boundaries. <p>Despite footpaths not forming part of the official cycling network, it is important that developers and local governments design, construct and maintain footpaths that provide a safe alternative for people who prefer to ride at low speeds and away from motorised traffic.</p>



Figure caption: Poor ride quality, parked vehicles, blind driveways and unfavourable intersection designs make riding on footpaths unattractive for many people.

Other supporting cycling infrastructure - roads without dedicated cycling facilities	
Roads without dedicated cycling facilities	<p>Cyclists are, and will continue to remain, legitimate users of all roads in Western Australia (with the exception of freeways and controlled access highways). It is important to remember that roads without purpose-built cycling facilities serve an important function for some cycling journeys.</p> <p>Wayfinding signage can be a valuable tool to direct cyclists (particularly novice cyclists) to the most suitable streets or corridors.</p>

Appendix B: Inter-modal Hierarchical Prioritisation

In Western Australia, it is common practice for off-road active transport infrastructure (footpaths, shared paths, bicycle paths) to terminate at minor road intersections. This lack of priority can significantly impact network continuity, reduce the attractiveness of off-road paths and ultimately, disadvantage people who choose to ride or walk.

High-order active transport routes should not stop and start by default each time they intersect with a low-order road. Consideration should be given to the relationship between the route within the functional Cycling Network Hierarchy, and the intersecting road within the MRWA road hierarchy. We call this 'inter-modal hierarchical prioritisation' or 'I'M-HiP' for short.

The Department of Transport encourages priority across minor roads for people riding and walking, where safe to do so.

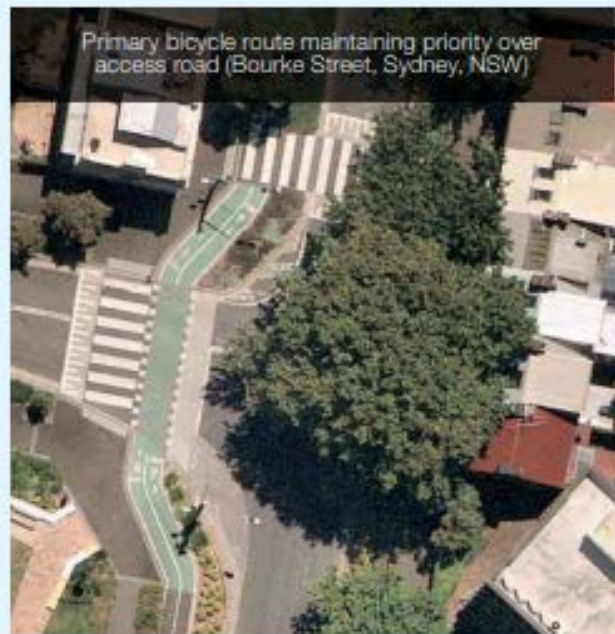
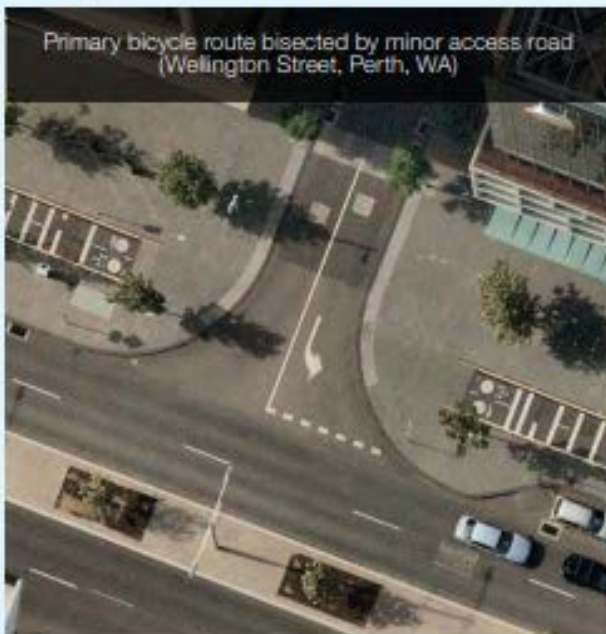
Local Context

Where active transport infrastructure crosses minor roads, intersections should be designed in a manner that ensures safe use by everyone. This means:

- Both people driving and those on the path are aware of the existence of the crossing, and the priority that applies; and
- The location and design of the crossing, and the priority adopted, does not put people, whether on the road or on the path, at risk when turning.

Application

The local appropriateness of continuing active transport infrastructure and/or surface treatments through intersections should be considered, and road infrastructure should not automatically sever path infrastructure as a standard intersection treatment.



