

Wickham Boat Beach Ramp & Jetty (Design) Project

Community Workshop

Wickham Hub

1 May 2025

The City of Karratha acknowledges the Ngarluma people as the Traditional Owners of the land on which we live and work. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

Agenda

- Project Background
- Project Timeline
- Community Feedback
- Project Exclusions
- Site Constraints
- Upgrade Options
- Comparison to other CofK Ramps
- Car Park Options
- Next Steps



Project Background

- Constructed in the 1970 or 1980s
- Ramp extended in 2012
- Protected by a rock groyne
- Wickham Foreshore Management Plan identified the need to upgrade the boat launching facilities



Project Timeline



How Community Was Engaged

- 15 September – 18 October 2023
- Pilbara Fishing Extravaganza
- Digital Poster via Safety Briefing Email
- Poster provided information about the feasibility study and a link and QR code to online survey
- Survey asked about community's use of the Wickham Boat Beach boat ramp and aspirations for any future upgrades



Who Participated in the Survey

Demographics of Wickham Boat Ramp Survey (2023)



Participants
67 respondents
Median Age
37 years old

9% of participants are
Aboriginal or Torres Strait
Islander origin



12% of City of Karratha
residents are of Aboriginal or
Torres Strait Islander origin



On average, City of Karratha
families have 2 children

Participants had an
average of 1.5 children

Gender Distribution

Male



79%

Female

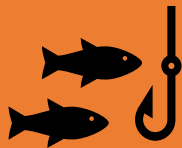


21%

Place of Residence	% of residents residing in each township in City of Karratha*	% of where survey participants reside
Dampier	6%	0%
Karratha	79%	6%
Roebourne	5%	2%
Wickham / Cossack	9%	82%
Point Samson	1%	11%
*2021 ABS Census Data		

Survey Insights

Average Wickham Boat Ramp Usage



40% of participants use the ramp once or several times a week

37% of participants use the ramp once or several times a month

Main Reasons for Ramp Usage



82% of participants use the ramp to access preferred locations (Dixon, Delambre, Huay Island etc.)

69% of participants use the ramp due to proximity to home

Type of boat or vessel being launched



67% of participants are launching a mid-size boat (4m – 6m)

25% of participants are launching a large-size boat (6m – 10m)

Who are ramp users boating with?



81% of participants go boating with their friend/s

78% go boating with their families, including children

Identified Ramp Challenges by Participants

Challenges Experienced When Using Ramp	
Focus Area	Number of Mentions
Tidal	37
Flat area	21
Securing boat / No tie-down	20
Slippery	8
Not suitable for larger boats	8
Car submersion	5
Submerged rocks	3
Length of boat ramp	2
Floating Pontoon	1
Rock Wall	1
Exposure to wind	1
Toilets/Facilities	1
Car parking location	1

Identified Ramp Suggestions by Participants

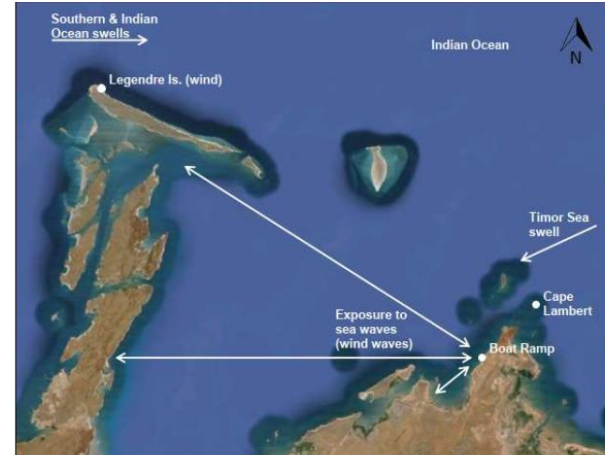
Ramp Upgrade Suggestions by Participants	
Focus Area	Number of Mentions
Replace with floating jetty	22
More gradient	19
Add a fixed jetty	16
Remove flat area	9
Replicate Point Samson	8
Dredging the area	8
Extend rock wall	7
Additional ramp	5
Ramp location	5
Tie down area	5
Lighting	4
Re-surface the ramp	3
Better parking	4
Fish cleaning facility	3
Toilets	2
Floating pontoon	2
Rocks removal	1

Project Exclusions

- Lighting (Navigation only on the finger Jetty)
- Vehicle/vessel washdown
- Fish cleaning
- Seating is not currently being proposed for this site.

