



# KWINANA LOOP TRAIL MASTER PLAN

October 2022





# Contents

Prepared by Common Ground Trails Pty Ltd for the City of Kwinana

**Acknowledgements**

The authors of this Kwinana Loop Trail Master Plan respectfully acknowledge that this land on which the trail network is located is traditional land of the Noongar people who have a rich social, spiritual and historical connection to this country, which is as strong today, as it was in the past.

Common Ground Trails wishes to acknowledge the significant contribution of City of Kwinana staff as well as the valuable input from stakeholders, organisation representatives, users and individuals.

Images Common Ground Trails unless noted.

Revision	Description	Date
A	Preliminary Draft Master Plan for client review	03/12/21
B	Draft Master Plan for client review	18/01/22
C	Final Draft Master Plan for client review	20/01/22
D	Final Draft Master Plan for public comment	21/02/22
E	Final Master Plan	26/10/22



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# Introduction

## Project background

Situated just 25 minutes south of the Perth CBD, the City of Kwinana is a vibrant metropolitan City proud of its rich heritage and cultural diversity. Kwinana is a unique community, set amongst extensive native bushland and public open spaces. It is currently undergoing rapid growth in population, investment and industrial expansion, and includes Western Australia’s premier heavy industry zone – the Kwinana Industrial Area, which generates billions of dollars each year for the State’s economy. With a current population of just over 40,000 Kwinana is the second fastest growing LGA in WA with population predicted to double in the next 20 years.

With this urban growth comes development of new estates with unique characteristics, aspirations and socio-economically and culturally diverse communities.

The City’s Plan for the future – the Strategic Community Plan 2021-2031 sets out the vision:

A unique and livable City, celebrated for and connected by its diverse community, natural beauty and economic opportunities.

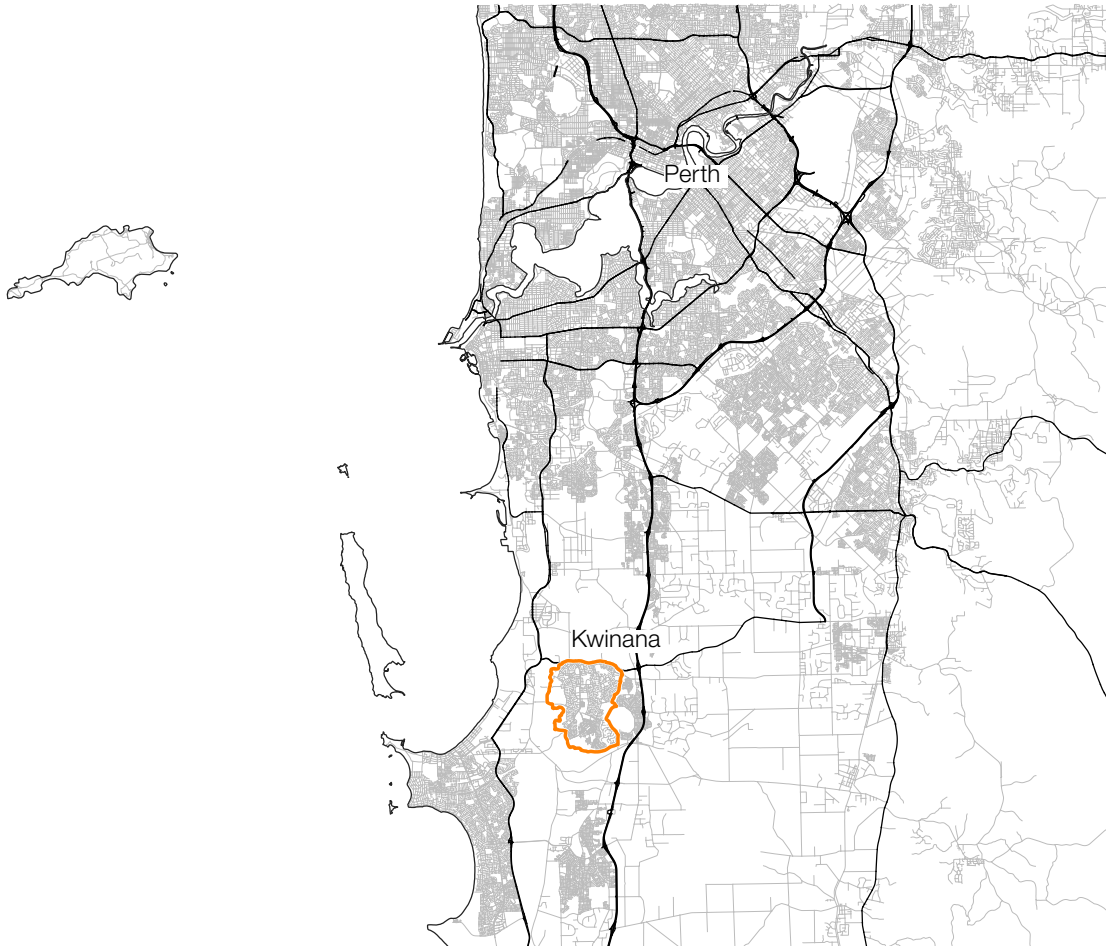
This vision is reflected in the Kwinana Loop Trail, a 21km shared use circuit trail surrounding the perimeter of the City. The Kwinana Loop Trail offers a unique opportunity to take in some of Kwinana’s best views while experiencing the beauty of the City’s natural coastal bushland. The hills and twists of the Loop Trail make for an exciting ride, a peaceful leisurely walk, and the perfect route for cross country fitness training, complemented by signage and rest stops describing Kwinana’s Aboriginal, colonial and industrial history.

## Project objectives

The City has the aspiration to further develop the Kwinana Loop Trail as an attractive metropolitan based option for bush walkers, runners, mountain bikers, and other users.

The Master Plan will guide the further development of the Loop Trail as an attractive metropolitan based outdoor experience for bush walkers, trail runners, mountain bike riders and other users, outlining a staged approach to ensuring the trail experience:

- captures the rich and diverse history of the region and trail location
- incorporates and showcases existing historical infrastructure
- showcases the regions rich and diverse history
- provides an outdoor space for the local community and residents alike
- attracts visitors to the region and associated economic benefits
- addresses potential opportunities the adjacent off road vehicle area and reserves



MAP 1 - Kwinana Loop Trail location

## Project methodology

In order to develop the Kwinana Loop Trail Master Plan the following methodology was employed:

### Stakeholder and community consultation

Consultation is an integral component of the Kwinana Loop Trail delivery. Stakeholder and community input assisted in identifying and determining the long term vision for the trail. In order to ensure the success and longevity of facilities developed it is essential to engage with both the users and managers of the facilities. Through a combination of meetings, workshops and surveys the consultation process aims to empower the local community to take stewardship and pride in their public spaces.