Note: For further guidance on applying priority at intersections, please refer to Department of Transport – Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths.

Appendix C: Key Areas of Interest

A list of the key townsite facilities, locations and areas is provided below. This list has been used in the development of the pathways plan to ensure there is connectivity between the majority of these townsite facilities.

Key Areas of Interest	Description
Bakery	Located in centre of town and popular with tourists and locals.
Caravan Park	Located on western side of townsite and popular with tourists visiting the renowned local wildflower region.
Cecil Newton Park	Popular local park adjacent the Midlands Rd, bakery and skatepark.
Childcare / Nursing Post	Key community facility that is well supported by the local community.
Drover's Rest – Picnic & Recreation Area	Popular rest, picnic and recreation area with locals and tourists.
Football ground	Key local sporting facility which also is home to the netball, basketball and tennis courts and the racetrack.
Hotel	Popular venue for local community functions and for meals for visitors.
Midlands Rd Rest Areas	Popular roadside rest areas for tourists and locals with parking and shade.
Primary school	Well-attended local primary school for local school children.
Public toilets	Public rest facilities.
Railway Station	Historical building popular with tourists.
Rest Area	Popular parking area for tourists visiting the town
Samuel Phillips Park	Local park adjacent to residential areas.
Skatepark	Popular area with local children
Speciality Store	Local speciality store important to local residents and tourists
Sports Club and associated facilities	Local sports facility used for various community functions as well as local lawn bowls club.
Supermarket	The only supermarket within the townsite.
Town Hall and public toilets	Used for various community functions and provides public rest facilities.
Visitors Centre	Popular with tourists seeking information on the local area.

Appendix D: Summary of consultation

Objectives

An engagement strategy was developed to maximise input from the local community and stakeholders. The objectives of consultation were to:

- Disseminate information to stakeholders, residents and visitors to raise awareness of the project.
- Increase understanding of the bike plan, including context, aims, opportunities and constraints.
- Collect feedback from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. Engagement outcomes sought:
 - o Identify any existing barriers and constraints to the uptake of cycling as a transport mode.
 - o Discover initiatives that would support people to cycle more frequently.
 - o Establish the themes, opportunities and projects that are most prioritised by the community.
 - o Develop aspirational, big picture ideas for the future of cycling in Mingenew.
- Provide updates about the community consultation outcomes, to keep stakeholders informed.

Engagement overview

The outputs of consultation were:

- Development of major themes, focusing on opportunities to promote bike riding and support local outcomes.
- Development of preliminary network map with 10-year implementation plan

Feedback was gathered via a number of channels:

- A short survey (online and in hard copy)
- Shire's Facebook page
- Community information sessions, held over August and September 2021
- Meeting with local stakeholders, including the Principal of the Mingenew Primary School and children who ride their bike to school
- Mingenew Mid-West Expo

Over 30 people engaged online and in person. Including information sessions, tourists and school children, a total of 73 people were consulted.

Engagement summary

Comments received throughout the engagement, including via all online tools and in person engagement sessions have been grouped into a number of themes. These are listed in the table below with responses that informed the final plan.

Comment	Response
Majority voiced needing good even paths to get to shops, school and the day care centre.	These areas have been prioritised in the 10 year plan
Parents with small children would like to see paths to the playground and skatepark, especially the ones that have prams. These were the main paths they wanted prioritised.	These priorities have been captured in the 10 year plan
Some attendees brought up that they would ride their bicycles if the town had good paths to ride on.	10 year plan provides a comprehensive pathway network
Parents with children that ride to school were also concerned about the children riding on the roads because the existing paths were uneven and not safe to ride bikes on. Presently only a small number of children who ride their bicycles to school. Safety was a concern for parents. Having designated bike paths will alleviate the issue of children riding on the roads.	10 year plan provides connectivity between residential areas and the school and plan also includes replacement of poor quality existing paths and ongoing path maintenance.
As there are some elderly residents in town the issue of having good even paths was brought up regarding wheelchairs and mobility aids.	10 year plan includes replacement of poor quality existing paths and ongoing path maintenance.
Of the tourists surveyed the majority that come to Mingenew in the Winter months for the Wildflowers say they travel with bicycles as they always like to ride them around the towns, they stay in. The tourists were very keen to see a bike path constructed through the Mingenew Spring from the caravan park up into the town centre.	10 year plan provides connectivity to Caravan Park

Appendix F: Implementation Considerations

Assumptions and Limitations

The estimated yearly costs for implementation of the program are based on the following average unit rates that have been tendered for similar pathway construction projects in similar areas.