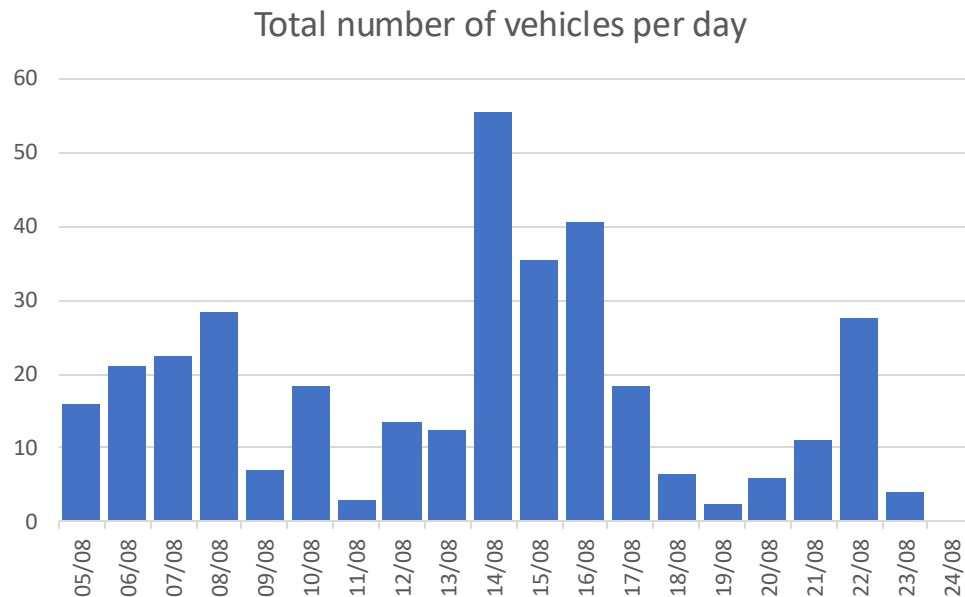
Site constraints

- Site is partially located in registered Aboriginal Heritage Place.
- Highly sensitive environmental conditions.
- Wave climate and sediment transport conditions.
- Geotechnical – basalt rock.
- Shallow nearshore bathymetry.



Ramp traffic surveys

- Vehicle survey August 2022 (3-week)
- ~18 vehicles per day
- Max. of 55 - 14/8/22
- Peak usage 10-11am and 2-3pm
- Results to guide carpark and ramp options



Options considered

- Alternative boat ramp site locations
- Repair to existing ramp
- Floating pontoon finger jetty
- Extending the Ramp

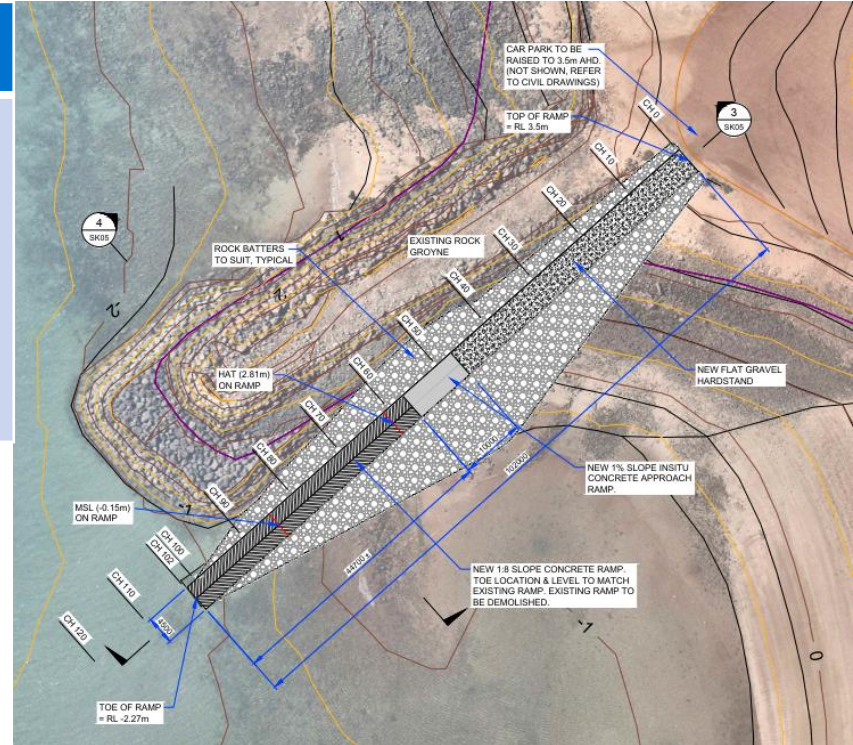
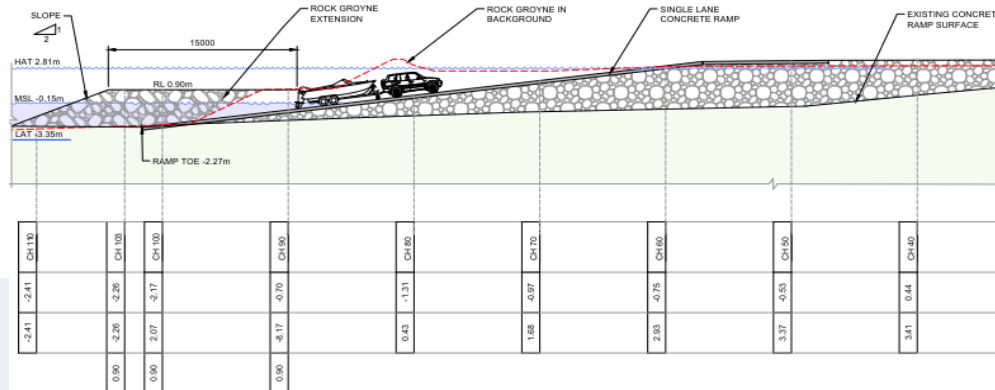
Ramp Option 1 – Single lane ramp