The consultation undertaken assisted in identifying the following:

- Local trail user profile
- Existing use patterns
- Local constraints and objectives
- Locations potentially suitable for additional trail development
- Governance opportunities for ongoing management
- Infrastructure requirements

In order to identify these issues and successfully meet the project objectives, the following mechanisms were employed;

- User group consultation
- Stakeholder consultation
- User survey
- Drop in session

### Trails and facility audit and gap analysis

On the ground audit of existing trails including assessment of associated infrastructure and marketing. Assessment of trail demand and comparison to current supply was undertaken to identify gaps.

### Constraint definition and opportunity planning

Identify and review the Region’s opportunities and constraints including potential facilities, existing trails and social, cultural, environmental and physical constraints.

### Master Plan Preparation

Draft documentation, steering committee review and final documentation and distribution of Kwinana Loop Trail Master Plan.

# Planning context

## Key documents

As part of the development of this Master Plan a desktop review was undertaken of existing strategic policies, guidelines and planning documents. This information will be used to provide context for the Master Plan to ensure that future trail development is considerate of and relevant to local and regional planning and embodies the direction of existing state policies and strategies.

Table 1: Key planning documents

Document	Summary	Relevant actions
City of Kwinana Strategic Community Plan 2021-2031	A longterm planning document that sets out the community’s vision and aspirations for the future, and the key strategies the City will need to focus on to achieve identified aspirations.	Upgrade of the Kwinana Loop Trail is noted as a key project with short term priority.
City of Kwinana Access and inclusion Plan 2019-2021	The purpose of the Plan is to identify barriers to access and propose solutions to ensure that everyone has equal access to services and facilities in the City of Kwinana.	Ensure public spaces are accessible and inclusive
Boola Maara Baldja Koorliny Reflect Reconciliation Action Plan 2018/2019	This plan is aimed at developing a future vision for conciliation between the City of Kwinana and the community, as partners. Developed within the Reconciliation Australia’s Reflect template.	Increased awareness of Aboriginal and Torres Strait Islander histories and cultures in Kwinana.
Kwinana Bike and Walk Plan	A long term plan for the development of a cycle network that fulfills the Department of Transports objectives for the region yet is tailored to the local conditions, considering the needs of individual communities within Kwinana.	Kwinana Train Station to Rockingham Trail Station Secondary route will provide an alternate for the KLT between Thomas Road and Bollard Bullrush development.
Western Australian Strategic Trails Blueprint 2017-2021	Provides background on growth and trends in trails; Summarises current situation in WA, supply, demand; Identifies issues for trail development in WA. Provides guiding principles, strategic directions and actions for consideration across the state. Is a guide for consistent and coordinated planning, development and management of quality trails and trail experiences across WA.	Outlines an 8 stage sustainable trail development process.
Western Australian Mountain Bike Strategy 2015 – 2020	Identifies priority areas for development of mountain bike trails, racing, events, participation and tourism.	Outlines the benefits of mountain biking for communities
Western Australian Mountain Bike Management Guidelines 2019	Provides guidelines for development and management of all mountain bike trails in WA. Aspiration to be adopted by all land managers.	Outlines guidelines for management of mountain bike trails
Western Australia Hiking Strategy 2020-2030	Proposes opportunities and benefits of bushwalking and trail running for Western Australia. Addresses existing challenges and provides guidance and structure for decision makers, land managers, trail planners and the community. Advises on infrastructure and facilities, trail classifications, code of conduct, management and governance	Outlines the benefits of walking for communities.
Perth & Peel Mountain bike Master Plan	The Perth and Peel Mountain Bike Master Plan (PPMP) has been developed to guide future strategic investment in mountain bike recreation, tourism and event development across the combined Perth Metropolitan and Peel regions of Western Australia.	Kwinana is identified as having potential for local scale trail network focused around the Loop Trail, Sloan’s Reserve and Unallocated Crown Land.
Western Australia’s Long Term Cycle Network (Department of Transport)	Western Australia’s Long Term Cycle Network (LTCN) identifies an aspirational blueprint to ensure State and local governments continue to work together towards the delivery of a continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity.	Identifies Primary, Secondary and Local cycling routes throughout the City

## Trail development

Ensuring sustainable trails both from a management and trail experience perspective requires a thorough development process. As outlined in the Trail Development Series (DLGSC, Trail Development Series, 2019) working within a standardised methodology is especially important in high conservation areas and building rigor into the development process ensures high quality outcomes on the ground.

Following adoption of the Kwinana Loop Trail Master Plan the process for development of new trail proposals should follow the eight stage trail development process. The process involves constant evaluation, review and improvement as trails are extended or revised. The diagram below provides a summary of the trail development process.

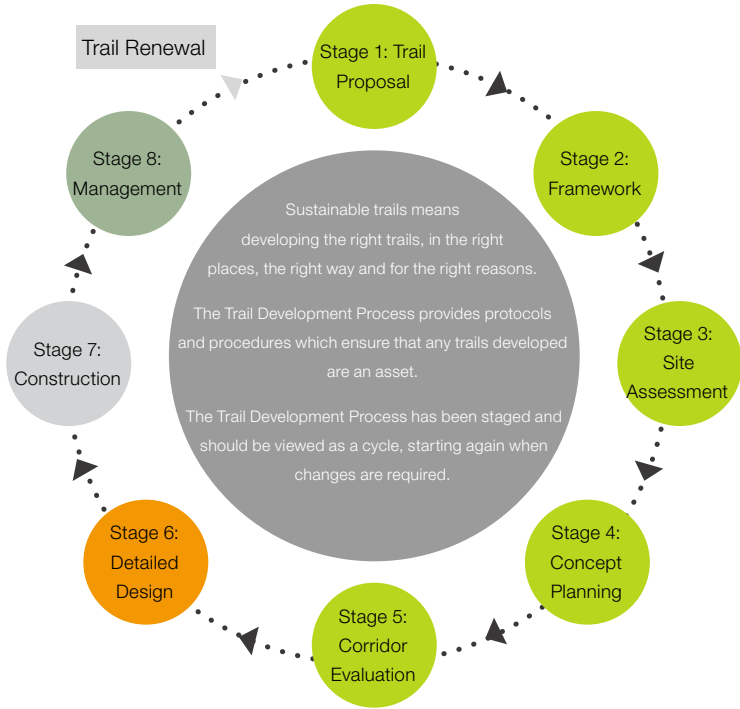


Figure 1 - Eight Stage Trail Development process (DLGSC, Trail Development Series, 2019)



Development drivers

The needs and drivers of the various markets are different and need to be considered when developing a location. Trails can be both a primary motivator for travel and an activity undertaken whilst a traveller is visiting an area for another primary purpose. It can also be an activity undertaken by residents of a community surrounding trail facilities. Apart from primary motivators, development drivers for a location or site will make it attractive to visitors. When assessing locations along the Kwinana Loop Trail, the development drivers were considered, as outlined below.