Item (supplied and installed)	Rate
2m wide Concrete Pathway	\$300 per m
Pram Ramp	\$2,000 per item
Water Fountain	\$5,000 per item
Bike Rack	\$4,000 per item

Table: Unit rates for budget cost estimate purposes

Note these costs are subject to change based on numerous factors including market conditions, contractor availability, site and engineering constraints and other factors.

No assessment of the potential impacts to underground services have been made as part of the preparation of this program. The site-specific details for each year of the program will need to be considered prior to the works commencing.

No assessment of any land tenure or regulatory approvals required to construct the pathways network have been done as part of these works.

Typical Pathway Details

In general, the typical detail for the proposed pathway projects is a 2m wide, unreinforced concrete pathway that is located adjacent the existing kerb or road carriageway. This detail is consistent with other segments of the Shire's existing pathway network and this detail is expected to accommodate the tie-in between new and existing pathway. The pathway should be located approx. level with or slightly above the natural surface level and blended into the natural surface so as to provide for a smooth transition for users. In some instances, the pathway width may need to be adjusted slightly to accommodate existing site constraints.

Where the pathway crosses over existing access driveways to properties, these sections of pathway should be constructed as reinforced concrete slabs.

Where new pathway needs to cross existing asphalt, paved or bitumen sealed existing driveways, good practice is that the concrete pathway is continuous through the driveway so as to provide visual demarcation to drivers of potential pathway users. Where this is not possible or practicable, then the concrete pathway should be constructed to tie-in with the existing driveway and consideration should be given to appropriate demarcation of the existing driveway to alert drivers to the presence of cyclists and pedestrians.

Road crossings should be constructed as indicated on the pathway plan with formal pram ramp crossings as per the Main Roads WA typical detail. Wherever possible, pram ramps should be oriented such that they are close to perpendicular to the road carriageway as well as being orientated such that pedestrian line of sight is towards vehicles approaching from the nearest traffic lane.

Constructability Considerations

In general, the site preparation works required for the pathway construction will comprise removal of any existing unsuitable material and preparation of a suitable foundation to lay the concrete pathway. Based on the site inspection, the following areas may require slightly more site preparation works including importation of material to ensure the finished level of the concrete slab is appropriate for the roadside environment:

- Mingenew Spring to the Mingenew Caravan Park

- William St: (*King St to George St*)
- Moore St: (*George St to Phillip St*)
- Eleanor St: (*adjacent Mingenew Morawa Rd*)
- Mingenew Scenic Dr
- Lee Steere St: (*Lee Steere St to Linthorne St*)
- Linthorne St: (*Lee Steere St to Mingenew Spring*)
- Victoria Rd: (*Phillip St to Shenton St*)

The installation of bike racks and water fountains will require some minor earthworks and concrete works for the foundations. The water fountains will also need some plumbing works to connect them into the water supply network which may require specialist resources.