Strengths

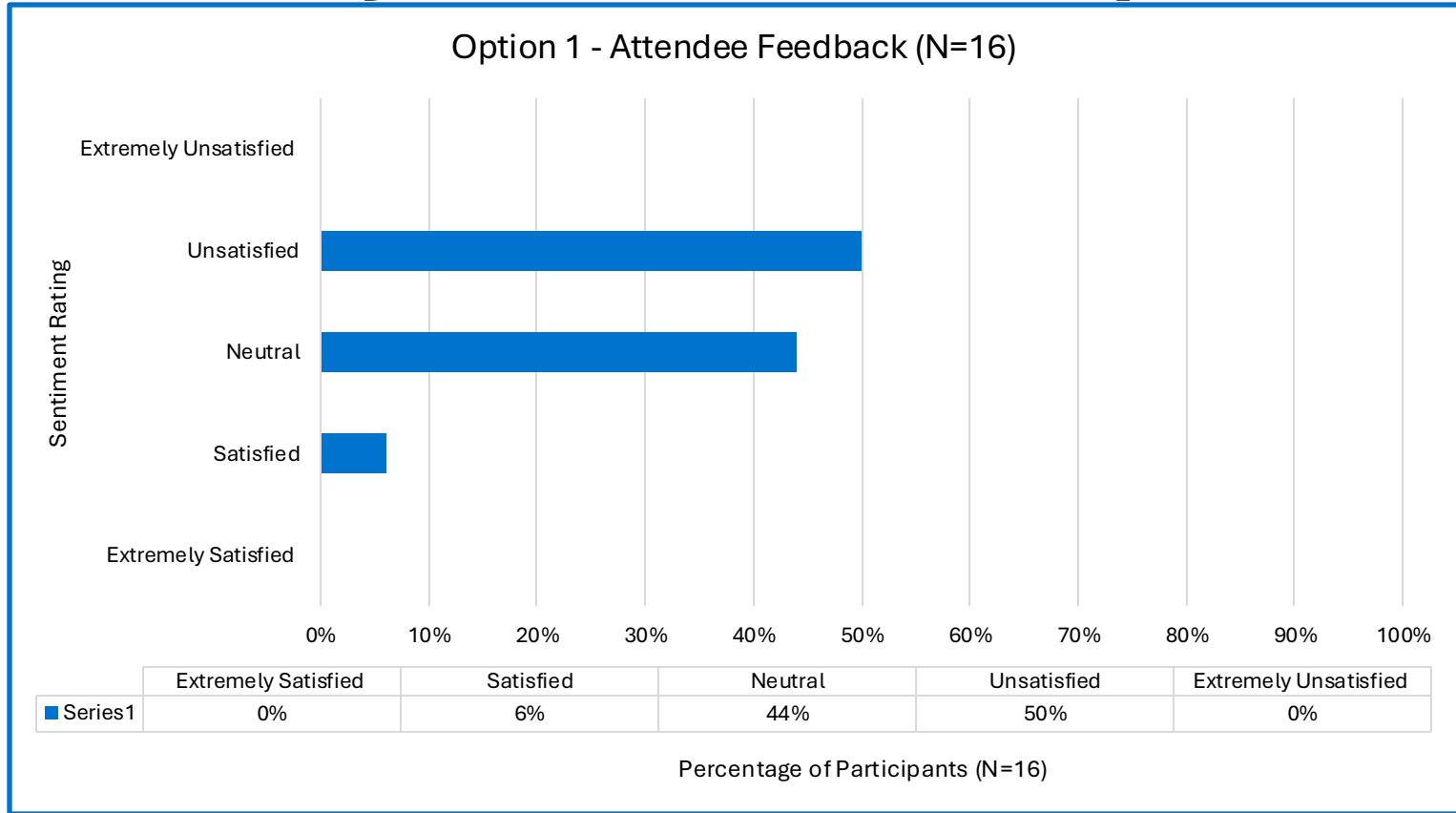
- Lowest capital and operational cost of all three options
- Reduced geotechnical risk as ramp located over existing ramp location
- Reduced environmental impact with footprint mostly maintained within existing ramp footprint

