

WERRILUP LOOP

| Proposed Change | Reason for Proposed Change | CoA Officer Comment |
|-----------------|----------------------------|---------------------|
|-----------------|----------------------------|---------------------|

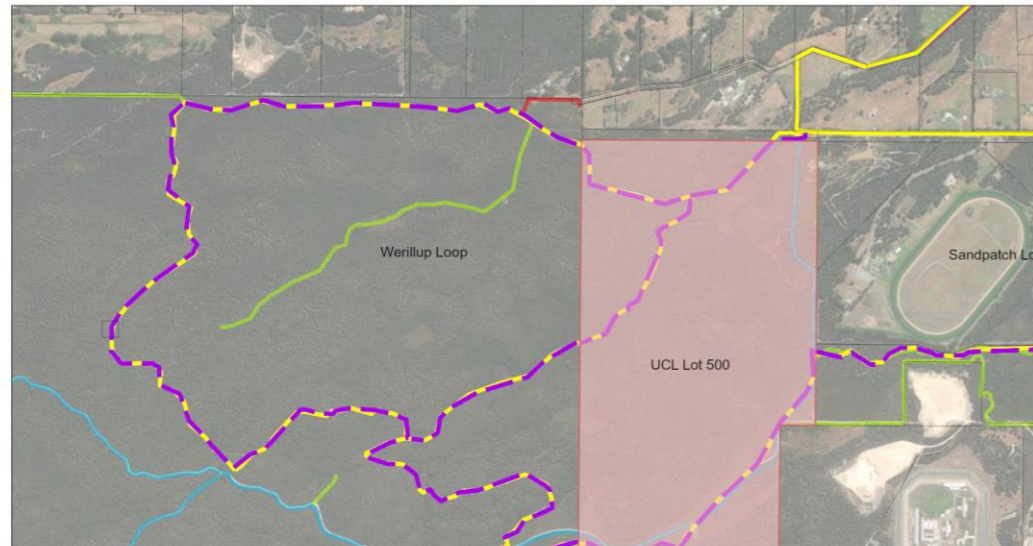
WERRILUP LOOP

Whole loop to be dedicated as Horse and Authorised Vehicles Only in Sandpatch Reserve and UCL.

Legend:  - Purple dashed line on top of yellow line.

Instrument of Authority: Determination.

Werillup Loop Determination Map



8/11/2023, 2:38:39 PM

-  Override 1
-  Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Robinson_Loop
-  Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Werrilup_Loop
-  Horse & Auth Vehicles
-  Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Sandpatch_Loop

Source: Esri, Mapbox, Earthstar Geographics, and the GIS User Community

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The Werrilup Loop is being considered as the most suitable section of the Stidwell Bridle Trail (SBT) to be designated as 'horse only'. This decision is based on several factors, including its location entirely within Sandpatch Reserve (managed by the City) and a parcel of Unallocated Crown Land (UCL; managed by the Department of Planning, Lands and Heritage). Importantly, there are no road reserves involved, and it is not immediately adjacent to occupied sites.

It is important to note that a portion of this loop intersects with a fire access track. This specific section presents the most significant challenge in preventing unauthorized vehicles from using it, as it is frequently utilized by the public to travel through the northern part of Sandpatch Reserve.

To address this challenge, the installation of signs and gates will be necessary to restrict public access and minimize conflicts with motorbikes and 4WD vehicles. By implementing these measures, the area accessible to licensed recreational vehicles within Sandpatch Reserve and the UCL will be reduced.

However, it is crucial to emphasize that the entire Stidwell Bridle Trail must continue to allow access for authorized vehicles, including emergency management and maintenance vehicles.

Supported. Officers are in favour of the proposed designation of Authorised Vehicle and Horse only sections on the Werrilup Loop of the Stidwell Bridle Trail. This decision aims to enhance the experience and safety for horse riders in the area.

We also acknowledge that walkers and dogs are permitted on the trail, with the understanding that dogs must be kept on a leash at all times.