Table 2: Development drivers and considerations

Development driver	Development considerations
Recreation	Located within proximity to or with good access from major population centres  Diversity of trail experiences
Events	Event specific infrastructure designed to cater to specific racing formats and to industry standards.  Emphasis on quality of trails and facilities
Tourism	Located within proximity to other tourism experiences, accommodation and visitor services  Align to unique landscape and biodiversity experiences
Community	Located within proximity to or with good access from major population centres  Existing community involvement  Ensure good engagement and involvement of community based trail bodies  Emphasis on quality of trails and facilities



Kwinana Loop Trail (image credit City of Kwinana)

Management models

Successful trail development is dependant on implementation of appropriate management model and securing funding for both implementation and ongoing maintenance. A variety of management models need to be given further consideration to ensure sustainable growth of the opportunities associated with the Kwinana Loop Trail. The table below provides a comparison of possible management models.

	Public	Private	Partnership
Description	<ul style="list-style-type: none"><li>Government agency has sole management responsibility of the trail facility.</li><li>Commercial and event operators may contribute financially to the management of trails.</li></ul>	<ul style="list-style-type: none"><li>Private land owner has sole management responsibility of the trail facility.</li></ul>	<ul style="list-style-type: none"><li>Multiple stakeholders share management responsibility of the trail facility.</li><li>Partners could include non-government incorporated agencies, such as peak bodies, state government bodies, private bodies, foundations or trusts, and volunteer mountain bike bodies.</li><li>Volunteers may contribute to the management of trails.</li></ul>
Advantages	<ul style="list-style-type: none"><li>Clarity on roles and responsibilities.</li><li>Majority of tenure is Crown land.</li><li>Consistent approach to development processes and standards.</li></ul>	<ul style="list-style-type: none"><li>Reduced political interference with decision making.</li><li>Can be flexible and responsive to market preferences and trends.</li><li>Can provide a specific and unique experience to fill a gap without consideration of broader priorities.</li><li>Linga Longa bike park is a successful example in the South West</li></ul>	<ul style="list-style-type: none"><li>Leverage a broad support base for maintenance, development, funding, events and promotion.</li><li>Multiple funding contributors.</li><li>Risk can be shared.</li><li>Funding can come from a range of partners.</li><li>Single management entity to take responsibility on behalf of stakeholders.</li></ul>
Disadvantages	<ul style="list-style-type: none"><li>Maintaining the status quo will mean limitations on resourcing.</li><li>Political pressures lead to uncoordinated priorities.</li><li>Grants not always available to government bodies.</li></ul>	<ul style="list-style-type: none"><li>Decisions can be made, such as trail closures, with no public consultation.</li><li>Caters to a limited market.</li></ul>	<ul style="list-style-type: none"><li>Larger number of stakeholders.</li><li>Potential for political pressures to influence decisionmaking.</li></ul>

Trail users are passionate about building and maintaining trails, and typically ‘custodian’ communities naturally form around popular trail networks and parks which can often be leveraged into a volunteer base to assist in trail management. Whilst the responsibility for management generally lies with the trail owner, it is possible to create partnerships to involve volunteers in some trail management tasks, such as:

- Trail auditing inspections and condition reporting
- Trail building initiatives
- Event support
- Emergency response

Incorporating clear roles and responsibilities for volunteer bodies in the ongoing management of trails can yield a number of positive outcomes, including:

- Reduced management costs through using volunteer resources
- Creation of stewards for the environment
- Creating a fun and vibrant community
- Strengthened relationships and networks



Funding models

There are a range of fee/income/business options that have been trialled or implemented in other jurisdictions in order to receive a user contribution for trail management and maintenance. Some possible revenue/income sources that may be considered for the Kwinana Loop Trail are summarised in the table below.

Table 3: Possible revenue/income options

Fee/Income Type	Description	Example
Facility or attraction fees	Paid to enter or use a specific facility or attraction	Trail passes/permits
Parking Fees	Payment for timed parking	
Licence charges	Charges or shares of revenue paid by businesses operating on trails or within reserves	Charges to operate café, hire facility, tour operators, coaching businesses, event promoters, accommodation etc.
Leases	Lease fees for operating a business or concession	Charges to operate café, hire facility, accommodation etc.
Merchandise	Sale of merchandise/souvenirs	
Licences and Permits	Instruments required by private companies or individuals to conduct commercial activities on trails or within reserves	Guided tours, events
Rates	Proportion of council rates paid by residents used for maintenance of community facilities	
Sponsorship and donations	Individual or company sponsorship or donations for specific area or facility	Trail sponsorships, bequests, donation boxes, other donations e.g. tap and go
Partnerships	Partner with others who will derive a benefit from park, facility or program	E.g. partner with health funds for exercise programs or facilities in parks
Volunteers	Individual or groups of volunteers assist with management and maintenance of a trail or trail network	
Events	A per participant or flat charge paid to support the facilities on which the event is based	

Benefits of trails

Time spent outdoors participating in recreation activities including walking and cycling provide a range of health, social and economic benefits to local communities and regions.

A local scale trail network providing a place for the community to recreate can bring significant benefits to local communities and participants including:

- Environmental benefits through contributions to conservation efforts and preservation of natural areas and providing access to open space for communities to enjoy and nurture
- Social and health benefits, through improved physical and mental health, increased community cohesion and connection to others
- Economic benefits, through increased tourism and spend in local communities with trails. Spend can include bike hire, food and beverage, accommodation and other goods services.

The Australian Transport Assessment and Planning Guidelines (ATAP) provide a framework for estimating the benefits associated with cycling and walking. The ATAP guidelines estimate the health benefits of cycling at \$1.58 per km and walking at \$3.12 per km (in 2020 dollars). This is a cumulative value that includes the following benefits:

- Health and physical activity – in terms of increased life expectancy and reduced risk of disease and illness
- Health system benefits – in terms of a reduction in costs borne by the health system as a result of physical inactivity.



View from Leda Lookout



# Current situation analysis

## Demographics

The City of Kwinana local government area has the second fastest growing population in Western Australia (Kwinana, 2021). At the 2016 Census the City had a population of 44,064, the ABS estimated resident population in 2020 is 50,170 (ID, 2021). The Shire’s population is forecast to be 78,630 in 2031 (Western Australia Tomorrow population forecasts highestest growth scenario).

There are several factors driving population growth in the area including lower residential land costs, an influx of new home owners, and a relatively younger average population of 32, compared to the average of 36 in WA (Kwinana, 2021). The affordable land is also attracting an increasing number of migrants who choose to call Kwinana home.

It is critical for communities to interact with their natural environment both to develop a positive regard for the environment and to flourish as healthy individuals. Continued participation in outdoor recreation is also important for maintaining quality of life into our later years. Recreational trails will provide opportunities for the City of Kwinana residents young and old to maintain healthy lifestyles and quality of life.