Weakness

- No vessel tie-down which was a key request from the community.
- No improvement to vessel access.
- Single lane access only.

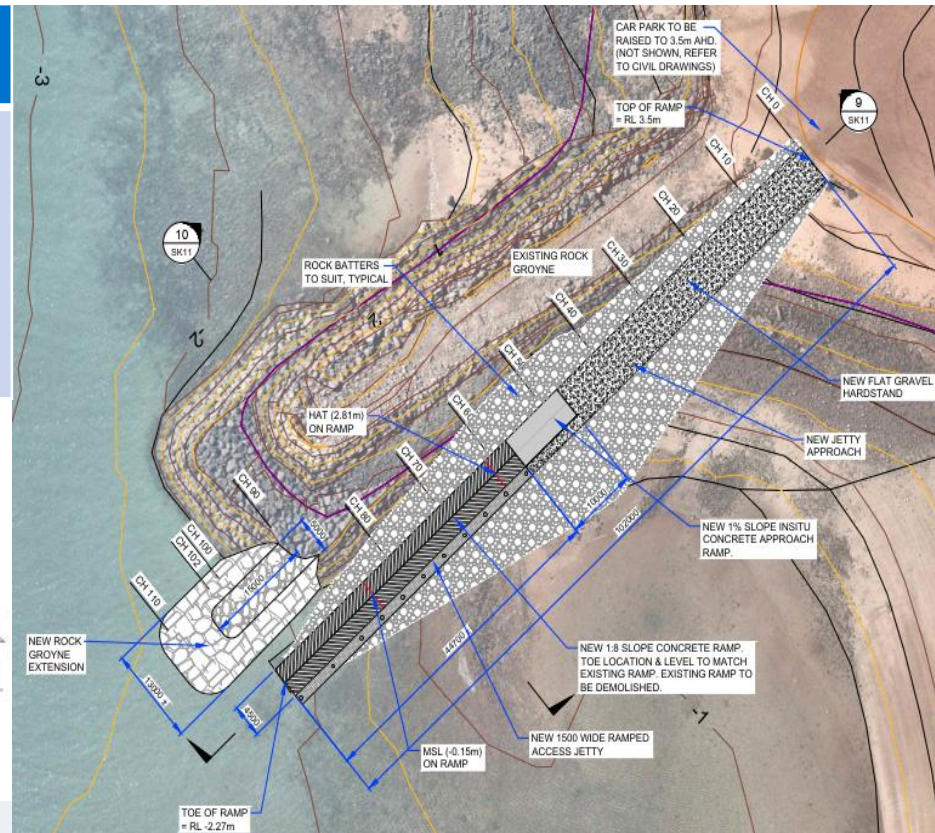
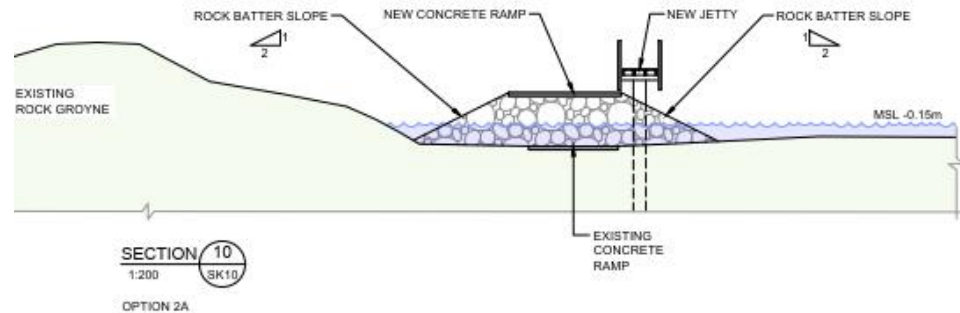


