

## Ellis Street Jetty Precinct – Community Feedback on 2023 Concept Plan

Do you Support the concept plan	Comments	Shire Response
Yes	<p>The plan has been well prepared and I have the following comments:                      Blue 11... Suggest doubling the width of the boat ramp so that there is a launch and retrieve lane. This would also involve upgrading the private jetty on the SE side of the boat ramp. There are no impediments to doing this work.                      Green 3 + 4....Delete landscaped area and seal to allow greater access for vehicles and trailers launching and retrieving boats.                      Blue 5....Extend path to link up with Victoria Pde Toilets....Upgrade and also include an outdoor shower.</p> <p>I look forward to seeing the amended plan</p>	<p>Thank you for taking the time to provide your feedback. We appreciate your thoughtful input and the points you have raised.</p> <p>There are no improvements planned for the boat ramp at Ellis Street in this plan. Whilst it is recognised that Ellis Street provides a deep launch facility, there are various constraints at the site that would require significant investment to facilitate an additional boat ramp at this location. The Augusta Harbour provides the best facilities including supporting amenities.</p> <p>At this stage, there are no toilet upgrades planned in the next ten years. Any future investment will be addressed as part of our ongoing asset renewal process.</p> <p>Your comments will, however, be noted and may help inform future planning and decision-making processes.</p>
Yes	<p>The northern most section of the plan towards the private jetty is currently used by trailers carrying SUPs and kayaks. Unless those users have been consulted otherwise, it would be ideal to maintain vehicle access in this area.</p>	<p>Thank you for taking the time to provide feedback. Vehicle access to the commercial jetties will be maintained.</p>
Yes	<p>we need more areas for kids. this would be the perfect area for a wooden toy boat or ocean themed wooden sculpture like at rifle butts. A mermaid, fish or anchor.</p>	<p>Thank you for taking the time to provide feedback. Passive recreation is supported through the BBQ and picnic area south of the jetty area.</p> <p>A playground is not supported in this area because of the potential impact of vehicles and boat trailers. Picnic spots are provided, and kids can safely linger under the shade on the grassed area.</p>

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		<p>Recent playground installations at Tuner Street and Firestone Park are new additions to our play spaces and located within 2km.</p> <p>Future upgrades will where possible build upon the existing ocean-themed community mural</p>
Yes	A skatepark would be great. Old one is out of the way, in a dangerous area and is outdated	A skatepark falls outside of the scope of this project. Your concerns about the current skatepark have been forwarded to the relevant staff.
Yes	Parking area for residents in East Augusta would be useful. Boatramp for floating jetty could do with dual side access (two boat ramps, one floating jetty).	<p>Additional parking has been proposed as part of the plan.</p> <p>Boats can currently moor on both sides of the floating jetty, though mooring at this spot is intended to be temporary. Boats can be launched from one side, which assists those who are launching by themselves.</p>
Yes	Please no timed parking. Parking inspectors are not part of the natural environment!	The timed parking has been removed from the revised concept plan.
Yes	It needs to be more than just a car parking area. There should be extensive picnic areas and facilities so that people can sit and stay and enjoy views out to the river.	<p>The revised concept plan provides additional amenity including grass, landscaping and paths to make the area more people-friendly whilst also facilitating the key use as a boat launch and use of the various jetties.</p> <p>The addition of grass, rocks and retaining wall seating will facilitate people siting and enjoying the views of the river.</p> <p>We note that some people like to drive up and picnic in their car (see area 17 on revised concept), and we feel that people can still do this by backing into the parking bays under the Peppi trees – whilst also providing a people-friendly space.</p>
Yes	1. I am a local Augusta resident and visit the precinct for a range of activities around 5 days a week. From my observations and experience launching my boat I don't believe use of the sealed turn around point south of the boat trailer car park and the gravel turn around (with the peppermint tree in the middle) are not connected. All the sealed turn around does is take traffic back into the boat trailer car park - it does not alleviate or contribute to traffic flow issues at the ramp. This is a separate issue exacerbated	<p>The revised concept removes the gravel turnaround bay and a clear path of travel to the formalised turnaround and boat trailer parking should assist during peak times.</p> <p>On the revised concept plan we note that clearer road alignment and signage should be provided to assist users navigate the area.</p>