## Participation and demand

Across Australia participation in trail based sport and physical recreation has seen significant increase when comparing the Participation in Sport and Recreation (Australia) surveys from 2016/17 to 2020/21 outlined in the table below. Compelling evidence shows that increase levels of physical activity can bring wide-ranging benefits to communities, which extend beyond physical health to include mental health, personal wellbeing and social cohesion benefits. Making recreational facilities accessible in all communities is a critical strategy for increasing physical activity and preventing obesity. The cost of physical inactivity to the Australian economy is estimated to be around \$14 billion (\$1.4 billion in WA) and productivity loss equates to 1.8 working days per employee per year at a cost of \$458 nationally (WA, 2012).

Table 4: Persons participating in Sport and Physical Recreation 2016-2021 (Australian Sports Commission, 2021)

Activity	Adult Participants		Participants	Change
	2016/2017	2020/2021		
Walking (Recreational)	8,655,600	9,856,500		+ 14%
Bush walking	1,252,200	2,077,400		+ 66%
Cycling	2,284,000	3,187,600		+ 40%
Mountain Biking	297,200	468,400		+ 58%

The same Participation in Sport and Recreation Survey found that overall males tended to engage in recreational activity at a greater rate than females. Whilst females were more likely to walk or horse ride for exercise than males; males were more likely than females to participate in cycling and mountain biking as shown in the table below.

Table 5: Participation rate for Sport and Physical Recreation 2020/21 (Australian Sports Commission, 2021)

Recreational Activity	Participation Rate (%)	
	Males	Females
Cycling	62	38
Mountain Biking	83	17
Walking (recreational)	38	62
Bushwalking	47	53

The Australian Sports Commission (Australian Sports Commission, 2021) reports that walking (excluding bushwalking) continues to be the most popular activity nationally, across gender and age demographics. Cycling is rated the fifth most popular activity, followed by bushwalking (sixth most popular). The Kwinana Loop Trail offers locals opportunity to participate in walking, running and cycling close to home.

The survey undertaken as part of this project indicated that the typical profile of those that currently use the Kwinana Loop Trail included the following key attributes:



The main reasons survey respondents noted for not using the trail were they didn't know it existed, insufficient directional signage and felt it was an unpleasant/unsafe experience. In terms of opportunities for enhancement of the Kwinana Loop Trail the community noted the following:

- There is demand for more nature based experiences
- Provision for dogs should be catered for
- Directional signage needs improvement
- There is a desire to see more stories revealed regarding the European and Noongar cultural heritage of the area
- There is demand for more challenging mountain bike features in loops off the main trail
- There is demand for making sections /all of the trail accessible for all abilities, including upgrade of the trail surface
- Marketing the trail should be more widespread, with potential to host formal and informal events to increase participation rate and knowledge of the trail

## Governance

The Kwinana Loop Trail traverses multiple tenures however is primarily managed by the City of Kwinana. To maintain consistency across the Kwinana Loop Trail it is recommended that the City of Kwinana retain management responsibility for the trail. Ensuring strong partnerships with key stakeholders ongoing will be critical to the successful implementation of this master plan. There is also a need to consider funding for both implementation of this master plan and ongoing maintenance. Investigating and implementing a variety of funding and revenue models will help to ensure adequate resources are available to upgrade and maintain the trail and infrastructure to a high quality.

## Landscape character

Landscape character forms a critical part of the trail user experience. The Kwinana Loop Trail is located on the Swan Coastal Plain and traverses through a mix of remnant bushland and through residential areas alongside roads. The continuous green belt of remnant vegetation contains unique vegetation communities associated with limestone and coastal landforms.

The topography of the project area offers potential for creation of engaging trail experiences with up to 35m of elevation range in the west. The highpoints along this ridge provide views over Kwinana City to the East and over the industrial areas to the coast to the west. These views allow the trail user to place themselves in the landscape and appreciate the layers of story and history. There are four significant wetland areas within the project area at Sloans Reserve, Leda Nature Reserve, Bollard Bullrush and The Spectacles which provide opportunity for birdwatching and offer a contrast in landscape character to the elevated views from the highpoints.



# Environmental and Cultural Heritage values

The continuous green belt of remnant vegetation along the west and south of the project area is a distinctive feature. The Kwinana Loop Trail traverses through this remnant vegetation including Wildflower Reserve, Chalk Hill and Leda Nature Reserve. There are also a number of Conservation Category Wetlands within the project area, these are located on Map 2.

Wildflower Reserve is one of Kwinana’s iconic destinations to observe Wildflowers in spring. It is located south of Thomas Road between Orelia Avenue and just west of the Kwinana Train Station. It is an intact example of a Jarrah Banksia Woodland, and contains a lookout installed by Kwinana Rotary with views over the Spectacles.

Wilki Karda / Chalk Hill is another well known landmark within the City of Kwinana. This area has important Aboriginal connections, and was the site from which the original town was surveyed. It also contains very important limestone heath vegetation community unique to the limestone hilltops close to the coast. The area surrounding Chalk Hill is part of a trail of fresh water lakes and natural springs running along the greater metropolitan coastal strip.

Leda Nature Reserve is managed by the Department of Biodiversity Conservation and Attractions (DBCA) and contains as mosaic woodland of Eucalyptus gomphocephala (Tuart) and open forest of Eucalyptus gomphocephala (Tuart) - Eucalyptus marginata (Jarrah) - Corymbia calophylla (Marri) with closed heath on limestone outcrops.

The City of Kwinana is located in the traditional lands of the Noongar people. Important Noongar camping, hunting and gathering sites include Sloan’s Reserve, Chalk Hill and The Spectacles all of which are adjacent the Kwinana Loop Trail. European cultural heritage also features along the trail including the World War II radar detection station located at Wellard Road and Sloans Cottage and reserve.

Trail based activities are inherently a nature-based activity and protection of environmental and cultural values is essential for delivering enjoyable trail experiences. By applying sustainable planning, design and construction principles, trails can protect these values, by:

- avoiding sensitive ecosystems and old growth trees
- keeping users on designated trails
- reducing fire management risk (i.e. knowing where users will be)
- applying standard trail widths, minimising the disturbance footprint and associated effects
- development provides the opportunity to rehabilitate trails that are unsustainable and impact environmentally sensitive areas
- creating stewards for the environment and culture through facilitating a sense of community ownership of the trails
- providing recreation opportunities to improve physical and mental health
- connecting people to places
- creating economic development opportunities through tourism and visitor services
- creating passive surveillance and a natural diversion away from unauthorised use and illegal dumping



MAP 2 - Project area environmental and cultural considerations



## Project Constraints

All areas with the potential for trail development were considered in the project area, with constraints being part of the assessment process. Some potential constraints to trail development include:

- Conflicting land uses and zoning, such as off road vehicle area, conservation and private land access
- Tenure constraints, where potential trails traverse differing tenure types
- Environmental constraints, such as disease risk areas, the presence of threatened species or ecological communities, topography and hydrography
- Aboriginal and European heritage registered sites and sites of known significance
- Conflicts between trail users

### Environmental and cultural heritage constraints

The significant environmental and cultural heritage values within the project area while providing opportunity to add value to the trail experience also present constraints. Conservation Category Wetlands, Environmentally Sensitive Areas and Threatened Ecological Communities (including Banksia Woodlands, and Tuart Woodlands of the Swan Coastal Plain) all need to be considered in aligning new trail and avoided where possible. Measures to protect these areas could include aligning trail on existing tracks and disturbed areas, minimising impact through boardwalk structures and implementing a restoration/revegetation/weed control program alongside trail development to enhance values.