How do you feel about Option 1?



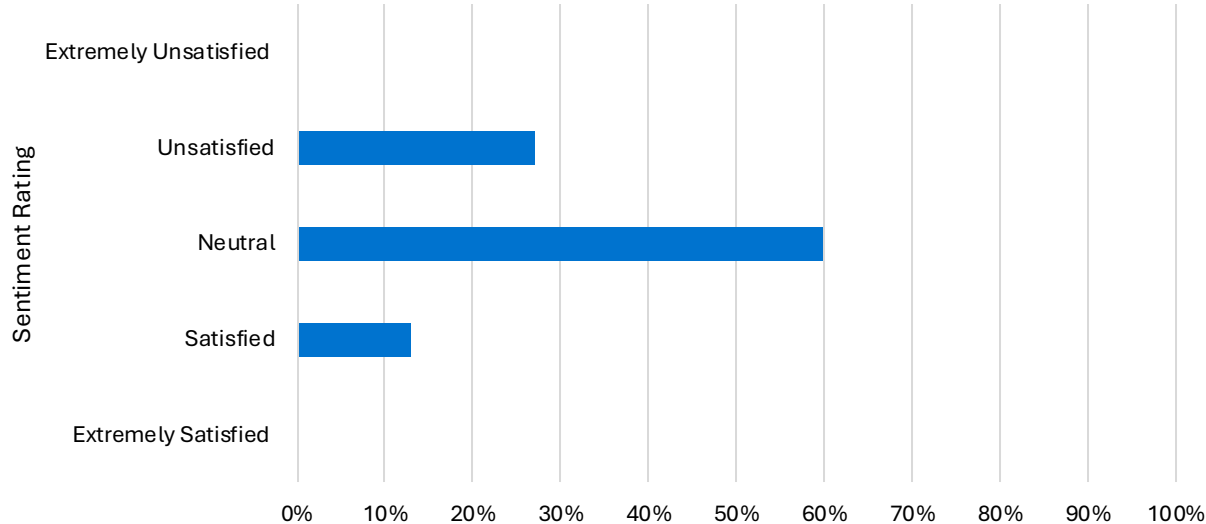
Option 2 – Single lane + finger jetty

Strengths	Weakness
<ul style="list-style-type: none"> • Vessel fendering, tie-down provided with finger jetty. • Improved vessel access. 	<ul style="list-style-type: none"> • Increased geotechnical risk, piling required for finger jetty. • Increased inspection & maintenance required with finger jetty • Single lane access only.



How do you feel about Option 2?

Option 2 - Attendee Feedback (N=15)



	Extremely Satisfied	Satisfied	Neutral	Unsatisfied	Extremely Unsatisfied
Series1	0%	13%	60%	27%	0%

Percentage of Participants (N=15)

Verbal commentary:

- If building a finger jetty, then it would need to be the same grade as the ramp. It will be difficult to access the jetty from a boat at low tide (there will be a big step up).
- There will also be a significant amount of marine growth on the jetty deck within the tidal zones, which would require cleaning / maintenance.