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<p>by current road layout and lack of signage. Proposals in the concept plan should address this issue provided adequate space and signage is provided to cater for inexperienced users. A dedicated rigging area is definitely needed.</p> <p>2. The level of use of the boat ramp is understated in the plan - a visit when the crabs are running clearly demonstrates the importance and use of this ramp is not just associated with peak holiday times.</p> <p>3. Ad hoc uncontrolled parking contributes a lot to current traffic flow issues associated with the boat ramp. I don't believe the layout and level of parking proposed will address this issues without proper enforcement / compliance checks. While the 3 hour limit on parking adjacent to the water is a great idea I am not sure how this will be enforced - I believe non compliance will see ongoing issues here unless there is an appropriate level of monitoring and enforcement. I am not sure that the level of parking proposed will meet demand (even in off peak times) and believe this needs to be monitored.</p> <p>4. The importance of this boat ramp to the local community and visitors is understated, particularly for people with mobility issues or the elderly. Ellis St boat ramp is the only ramp on the west side of the river that allows easy and safe access for users. Irwin St has ad hoc informal parking and users have to get into their boats from the water or the river bank (not easily done for some users). The Colour Patch ramp has the same issue and ad hoc boat trailer parking (away from the gravel boat trailer car park) contributes to congestion and parking issues at the Colour Patch car park (adjacent to the swings and grassed areas).</p> <p>5. It is very disappointing that the public fishing jetty is not included in the concept plan. This jetty and associated parking are a key component of the precinct and this should be addressed. The area simply designated as overflow parking is actually the primary parking for this jetty. This jetty is extremely popular with locals and visitors alike and important for family fishing activities. Access to and parking</p>	<p>A dedicated rigging bay is difficult to fit with the current topography and existing infrastructure. At present, it is noted that boat rigging happens rather informally wherever users have pulled up to. The current layout of the site will allow this continue and in peak periods, rigging and de-rigging can occur in two bays of the boat trailer parking area. Signage will be installed at the boat ramp and in the parking bays to inform users.</p> <p>The majority of community feedback did not support timed parking in the area, and this has been removed from the revised concept plan. There is limited space for additional parking bays, but some are proposed in the revised parking bays. Monitoring will occur at peak times.</p> <p>We acknowledge the need to maintain access for those with mobility issues. The path and connections are intended to assist in this regard.</p> <p>We have expanded the image for the concept plan to include the fishing jetty.</p> <p>A sealed ACROD bay is provided at the precinct, and it is intended that a path will be provided to connect to other areas of the precinct and beyond. It is noted that a path does not specifically connect to the fishing jetty. the fishing jetty poses some challenges if you have mobility issues – the wooden planks with gaps between are not very accessible. An accessible fishing platform is provided at Dead Finish.</p> <p>A dedicated hard stand for a food truck has not been continued in this area, as it can be accommodated in many of the existing parking bays. This space is available to use at any time, provided the user has a current food van permit.</p> <p>This document is a record of all feedback from community consultation undertaken in 2023.</p>
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	<p>needs for this key feature need to be included in this plan. Sealed formal parking with a designated ACROD bay at the entry onto the jetty is required. The current ad hoc parking is not sustainable in the long term.</p> <p>6. Separation of public and private commercial use is a good idea. The provision of a hard stand for a food van is a great idea. The current public only use of the fishing jetty needs to be maintained along with the DOT handover condition of "no vessel mooring" at the jetty.</p> <p>7. Publication and distribution of the community consultation report associated with this proposal would be useful (rather than just the brief summary shown in the Background Report).</p> <p>8. Thanks for the opportunity to comment. I look forward to seeing the final plan.</p>	<p>We appreciate the time taken by residents and visitors to share their views and contribute to this decision.</p>
<p>Yes</p>	<p>The condition of Ellis Street on immediate approach to the precinct being considered here is in very poor condition, has been for many years and should be upgraded before even more traffic is encouraged to visit this area. The area currently attracts tourists because of its close proximity to the town's various accommodation. Many are seeking a photograph backed by the beautiful Blackwood River. The eye sore in every photo and in every person's eye line are the ugly power lines which drape the view. This in my view is the most significant thing that needs attention as a priority and is not addressed. There should be an item in the plan to address this. Either put the power lines underground or if this is not feasible re-route the overhead power infrastructure to improve the precinct's appearance and fitness for purpose.</p>	<p>We agree with your comment and intend to make the road layout easier to navigate. Improved signage will assist.</p> <p>At this time, an upgrade to underground power or relocation of power lines is not proposed due to budgetary constraints.</p>
<p>Unsure</p>	<p>Why are you sending us this now when we have already commented on this plan and told you what we are not happy with?. Anyway, it looks as if you have completely disregarded the community comments and have got the Council to approve the plan that you have submitted so there seems to be no reason to comment further. If you want us to give you our views, let us do so and take them into account</p>	<p>Thank you for your feedback, we have considered the community's feedback and made changes in the revised concept plan.</p>