### Tenure

The Kwinana Loop Trail traverses multiple tenures. The areas identified within the project area publicly available for recreation are located on a variety of tenures each with their own requirements with regards to trail development. These tenures include;

- Crown Land
- Unallocated Crown Land (UCL)
- Reserves
- Conservation reserves (nature reserves, national parks and conservation parks)
- Regional parks
- Freehold land

### Department of Biodiversity Conservation and Attractions (DBCA)

The project area falls within the Swan Coastal District of the Department of Biodiversity Conservation and Attractions. DBCA manage Leda Nature Reserve within the project area. The reserve is managed according to the Swan Coastal Plain South Management Plan, 2016 which outlines that Leda Nature Reserve is Class A with purpose for ‘Conservation of Flora and Fauna’ and as such only compatible ‘low impact’ recreation is allowed, and then only when it does not negatively affect the natural values and ecosystems of the reserve.

DBCA have also released their Trails Development Series which guides the development of trails on land in their tenure and is a useful resource for sustainable trail development more broadly.

### Department of Planning, Lands and Heritage (DPLH)

There are large parcels of Unallocated Crown Land (UCL) in the project area. UCL defaults to DPLH until it is vested. In the short term DPLH are working with the City of Kwinana on license agreements to allow the City to use/manage UCL parcels in the project area. This license would allow use of the land but it is unlikely that construction of assets would be supported due to the complexities of UCL tenure.

The Medina Off Road Vehicle Area is an 18.487ha gazetted parcel on UCL on Thomas Rd. This Off Road Vehicle (ORV) area permits registered off-road vehicles, as well as licensed on-road vehicles to be operated. The City is currently in discussion with DLGSC and DPLH regarding moving the ORV area to the motorplex which would be a good outcome in terms of trail development in this location given the incompatibility of the activities.

The WWII Radar Communication Centre also falls within UCL and is currently managed by DPLH.

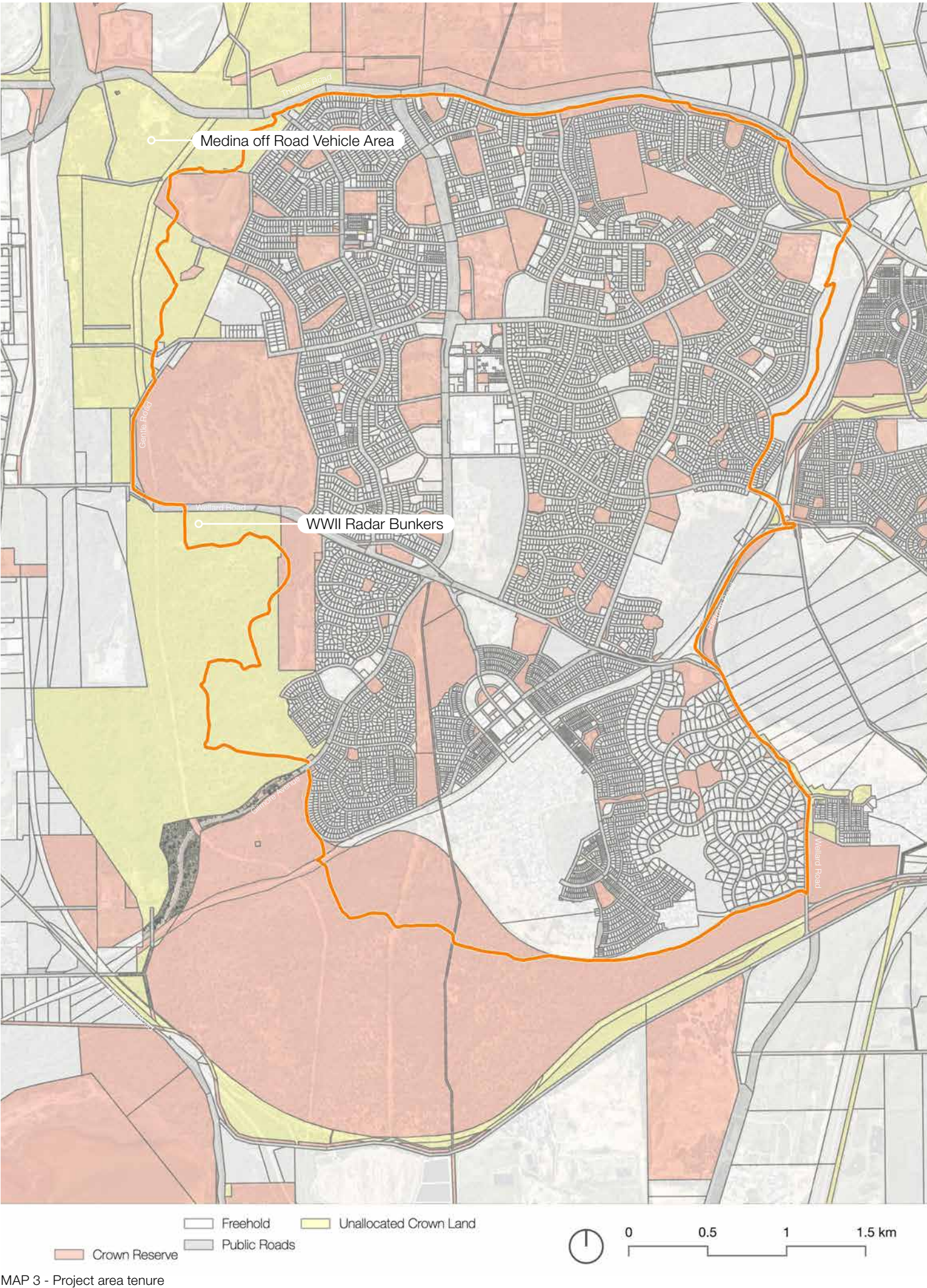
### South West Native Title Settlement

The South West Native Title Settlement is a long-term investment in the Noongar people and the shared success of Western Australia. The South West Native Title Settlement, in the form of six Indigenous land use agreements (ILUAs) was negotiated between the Noongar people and the WA Government commenced on 25 February 2021. The Noongar peoples’ strong relationship to their boodja (Noongar land) is reflected through the many components of the Settlement package, including the creation of the Noongar Land Estate and the recognition, in statute, of the Noongar peoples as the Traditional Owners of the south west region.