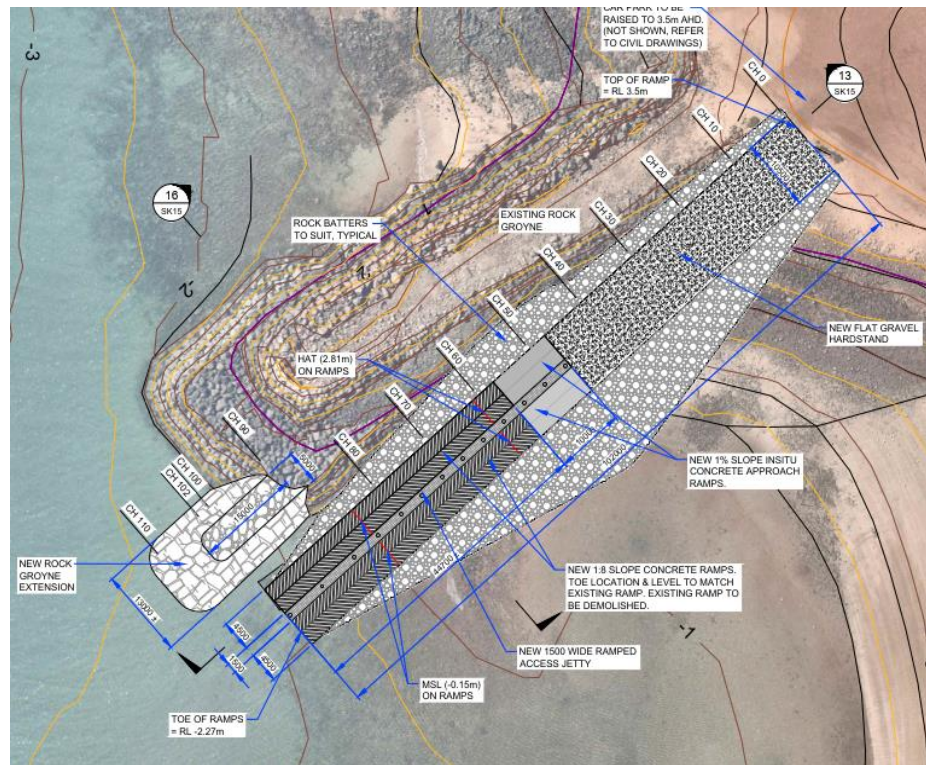
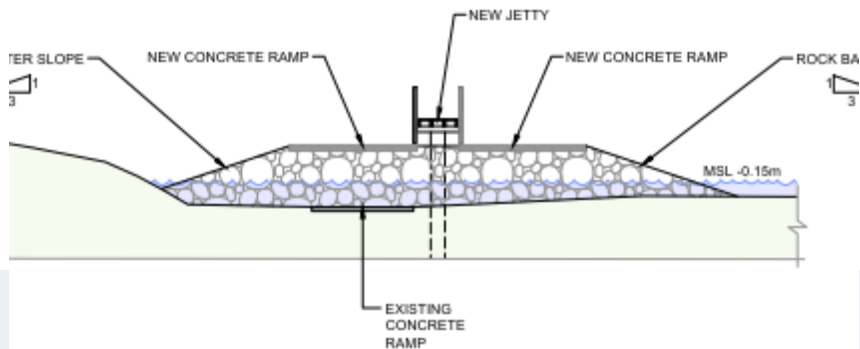
Option 3 – Double lane + finger jetty (Recommended)