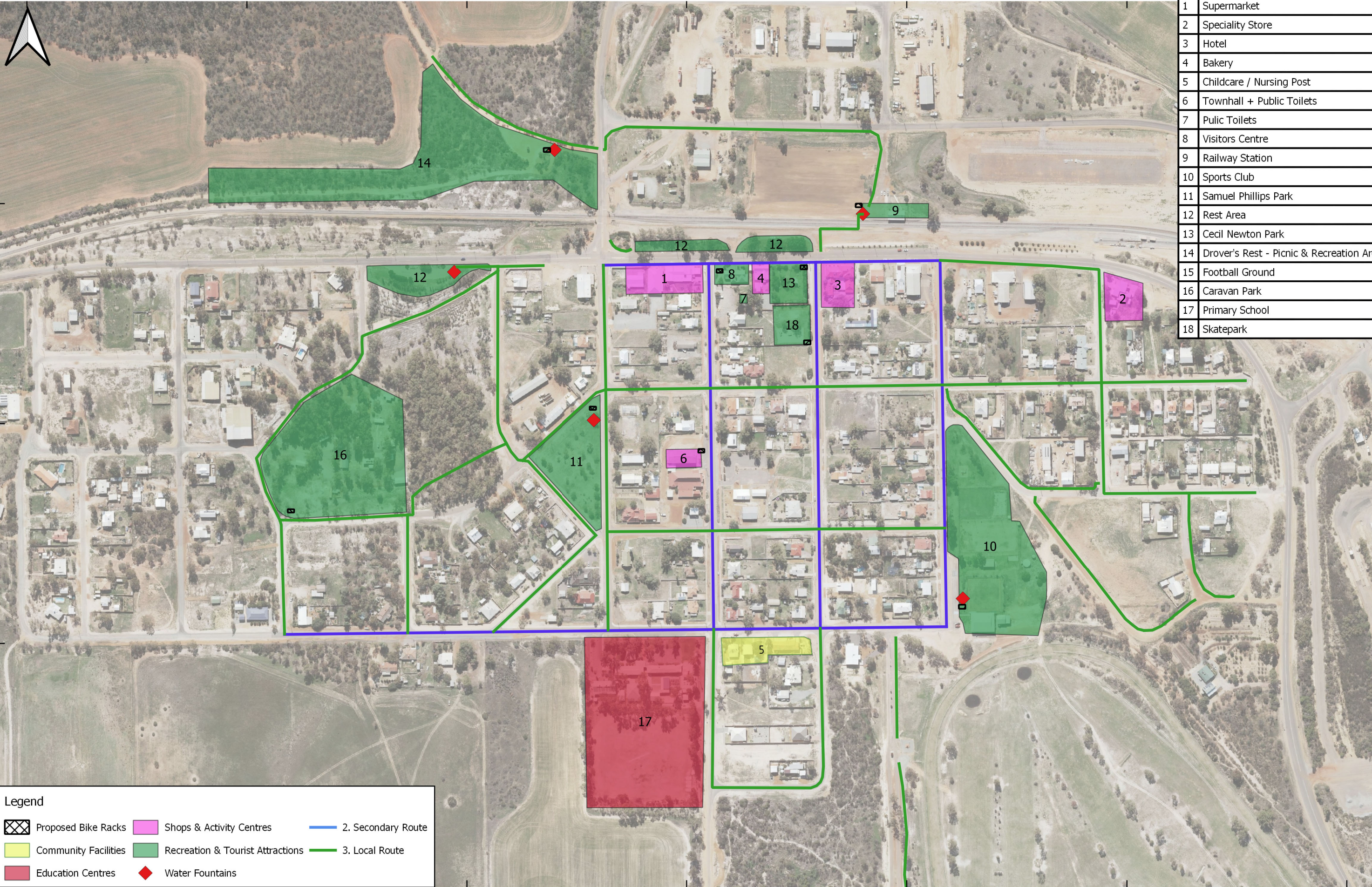
In Year 2, there is a rail crossing to be constructed. This crossing requires formal approval from the Public Transport Authority and the Rail Operator, and the Shire has been engaging with both organisations in recent years. Prior to proceeding with this work, the engineering design and approvals will be required.

In Year 4, the proposed pathway will cross the entrance to the unmanned fuel station adjacent Mingenew Morawa Rd. Currently the existing driveway comprises a bitumen sealed gravel pavement. The newly constructed pathway will cross this existing entrance and should be constructed as a reinforced concrete slab designed for the heavy vehicle loading. It will be important that the crossing is appropriately signed and managed so that pathway users and drivers are aware of potential hazards in this location.

In Year 7, the works will involve the replacement of approx. 185m of existing pathway along Phillip St that is failing and uneven. It will be important to ensure the roadside vegetation is pruned and any underground roots are removed prior to construction to avoid potential future issues.

In Year 11, the proposed pathway will be constructed adjacent roads that are currently unsealed. If the Shire upgrades these roads to a sealed standard, the timing for this work should be considered such that the finished height of the pathway is appropriate.

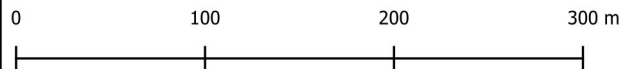
347,750 348,000 348,250 348,500 348,750 349,000 349,250



1	Supermarket
2	Speciality Store
3	Hotel
4	Bakery
5	Childcare / Nursing Post
6	Townhall + Public Toilets
7	Pulic Toilets
8	Visitors Centre
9	Railway Station
10	Sports Club
11	Samuel Phillips Park
12	Rest Area
13	Cecil Newton Park
14	Drover's Rest - Picnic & Recreation Area
15	Football Ground
16	Caravan Park
17	Primary School
18	Skatepark

347,750 348,000 348,250 348,500 348,750 349,000 349,250

Scale: 1:4000
Grid: GDA 94 / MGA Zone 50



No	Description	DATE
----	-------------	------



SHIRE OF MINGENEW
21 VICTORIA RD
MINGENEW WA 6522



DRAWN: J. KIRK

DATE: 05/08/22

MINGENEW TOWNSITE
CYCLING NETWORK HIERARCHY

6,770,000

6,769,750

6,769,500

6,769,250

6,770,000

6,769,750

6,769,500

6,769,250