Part of the Settlement is the Noongar Land Estate (NLE) which will provide the Noongar people with a significant asset to be developed in line with Noongar cultural, social and economic aspirations for the benefit of generations to come. The Noongar Land Base Strategy sets out how land will be identified and eventually allocated to the Noongar Land Estate. The land to be allocated includes:

- Unallocated Crown Land (UCL)
- unmanaged reserves
- Aboriginal Lands Trust (ALT) properties

The Unallocated Crown Land adjacent the Kwinana Loop Trail is included in the land to be considered for allocation to the Noongar Land Estate. Should parcels identified for trail development in this master plan be allocated to the NLE the City would need to liaise with Noongar people in terms of progressing those opportunities. There is potential to investigate a collaboration with Noongar community in trail development such as training in trail design and construction, ranger programs for ongoing management and enterprise opportunities such as café, bike hire, skills clinics, tours etc.



MAP 3 - Project area tenure



Existing trails, facilities and sites of interest

The Kwinana Loop Trail is 21km in length and a mix of shared use path, footpath and on road. The current trail surface varies between crushed limestone, concrete, sand and asphalt, there is opportunity to improve the consistency of surface of the trail which would make it more appealing to a wider range of trail users. Map 4 indicates the current status of the trail in terms of dedicated shared use path, on footpath adjacent road or on road. There is opportunity to increase the length of trail that is on dedicated shared use path which will improve the overall trail user experience and improve safety.

There are a number of existing facilities and infrastructure associated with the Kwinana Loop Trail that support access to and use of the trail. These are outlined in Table 6 and located on Map 4.

Table 6: Existing trail stages and infrastructure

Visitor Site	Existing facilities and infrastructure
Kaal-ap Place of Fire and Sloan's Cottage	Parking, playground, picnic facilities
Leda Lookout	Spur trail off main trail to a lookout point, no facilities
Walley Moort Marlak Miya - Walley Family Bush Camp	Shelter, seat and interpretation sign
Wilki Karda - Chalk Hill Lookout	Small elevated platform/lookout structure with 2 interpretation signs.
Rotary wildflower lookout tower	Lookout tower
WWII Radio communications base	Radar bunkers and remnants of communication towers, no formal facilities



Walley Moort Marlak Miya - Walley Family Bush Camp  
Kwinana Loop Trail | Master Plan

There are also a number of other trails and facilities in the vicinity which offer complimentary experiences including:

- Wally's Walk, Sloan's Reserve (links directly to the Kwinana Loop Trail)
- The Spectacles Aboriginal Heritage Trail (including boardwalk and bird hide), Beeliar Park
- The Spectacles Banksia Trail, Beeliar Park
- Magenup Walk Trail, Wandi Nature Reserve
- Southern Districts BMX track
- Wellard Pump Track (informal)
- Tramway Trail – proposed trail connecting Jandakot Railway station south to Karnup along an historic tramway alignment, utilises the eastern section of the Kwinana Loop Trail.

These trails and facilities are located on Map 4, there is potential to investigate linking the Kwinana Loop Trail to these trails to create a network of trail experiences in the region.

Also located on the Kwinana Loop Trail (south side of Wellard Road) is the WWII radio communication centre which includes radar bunkers and remnants of communication towers. The buildings are generally in good condition but have been subject to vandalism. A commemorative plaque has been placed at the site by RAAF Radar Veterans, RAAFA Aviation Museum and the Town of Kwinana. There is opportunity to reinvigorate this site with refurbishment of the bunkers and surrounding landscape and incorporation of commemorative elements to celebrate female efforts during WWII.



Wilki Karda / Chalk Hill Lookout



MAP 4 - Existing trail status and facilities





# Kwinana Loop Trail Vision and objectives

The vision for the Kwinana Loop Trail is to offer locals and visitors an accessible and immersive trail experience which showcases the layers of history evident and distinctive features of the swan coastal plain. The trail will provide for a diverse range of experiences for walkers, runners and cyclists and connect key destinations within Kwinana City.

The three key principles to guide development towards the Kwinana Loop Trail vision are:

## Connection to place

The Kwinana Loop Trail alignment and interpretation opportunities will reveal the stories contained within the landscape – Noongar cultural heritage, European cultural heritage, and environmental values.

## An accessible experience

The Kwinana Loop trail will offer a trail experience which is easily accessed and offers a range of options for different user abilities.

## A diverse experience

The Kwinana Loop Trail will provide opportunity to connect to a diverse range of complementary recreation experiences.



The Kwinana Loop Trail is proposed to be upgraded and where possible aligned along dedicated shared use path. Where possible the trail will be upgraded to a Class 2 walk and Easy/Green MTB classification with a consistent hardened surface. Opportunities to tell the stories contained within the landscape will be maximised through an upgrade of interpretative signage along the trail and at key visitor sites such as Sloan’s Cottage, WW2 Radio Communications base and Wilki Karda/Chalk Hill.

Proposed additional trail development has been proposed in areas adjacent the Loop Trail. These trails will complement the Loop Trail experience and provide opportunities for participation in new/ different recreational pursuits and a chance for skills progression. Proposals include mountain bike specific trails and dedicated walk/ trail running trails. A universal access loop trail is proposed to be developed at Sloan’s Reserve.

Two trail hubs are proposed each with a different focus:

Sloan’s Reserve Trail Hub

Sitting on the trail entry to the Kwinana Loop Trail, Sloan’s Reserve houses objects that tell the stories of the unique settlement, development, and history of the area. The Reserve also holds special significance to the local Noongar people who used the site as a shared camping ground for those coming off and onto Country. This hub is proposed to offer more contemplative experiences with opportunities to explore and learn about the natural and cultural values of the landscape. A universal access loop trail will also be developed here providing opportunity for less mobile community members to recreate in the outdoors. This hub is proposed to be the main entry point for the proposed trail network west of Sloan’s Reserve and within Leda Nature Reserve.