Strengths

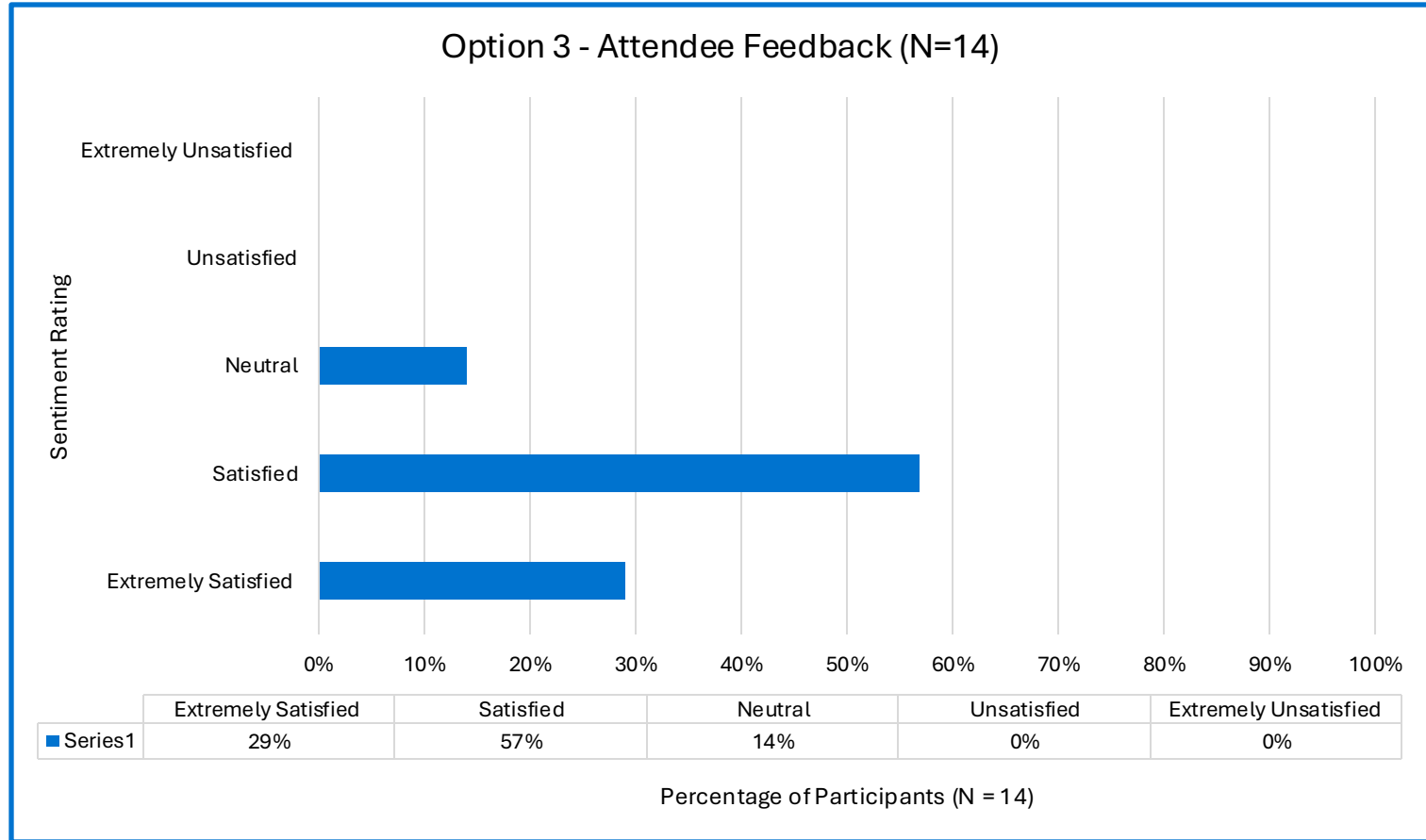
- Vessel fendering, tie-down provided with finger jetty.
- Improved vessel access.
- Increased launching/retrieval capacity.
- Same as Karratha Back Beach & Johns Creek ramps

Weakness

- Highest capital cost.
- Highest geotechnical risk, possibility of rock breaking required for second ramp location.
- Increased approval complexity due to likely rock breaking.



How do you feel about Option 3?



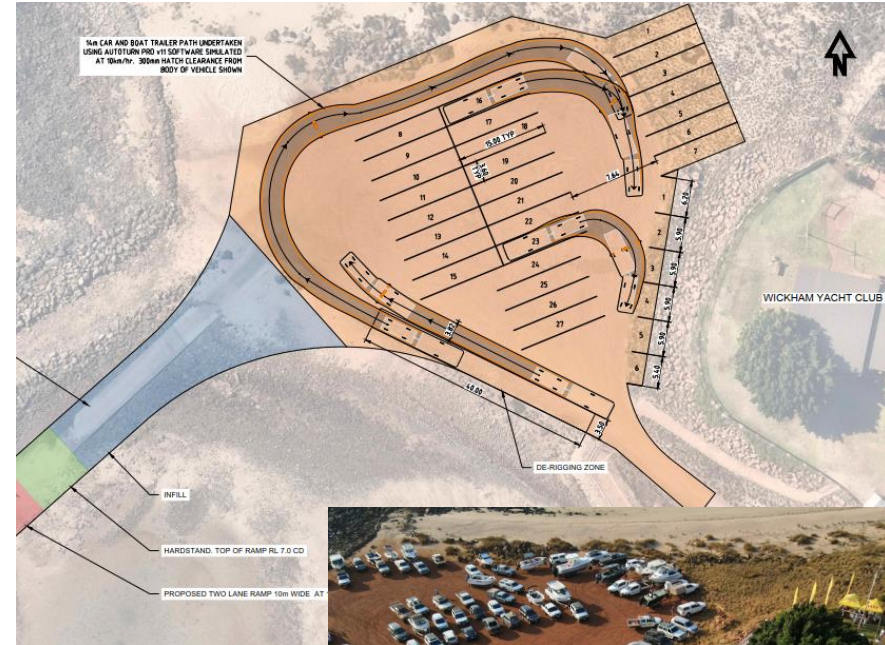
Comparison to other CofK boat ramps

Boat Ramp	Design Ramp Toe Level	% Usable*
Dampier	0.87mCD	89%
Karratha Back Beach	2.35mCD	58%
Johns Creek	0.87mCD	89%
Wickham Boat Ramp (existing ramp)	1.09mCD	68%
Wickham Boat Ramp (Recommended Option)	1.09mCD	85%