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<p>Yes</p>	<p>1. Not sure if covered but the bitumen to the boat parking bays is not wide enough at one end for cars to pass each other.</p> <p>2. No need for 3hr parking. This is Augusta. Are there any parking for Our East Augusta residents who usually have a permanent car on this side?</p> <p>3. There needs to be a fish cleaning bay here &amp; at the marina! Most caravan parks don't allow this &amp; there ends up being rotten fish stuff everywhere &amp; smelling out bins. Check out the one on the Denham foreshore. Kept immaculate by the shire workers.</p> <p>4. Have some pride in the works &amp; buy a ride on lawnmower that has a catcher instead of leaving the grass on top. Not a great look &amp; not fun for families who wish to play or sit on the grassed areas</p>	<p>This comment will be forwarded to our technical staff to consider as part of the detailed design of the area.</p> <p>The timed parking has been removed from the revised concept plan.</p> <p>Fish cleaning facilities are not included in the revised concept plan.</p> <p>A catcher is not used on any shire mowers.</p>
<p>Unsure</p>	<p>Yes.</p> <p>1. The commercial area is too small for the 2 operators and does not address current congestion</p> <p>2. The concept plan does not address future increased boating traffic at Ellis St precinct</p> <p>3. Paths and revegetation are not included in the initial works, again delaying business activity</p> <p>4. The draft beach launch area poses a major safety hazard that has not yet been addressed</p> <p>Houseboats will commence operations from Ellis St September 2023. Without access for service vehicles, a reinforced path and lack of a designated muster point at the entrance to the commercial jetty, the concept plan will not satisfy Insurer, Worksafe, Department of Transport or Australian Maritime Safety Authority requirements.</p>	<p>Specific input from commercial operators will be sought.</p>
<p>No</p>	<p>I strongly feel a successful plan requires further workshoping with residents and the regular users that will be directly impacted. I was advised at a recent community workshop by Susan that the map now advertised had already been superseded. Access to and from Victoria Parade appears to have been totally disregarded in this version - I</p>	<p>The arrows on the revised precinct plan indicates the direction of traffic. As you can see, two-way traffic provided to Victoria Parade.</p>

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	<p>would not support a plan forcing me as a permanent Vic Parade resident to circulate through the boat launch and parking area because of one way directional traffic. Who would monitor a potential 3-hour time limit on parking bays at the town jetty and why is it necessary to impose this restriction? How do the East Augusta Residents feel about this, especially those commuting in the depths of winter? The plan stimulates use of this compact area that already experiences challenges with congestion. Is it necessary to create a formal food truck hardstand and the additional parking bays at the top of the reserve further complicating traffic access (could the need for an ACROD bay be satisfied simply by curb side parking at this junction?) Combine elements of this plan along with an increase in commercial use, including an imminent houseboat business, further stress and risk to all users will result. What happens when we factor in real traffic movements, especially visitors totally unfamiliar with Augusta along with those who may already be under pressure manoeuvring boats on trailers, while others queue in line waiting to launch, add some windy conditions and perhaps half a dozen kids to the mix, tempers can be tested – I have witnessed this firsthand. During peak season this area becomes chaotic, and we need to collectively work towards easing the burden, increasing safety, whilst prioritizing needs. I see no real solution for pedestrians and cyclists moving through the area either. We already regularly observe people walking down Ellis St instead of using the footpath. Also, the arrow indication for turnaround of boat launching using the gravel is not correct and I would be happy to discuss this further with you. Thanks for an attempt to address a broad scope of needs but I feel this plan is not there yet and given the amount of investment to construct what is intended it is imperative that the best outcome is achieved before implementation takes place.</p>	<p>The timed parking has been removed from the revised concept plan.</p> <p>A dedicated food truck hardstand has been removed from the concept, as this can be accommodated within current parking bays.</p> <p>Improvements to the road alignment should improve the legibility for vehicles in the area, and paths and signage should assist those walking, wheeling or riding in the area, including visitors.</p> <p>The pathway design will direct people to safe crossing points that are informed by desired walking routes and the topography of the precinct.</p>
<p>Unsure</p>	<p>Whilst I fully support the development of the Ellis street precinct into a more family friendly recreation area I strongly urge the Shire to remember what the jetty is for. It's a deep</p>	<p>The timed parking has been removed from the revised concept plan.</p>