Northern Trail Hub

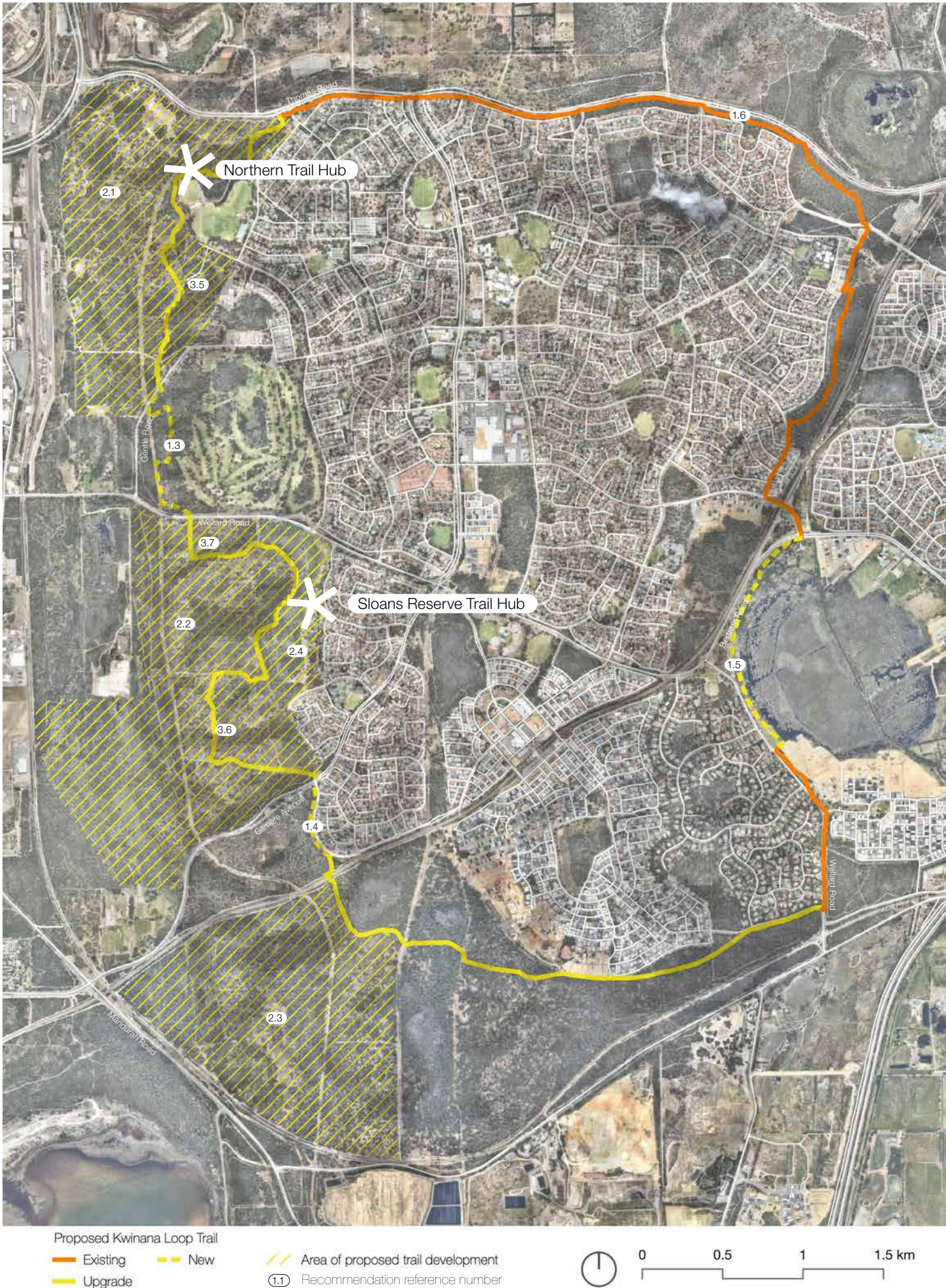
Located on the north western edge of the Kwinana Loop Trail the Northern Trail Hub will have a focus on mountain bike opportunities. The trailhead is proposed to contain a mountain bike trail challenge park including a regional scale pump track, jump lines, skills loop and learn to ride track. This trail hub will provide the main entry point to a proposed larger mountain bike specific trail network in this area.

The establishment of trail hubs as key access points for the Kwinana Loop Trail and broader trail network enables opportunity to realise economic benefits for the City through provision of services such as café’s, food trucks, equipment hire, skills clinics etc.

Other key visitor sites along the Kwinana Loop Trail which are proposed to be promoted as points of interest and upgraded where necessary are outlined in the table below.

Table 7: Key visitor sites proposed upgrades

Visitor site	Current facilities	Proposed additional or upgraded facilities
Kaal-ap Place of Fire and Sloan’s Cottage	Parking, playground, picnic facilities, interpretation signs	Universal access loop trail
Northern Trail Hub	Parking	Challenge Park (pump track, jump lines, skills track, MTB trails)
Leda Lookout	Spur trail off main trail to a lookout point, no facilities	Upgrade lookout including resurfacing, seating, shelter and interpretive signage
Walley Moort Marlak Miya - Walley Family Bush Camp	Shelter, seat and interpretation signs	None
Wilki Karda - Chalk Hill Lookout	Small elevated platform/lookout structure with 2 interpretation signs	Upgrade lookout including path from Beacham Crescent. Upgrade should also consider resurfacing, shelter, seating and interpretative signage
Rotary wildflower lookout tower	Lookout tower	None
WWII Radio communications base	Radar bunkers and remnants of communication towers, no formal facilities	<div>Investigate establishing the site as a destination including:</div> <div><ul style="list-style-type: none"><li>refurbishment, painting and restoring of bunker structures</li><li>master plan for the site to create a space that allows visitors to engage with the history</li><li>incorporation of an art project to highlight the female war efforts during WWII</li></ul></div>



MAP 5 - Kwinana Loop Trail vision



# Recommendations

The following recommendations outline proposed actions and works to the Kwinana Loop Trail and ancillary experiences which once implemented will help in achieving the vision for the trail. Recommendations have been assigned a priority and responsible agency and partnership agencies identified. Recommendations are located in context on Map 5.

A number of recommendations are impacted by tenure complexities associated with parcels of unallocated crown land, some of these recommendations have been assigned high priority due to their potential to help achieve the vision identified for the Kwinana Loop Trail, it should be noted however that the process to implement these recommendations will be lengthy and may result in the proposal not being feasible. While it is recommended that the City pursue trail development at these locations recommendations have also been provided at alternate sites including City managed parcels (recommendation 3.4) and DBCA managed Leda Nature Reserve (recommendation 2.3) which may have potential to support trail development in the short term. These sites have a different range of constraints including conservation significance which will need to be factored into trail development investigations.