* Calculation is based on a minimum of 0.6m water to launch the boat ramp using Cape Lambert Submergence Curve. This does not take into account of any surge or wave actions.

Landside upgrades (vehicle & trailer parking)

- Currently unsealed
- Multiple options to be considered
- Dedicated rigging / derigging bays,
- Goal to max parking
- Australian and DoT standards to be considered.



Comparison to other CofK boat ramps

Boat Ramp	Ramps	Jetties	Car Park Surface	Staging Area	Bins
Dampier	4	2	Unsealed	Y	Y
Karratha Back Beach	2	1	Sealed with line marking	Y	Y
Johns Creek	2	1	Sealed with no line marking	N	Y
Wickham Boat Ramp (Recommended Option)	2	1	Sealed with no line marking	N	Y

Car Park Preference

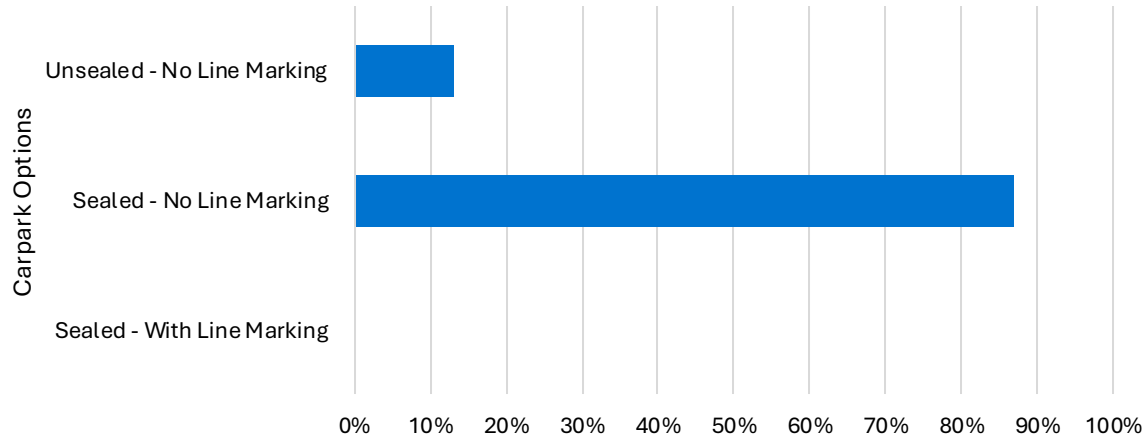
Description	Car + trailer parking	Car only parking
Unsealed and no line marking (existing condition)	17*	38*
Sealed but no line marking	17*	38*
Sealed with line marking	27	6

* Calculation based on a fishing day event image.



Which of the following car park options has your preference?

Carparking Prefrence - Attendee Feedback (N=15)



	Sealed - With Line Marking	Sealed - No Line Marking	Unsealed - No Line Marking
■ Series1	0%	87%	13%

Percentage of Participants (N=15)

Attendee queries:

- Would there be potential for a partially sealed carpark?
- How far would the sealing extend to? Will it be sealed up to Boat Beach Road?

Attendee concerns:

- Sealing the carpark may increase the likeliness of people using the carpark for burnouts.

Next steps



Stakeholder
consultation

- Wickham community info session
- Traditional Owners
- Other key stakeholders



Finalise site
investigations

- Geotechnical
- Environmental
- Heritage



Decision on
chosen
development

- Multi-Criteria Decision Analysis (MCDA)
- Determine highest ranking alternative and alignment with CoK objectives



Design
Development &
Approvals

- EPA
- DPLH
- DBCA



Contract
Documentation

- Contract Drawings
- Specifications

Questions?

For more information:

Community Engagement

community.engagement@karratha.wa.gov.au

08 9186 8555