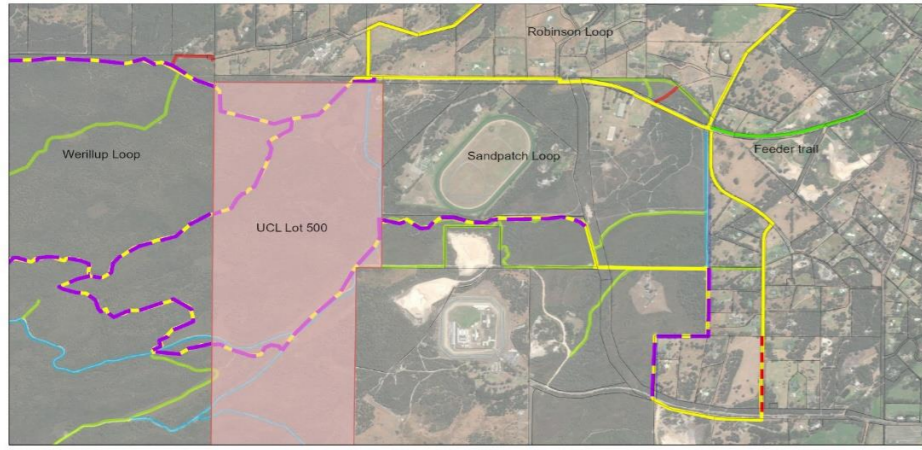

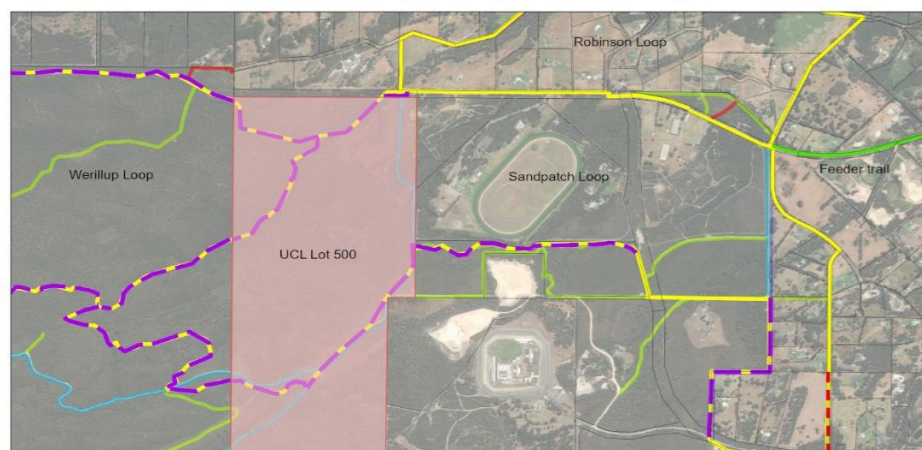
This requirement aligns with the City of Albany Dog Exercise, Rural Leashing, and Prohibited Area Policy, which ensures the safety and comfort of all trail users.

By allowing walkers and leashed dogs to share the trail with horse riders, we promote inclusivity and accommodate a variety of recreational activities. This approach fosters a positive and harmonious environment for all trail users.

In summary, we endorse the creation of horse-only sections on the Werrilup Loop while maintaining accessibility for walkers and leashed dogs on the Stidwell Bridle Trail.

These measures will contribute to a balanced and enjoyable experience for all users of the trail, in accordance with the City of Albany's policies.

SANDPATCH LOOP

| Proposed Change | Reason for Proposed Change | CoA Officer Comment |
|--|---|--|
| <p>SANDPATCH LOOP Horse and Authorised Vehicles Only sections within Sandpatch Reserve and UCL. Legend:  - Purple dashed lines on top of yellow line. Instrument of Authority: Determination.</p> <p style="text-align: center;">Sandpatch Loop Determination Map</p>  <p>8/11/2023, 2:40:47 PM 0 0.15 0.3 0.6 mi 0 0.25 0.5 1 km Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community City of Albany</p> | <p>Most feasible sections of the Sandpatch Loop to be managed as horse only. To ensure the optimal management of the Sandpatch Loop, it is recommended to designate the most feasible sections of the loop as horse only areas.</p> <p>It is important to note that two sections of this loop coincide with fire access tracks. While these sections have the potential to be exclusive to horses, it is crucial to maintain access for authorized vehicles throughout the entire Stidwell Bridle Trail (SBT). Authorized vehicles include emergency management and maintenance vehicles.</p> <p>To effectively enforce the designated horse only areas and minimize conflicts with motorbikes and 4WD vehicles, the installation of signage and/or gates along these tracks is necessary. These measures will prevent public access and contribute to reducing potential conflicts.</p> <p>Implementing these changes will result in a reduction of areas where licensed recreational vehicles can operate, ensuring a safer and more suitable environment for horse riders within Sandpatch Reserve and Unallocated Crown Land (UCL).</p> | <p>Officer's support for the proposed horse-only sections on the Sandpatch Loop of the Stidwell Bridle Trail.</p> <p>Furthermore, in accordance with the City of Albany Dog Exercise, Rural Leashing, and Prohibited Area Policy, it is important to note that by dog owners adhering to the leash requirement for dogs, we can minimize the potential for conflicts and create a more inclusive and enjoyable experience for all users of the trail.</p> <p>It is acknowledged that additional education will be required in promoting responsible dog ownership and trail etiquette.</p> |
| <p>SANDPATCH LOOP Shared use sections of trail within Sandpatch Reserve. Instrument of Authority: Local Government Act 1995, Local Law.</p> <p>Legend:  - Solid yellow lines.</p> <p style="text-align: center;">Sandpatch Loop Determination Map</p>  <p>8/11/2023, 2:40:47 PM 0 0.15 0.3 0.6 mi 0 0.25 0.5 1 km Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community City of Albany</p> | <p>These section of the SBT are proposed to remain shared use. The section north of the Model Aero Club lease is proposed to remain shared use to enable continued access by the Club.</p> | <p>Officer's support the shared use sections of trail. Considering feedback from the FSBT and for consistent enforcement, it is recommended to keep these sections of the Sandpatch Loop as shared use, prioritising safety, and clear messaging.</p> |
| <p>Proposed Change</p> | <p>Reason for Proposed Change</p> | <p>CoA Officer Comment</p> |