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	<p>water launch ramp for access to the Blackwood River. When designing the one way street system past the toilet block (between the river and toilet) please ensure large boats (9m boat + car), caravans and RVs can fit. If 3 hour parking limits are to be introduced where will residents of East Augusta park their cars? If spending a day water skiing / fishing etc on the Blackwood, 3hour parking isn't long enough.</p>	<p>Boat trailer parking is provided nearby.</p>
<p>Yes</p>	<p>Need to Allow enough room for large boats and caravans to maneuver. 3hr parking is not acceptable (long enough) for people to launch boat and enjoy river. Primary function is Jetty / boat ramp.</p>	<p>Turning circles for large boats and caravans will be undertaken during detailed design.</p> <p>Boat trailer parking is provided nearby, and the timed parking has been removed from the revised concept plan.</p>
<p>No</p>	<p>1. East Augusta residents will be adversely impacted by the proposed 3-hour time limit on the parking bays as described at 12. Currently several residents park their vehicles there overnight to facilitate access to school, work and medical appointments. Such an impact needs to be specifically addressed and discussed with this affected group of users. No alternative location has been identified to address this need.</p> <p>2. Three hour time limit on carparks will also impact the local businesses that are being co-located in the area being the hire boats and houseboats. How long will they be able to park their vehicles for? Has this been raised with the operators?</p> <p>3. Clarification with regards to parking bays identified at 6 and 7 on the concept plan-are they also timed parking bays or reserved?</p> <p>4. The access into and from Victoria Parade (north side) is not clear. Is the intention to force traffic from Victoria Parade via the one-way traffic as described on the concept plan?</p> <p>5. It is not clear from the concept plan where the hire boats will tie up. There are also concerns with regards to where the houseboats will be moored. The suitability for the private jetty must be considered with regards to the houseboats given their size.</p> <p>6. Currently untreated stormwater discharges into the river.</p>	<p>Thank you for taking the time to provide specific and clear feedback. The timed parking has been removed from the revised concept plan.</p> <p>Current operators will be able to have their say on the revised concept plan.</p> <p>Water Sensitive Urban Design (WSUD) as well as the pit and pipe drainage network is provided on the revised concept plan. Technical advice from WSUD specialists will be sought to inform the detailed design for the drainage infrastructure including the ability to include WSUD and gross pollutant traps.</p> <p>The topography of the Ellis Street Precinct poses a number of challenges. Rigging and de-rigging is at the discretion of users. The Augusta Harbour provides an alternative location for boat launching.</p> <p>The landscaping proposed in the revised concept plan aims to provide a good mix of native vegetation to support riparian ecological function, whilst also facilitating a useable space for visitors. The Shire manages many areas along the Blackwood River and is supported by many Augusta community members.</p>