CONSOLIDATED REFERENCE MAPS

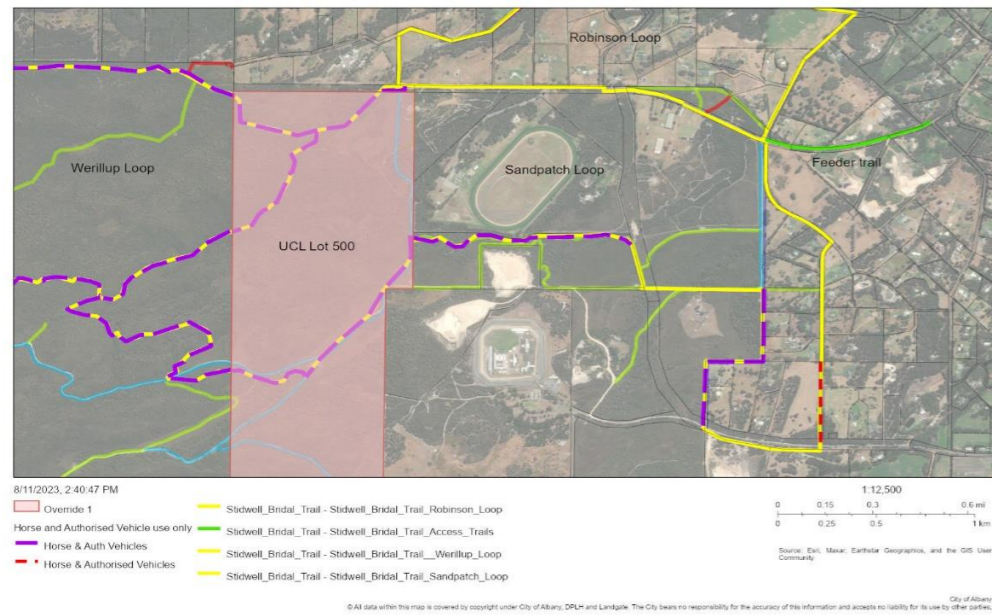
SANDPATCH LOOP

Shared use sections within Road Reserves with a constructed road.

Instrument of Authority: Local Government Act 1995, Local Law.

Legend:  - Solid yellow lines.

Sandpatch Loop Determination Map



Sections of the Trail within constructed Road Reserves cannot be determined as horse only as residents cannot be denied access to their property via an approved crossover from a constructed road.

Verge developments must not:

Prevent any pedestrian from walking along the verge in preference to walking on the roadway.

Prevent the City or any service authority from installing new services or maintaining existing services.

Create a hazard for pedestrians/motorists/cyclists.

Involve the clearing of native remnant vegetation.

Officers recommend the City does not make a "Horse Only" determination to be applied to constructed Road Reserves, as it is important to recognize that other individuals also have the right to use road verges.

Implementation of gates and signage will help prevent unauthorised vehicle access and promote proper usage.

Furthermore, it is important to note that according to section 268 of the Road Traffic Code 2000, riders of animals are required to give way to pedestrians on


footpaths or nature strips, ensuring the safety and priority of pedestrians in these areas.

SANDPATCH LOOP

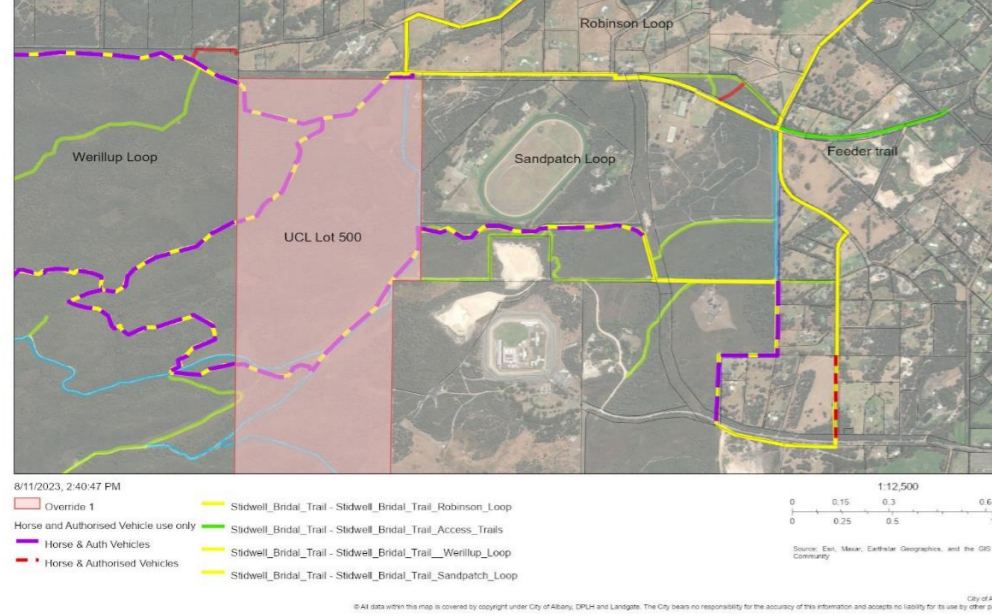
Vehicle access prevented within section of road reserve with no constructed road.

Southern end of Rowney Rd.

Instrument of Authority: Local Government Act 1995, Local Law.

Legend:  - Dashed red lines on top of yellow lines.

Sandpatch Loop Determination Map



In order to prevent access by unauthorized motorized vehicles and reduce potential conflicts with motorbikes and 4WD vehicles, it is necessary to install signs and/or gates along this section of unconstructed road reserve.

It's important to note that a road has never been constructed in this area to allow for public vehicle access. Access to constructed roads should be granted to adjacent landowners, and their input and approval should be sought during the consultation process.

It is crucial to reassess the situation if there is a future need for road construction in these road reserves.

Implementing these measures will assist in preventing public motorized vehicles from taking shortcuts but also enhance the safety of horse riders, as there is a blind hill along this particular section of unconstructed road.

Fully support preventing vehicle access in the unconstructed road section at the southern end of Rowney Rd. Noting that these measures can be implemented under City of Albany management and not through the Determination process.

ROBINSON LOOP

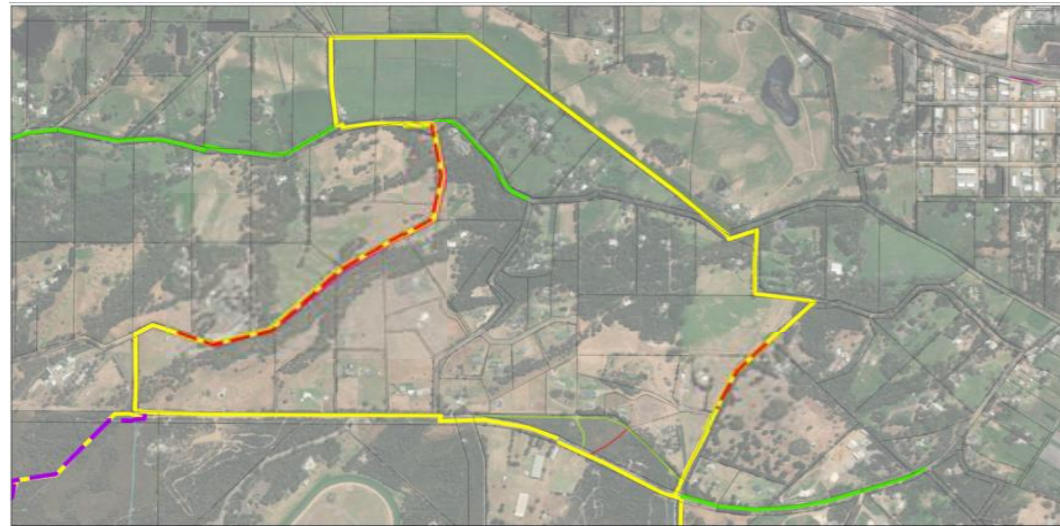
Proposed Change

ROBINSON LOOP

Shared use sections within road reserves with a constructed road.