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<p>The concept should make provision for stormwater to be treated at the minimum with a gross pollutant trap to ensure any rubbish and pollutants are removed prior to discharge into the river. It is also unclear how additional car parking bays etc will have stormwater managed.</p> <p>7. The steep hill at Ellis St presents a safety hazard for boat users. There are cases where boats have slipped off the trailers. Given the one-way traffic proposed it's conceivable that any issues with launching vessels will impact on through traffic and create obstruction impacting traffic flows.</p> <p>8. Any extension or increase of the grassed area as proposed by 2 should be reconsidered. Given the proximity to the river and good condition native vegetation that supports riparian ecological function, any increase in the grassed area will lead to weed invasion and encroachment into the native vegetation. In addition, reticulation required to sustain the grassed area will enable leeching of fertilisers into the river affecting river health.</p> <p>9. Impacts on native vegetation through additional infrastructure should be detailed in this concept design. Presently there is no clarity with regards to this.</p> <p>10. The new fisherman's jetty (public use jetty) should be considered for additional treatments to enable more small boats to tie up. The inclusion of ladders, shaffers and bollards or cleats should be considered. This would provide additional points for small boats to moor on during peak periods.</p> <p>11. Given the volume of boat traffic at Ellis St jetty the improvement of facilities at West Bay may serve to reduce the usage and demand during peak times. Given that this jetty will now facilitate the running of the river cruise boat, houseboats, hire boats and private boat users it seems the volume of users and types of use may come into conflict.</p> <p>12. Agree with the need to improve the road surface. Consideration needs to be given to Water Sensitive Urban Design with regards to stormwater management surrounding any road upgrades or new infrastructure.</p>	<p>There are no plans to enable boats to tie up to the fishing jetty for safety reasons.</p> <p>Additional boat launch facilities will be considered as part of our future planning.</p> <p>A wombat crossing is proposed to raise the level of the shared path. This puts path users as priority for crossing. This design choice has been made to ensure that the informal nature of the gravel parking bay can be maintained (as previous feedback has been to retain the 'low-key' nature of the area), whilst providing some sealed parking to protect the existing vegetation.</p>
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	<p>13. Provide clarity with regards to the removal of the gravel area currently used as informal parking for the purposes of revegetation using upland species as described in the concept.</p> <p>14. How are people meant to access the overflow parking described at the front of the public use jetty (fisherman’s jetty) ? It appears they will need to cross the pedestrian path. This would put vehicles in conflict with pedestrians.</p> <p>15. The area identified at 11 is currently being used as an informal turnaround area. Why retain the overflow carpark area near the fisherman’s jetty and not rehabilitate that instead of rehabilitating the area already in use? It seems likely that any new vegetation installed will be adversely impacted by boat users.</p>	
No	<p>As a full time resident of East Augusta working in Kudardup and with a child at primary school in Margaret River and a husband working in Whitchcliff, my family's needs are a secure way to park our boats and cars to get to work and school. We would like boat bays available to permanent residence of East Augusta all year round allowing us the ability to be able to get to work across the river every day. At present any school or public holidays greatly impact car parking bays and boat parking bays. Also there is not adequate lighting around the jetty's or car park and the floating jetty gets flooded in high tides. These are my main concerns and all centre around safety and secure access to boats and cars. Unfortunately until these are addressed I am not in favor on spending money on tourist facilities. On a side note we have the same issues as I have mentioned in East Augusta.</p>	<p>Thanks for your feedback, we have considered the needs of the East Augusta residents, and a decision was made to remove the timed parking in the revised concept plan.</p> <p>There are no plans to upgrade lighting in the area.</p> <p>Floating jetty flooding to be investigated.</p>
Unsure	<p>The Ellis Street Jetty area is a vital access point for the residents of East Augusta and Molloy Island to the services and businesses of Augusta. It also needs to be maintained as a low key and low environmental impact area. This includes,</p> <p>1. Remove plans for 3hr parking at the jetty and boat ramp. This enables residents, visitors and holiday makers to take advantage of boat access, the ability to visit Molloy</p>	<p>The timed parking has been removed from the revised concept plan.</p> <p>The revised precinct concept plan aims to retain the low key nature of the area appreciated by residents whilst also making improvements for some users. The revised concept retains an area that is unsealed, but in order to deliver a safe</p>

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	<p>Island/East Augusta and boat tours without concerns for city-style parking tickets.</p> <p>2. Preserving informal gravel parking areas that are more efficient and welcoming than highly curated and expensive concreted and curbed parking areas. This preserves the relaxed holiday feel of the area and reduces rain runoff.</p> <p>3. While grassed areas above the parking lot and ramp may be attractive and accommodate visitors easily. Shade sails and tables will quickly become worn, torn and unsightly.</p> <p>4. Boat launching facilities at West Bay should be upgraded and their use encouraged, as this will remove boat traffic and congestion at Ellis Street which is the only viable access site for East Augusta residents and the tour boat /boat rental businesses.</p> <p>5. The current layout works efficiently and really only needs routine maintenance to the road, signage and toilets, rather than expensive refurbishment that will achieve little and will very likely reduce parking availability, increase costs and not achieve any measurable improvement, while risking loss of the current relaxed ambience and functionality of the area.</p> <p>6. The beach launch area in the "commercial use" area at the northern end of the precinct should also be accessible for public launching/landing of kayaks/canoes/SUPs etc.</p>	<p>space for people walking, wheeling and riding, a sealed pathway (raised with a wombat crossing) has been proposed – see section 18. The wombat crossing raises the path and therefore acts to prioritise people over vehicles. It is also a deterrent for boats, so that they don't use this area as a turnaround spot. The sealed parking in this area intends to respond to community and shire staff efforts to restore and protect the vegetation – vehicles encroach on small vegetation and damage the root zone of trees. We know that people like to park under the shade, and the concept proposed will still facilitate people being able to sit in their car and picnic in the shade – noting that they will need to back into these spots.</p> <p>Boat launching facilities are available at the Augusta Harbour, and any additional investment for upgrades at West Bay will be considered as part of future planning.</p> <p>At present the age of the drainage infrastructure is damaging the road. Maintaining the area through patching has been undertaken for some time, though technical advice from our engineers has advised that upgrades will be required to ensure that the drainage and road infrastructure continue to serve our community in future.</p> <p>The commercial use of this area has been arranged by our leasing team.</p>
No	<p>We are permanent residents of East Augusta and have been for the past 17 years, also rate payers since 1989.</p> <p>The 3 hour parking restrictions. Would all new bays be the same and is it intended that all parking areas in Augusta would also have 3 hour parking? If so in regards to the foreshore parking this would severely impact our family. Parking in the overflow area means we would need to carry our weekly shopping, hardware</p>	<p>The timed parking has been removed from the revised concept plan.</p> <p>The intention is not to remove infrastructure for those with mobility challenges, but rather provide a traversable continuous accessible path of travel (CAPT). These concepts have been presented to the Shire's Inclusive Communities Advisory Network (ICAN). ICAN membership includes people living with disability, support workers, disability and</p>

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	<p>supply's, and fuel etc. Therefore this would mean we would need to unload and leave our items on the jetty unattended whilst finding a parking space.</p> <p>The intention to take away the steps would greatly impact on our family. My Husband of 76 years, and my Son both have physical disability's, which restrict them, and both are unable to walk down slopes. My Son is at the moment applying for ACROD parking.</p> <p>There are 2 members of our family that work. One in Augusta and the other in Margaret River. My Granddaughter does not finish work until midnight or later. We both have sedan vehicles not 4x4 like most. Due to the disgraceful state of Scott River Road, dirt pot holes and corrugation our vehicles would not withstand the rough treatment at any speed, not to mention the cost of fuel for the extra 88 minutes and 114 kilometers round trip 5 evening a week.</p> <p>Therefore we would appreciate a meeting with the representative from the shire to discuss our predicament. We are sure the rest of the residents who are affected would appreciate this to.</p> <p>Looking forward to your reply.</p>	<p>community services organisations, community groups and people with a passion for building more inclusive communities. More information on ICAN can be found here: <a href="#">Our Commitment to Access and Inclusion</a>.</p> <p>Your concerns about the road condition have been forwarded to our works department.</p>
<p>Unsure</p>	<p>'Key issues to address:</p> <ul style="list-style-type: none"> <li>- permanent parking area for East Augusta residents, noting up to 12 vehicles from East Augusta are normally located on the west, in the Ellis st jetty precinct. Suggest a permit or similar to ensure long term parking is available into the future</li> <li>- Incorporate signage at Ellis st and other key areas indicating where alternative boat ramps are around Augusta, and what their key attributes are (e.g. deep water)</li> <li>- traffic flow and congestion, particularly when boat ramp is in</li> </ul>	<p>The timed parking has been removed from the revised concept plan.</p> <p>Signage and wayfinding are proposed to be improved in the area.</p>

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	<p>use and has a queue</p> <ul style="list-style-type: none"> <li>- pedestrian crossing/s to facilitate safe transit, particularly if the food truck stand is part of the toilet block 'island'</li> <li>- provision of power supply to food truck stand, and requirement for no generators to be used by food trucks</li> <li>- location to be identified for tourist information panels, e.g. in the new grassed area</li> <li>- the Ellis street jetty itself is missing from the plan, making it difficult to work out where the new grassed area is replacing - if the existing gravel area where there is parking is to be landscaped, suggest more single vehicle parking (as opposed to long vehicle / trailer parking) is required</li> <li>- incorporate more visible signage indicating location of public toilets</li> </ul>	
<p>Unsure</p>	<p>As a resident of East Augusta for fifteen years my family and I require a car park space at the Ellis Street jetty to leave our car as I work at the local primary school and also generally need to have a vehicle and to drive around it takes at least 40-50 minutes on a badly corrugated road that is not consistently maintained.</p> <p>Is the shire going to offer a solution for parking for people from East Augusta that require somewhere to park their vehicles longer than 3 hours?</p>	<p>The timed parking has been removed from the revised concept plan.</p>