Instrument of Authority: Local Government Act 1995, Local Law.

Legend:  - Solid yellow lines.



02/08/2023, 5:16:03 pm
 Horse and Authorised Vehicle use only
 Horse & Auth Vehicles
 Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Access_Trails
 Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Robinson_Loop
 Source: Esri, DeLorme, Earthstar Geographics, and the GIS User Community

Reason for Proposed Change

These sections of SBT within the Robinson Loop are formed on designated Road Reserves (unmade or made). Road Reserves cannot be determined as horse only as residents cannot be denied access to their property.

Verge developments must not:

Prevent any pedestrian from walking along the verge in preference to walking on the roadway.

Prevent the City or any service authority from installing new services or maintaining existing services.

Create a hazard for pedestrians/motorists/cyclists.

Involve the clearing of native remnant vegetation.

As road verges should be available for pedestrians, dog walkers and other users it is not supported that they become 'horse only'.

One section of this Loop (between Gledhow South and Robinson Rd) is parallel to a deep drain within a Water Corporation Reserve.

CoA Officer Comment

Officers recommend the City does not make a "Horse Only" determination to be applied to constructed Road Reserves, as it is important to recognize that other individuals also have the right to use road verges.

Implementation of gates and signage will help prevent unauthorised vehicle access and promote proper usage.

Furthermore, it is important to note that according to section 268 of the Road Traffic Code 2000, riders of animals are required to give way to pedestrians on footpaths or nature strips, ensuring the safety and priority of pedestrians in these areas.


ROBINSON LOOP

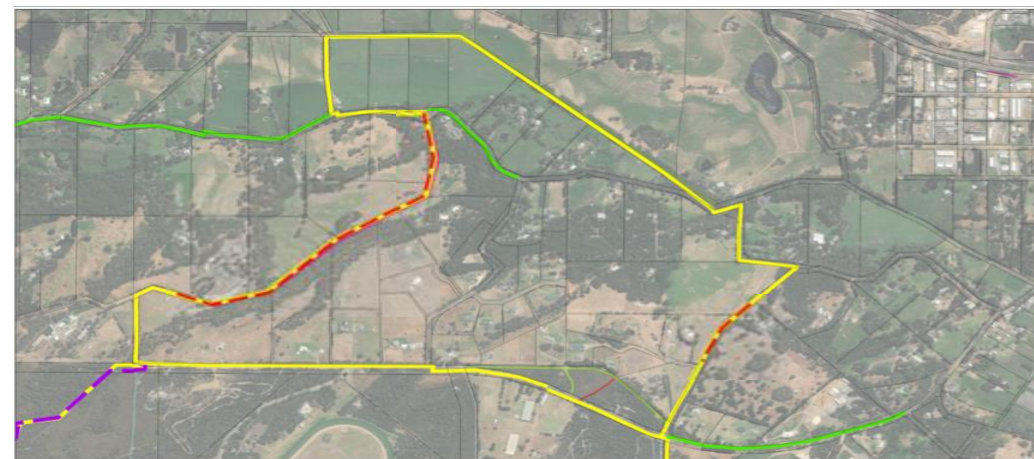
Vehicle access prevented within sections of road reserve with no constructed road:

_middle section of Manni Rd.

_northern section of Sand Pit Rd.

Instrument of Authority: Local Government Act 1995, Local Law.

Legend:  - Dashed red lines on top of yellow lines.



02/08/2023, 5:16:03 pm
 Horse and Authorised Vehicle use only
 Horse & Auth Vehicles
 Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Access_Trails
 Stidwell_Bridal_Trail - Stidwell_Bridal_Trail_Robinson_Loop
 Source: Esri, DeLorme, Earthstar Geographics, and the GIS User Community

Signs and/or gates will need to be installed along these sections of unconstructed road reserves to prevent access by unauthorised motorised vehicles and hopefully reduce conflict with motorbikes and 4WD vehicles.

These sections of roads have never been constructed to allow for public vehicle access. Adjacent landowners have approved access to constructed roads and will need to be consulted as part of this process.

Future requirement for roads to be constructed in these road reserves, then the situation would need to be reassessed.

Officers are supportive of this position. Noting that these measures can be implemented under City of Albany management and not through the Determination process.