## Kwinana Loop Trail

Recommendation		Considerations	Priority	Responsibility
1.1	Surface the trail from corner Wellard Rd/Leda Boulevard to Thomas Rd.		High	City of Kwinana
1.2	Upgrade all trail entry gates to a consistent design that is pram and bike friendly while restricting trailbike access		High	City of Kwinana
1.3	Realign section adjacent Gentle Road through the City managed bushland reserve at the western boundary of the Golf Course.	Existing tracks should be utilised.	High	City of Kwinana
1.4	Realign section on Runnymede Gate to the verge on the southern side of the road, where space is limited or trees are present, there may be potential to encroach into the boundary of Leda Nature Reserve utilising the boundary firebreak.	Leda Nature Reserve is managed by DBCA, a partnership will need to be formed to implement this recommendation.	High	City of Kwinana DBCA
1.5	Realign trail to utilise proposed shared use path as part of Bollard Bullrush development.	Implementation of this recommendation is dependant on timing for development of the Bollard Bullrush development. As an interim measure there may be opportunity to temporarily realign the Kwinana Loop Trail within Crown reserve on the Eastern side of Bertram Road to get trail users off the road.	Medium	City of Kwinana
1.6	Investigate potential to provide a safe crossing of Thomas Road to provide a connection to The Spectacles. Suggested location approximately halfway between McLaughlin and Sulphur Roads near Sandringham Park (Nottingham Parkway).	This crossing will also service the proposed Tramway Trail, noting this there is greater potential for funding to be secured.	Medium	City of Kwinana
1.7	Upgrade directional signage along the trail.	Design style should consider and reference recent design developed for interpretation signage.	High	City of Kwinana
1.8	Upgrade interpretative signage along the trail.	Design should be consistent with recent upgraded interpretation signage design.	Medium	City of Kwinana
1.9	Improve marketing and promotion of the trail including potential for a mobile application.		High	City of Kwinana
1.10	Support existing events and creation of new events utilising the trail.		High	City of Kwinana



Additional trail experiences

Recommendation	Considerations	Priority	Responsibility
2.1	<p>Noting UCL status and associated complexities investigate establishment of a mountain bike specific trail network in the area between Rockingham Rd, Thomas Road and the Kwinana Loop Trail. Approximately 15km worth of trail includign park style zone, to be linked directly to the proposed Northern Trail Hub.</p> <p>In accordance with the trail development process (ref page 4) once tenure complexities are resolved the next step is development of a trail framework and undertaking site assessments.</p>	<p>Note the site is currently located on UCL managed by DPLH, the City will need to work with DPLH to establish management agreement and/or work towards excising a parcel from the UCL to be vested in the City of Kwinana. The land is also under consideration to be included in the Noongar Land Estate.</p>	<p>High</p> <p>City of Kwinana DPLH</p>
2.2	<p>Noting UCL status and associated complexities investigate establishment of a trail network for both mountain bikes and walker/trail runners in the area between Gilmore Avenue, Wellard Road and the Kwinana Loop Trail. Approximately 15km worth of trail, to be linked directly to the proposed Sloan's Reserve Trail Hub.</p> <p>In accordance with the trail development process (ref page 4) once tenure complexities are resolved the next step is development of a trail framework and undertaking site assessments.</p>	<p>Note the site is currently located on UCL managed by DPLH, the City will need to work with DPLH to establish management agreement and/or work towards excising a parcel from the UCL to be vested in the City of Kwinana. The land is also under consideration to be included in the Noongar Land Estate.</p>	<p>High</p> <p>City of Kwinana DPLH</p>
2.3	<p>Noting conservation status of Leda Nature Reserve, investigate establishment of trail network for both mountain bikes and walker/trail runners in the western area of the Reserve. Supported by trail head infrastructure at Sloan's Reserve Trail Hub this network has potential to provide a complimentary single track experience for uses through the Leda Nature Reserve. Up to 10km of trail is recommended.</p> <p>In accordance with the trail development process (ref page 4) once trail proposal is agreed to by DBCA and City of Kwinana, the next step is development of a trail framework and undertaking site assessments.</p>	<p>Leda Nature Reserve is managed by DBCA, a partnership will need to be formed to implement this recommendation.</p> <p>The conservation status of Leda Nature Reserve restricts trail development.</p> <p>This recommendation should be pursued in the case that trail development on UCL parcels doesn't eventuate (recommednations 2.1 and 2.2).</p>	<p>Medium</p> <p>City of Kwinana DBCA</p>
2.4	<p>Create a universal access loop trail in the flatter area around the wetland within Sloan's Reserve, investigate boardwalk to allow access over wetland. This extended universal access trail will provide more opportunity for those with limited mobility to enjoy the outdoors. A boardwalk structure will allow opportunity for all users to gain a new perspective on the wetland environment.</p>	<p>Will need to consider impacts to the Conservation Category Wetland and balance recreation and conservation outcomes.</p>	<p>High</p> <p>City of Kwinana</p>

Trail hubs and infrastructure

Recommendation	Considerations	Priority	Responsibility
<b>Sloan's Reserve Trail Hub</b> (refer to Map 6)			
3.1	<p>Prepare a concept plan for Sloan's Reserve to include:</p> <ul style="list-style-type: none"><li>Site layout and details regarding infrastructure upgrade requirements</li><li>Interpretation signage with a focus on Noongar cultural Heritage, European cultural heritage and environmental values.</li><li>Trailhead signage for the Kwinana Loop trail and associated trail expereinces</li><li>Details regarding universal access loop trail with boardwalk</li></ul>	<p>Conservation Category Wetland will need to be considered in aligning proposed universal access trail.</p>	<p>High</p> <p>City of Kwinana</p>
3.2	<p>Heritage conservation works of Sloan's Cottage</p>	<p>Refer concept planning undertaken in January 2020.</p>	<p>Medium</p> <p>City of Kwinana</p>
<b>Northern Trail Hub</b> (refer to Map 7)			
3.3	<p>Investigate the development of a mountain bike challenge park north of Thomas Kelly Pavillion, utilising the open grassed area for pump track and jump lines. A shared spectator zone could be used as a buffer between the challenge park and existing soccer pitch.</p>		<p>High</p> <p>City of Kwinana</p>
3.4	<p>Investigate establishment of a small network of cross country MTB trails in the City managed areas of bushland adjacent the Thomas Kelly Pavillion.</p>	<p>The bushland areas are environmentally significant areas and as such trail development will be restricted.</p>	<p>Medium</p> <p>City of Kwinana</p>
<b>Wilki Karda – Chalk Hill</b> (refer to Map 8)			
3.5	<p>Upgrade lookout including path from Beacham Crescent. Upgrade should consider resurfacing, shelter, seating and interpretative signage.</p>	<p>Fencing to restrict off road vehicles and antisocial behaviour should be retained and reinstated where impacted by new works. CCTV should also be considered to deter antisocial behaviour and vandalism at the lookout.</p>	<p>High</p> <p>City of Kwinana</p>
<b>Leda Lookout</b>			
3.6	<p>Upgrade lookout including resurfacing, seating, shelter and interpretive signage.</p>	<p>Note the site is currently located on UCL managed by DPLH, the City will need to work with DPLH to establish management agreement and/or work towards excising a parcel from the UCL to be vested in the City of Kwinana. The land is also under consideration to be included in the Noongar Land Estate.</p>	<p>Low</p> <p>City of Kwinana</p>
<b>WWII Radio communications base</b>			
3.7	<p>Investigate establishing the site as a destination including:</p> <ul style="list-style-type: none"><li>refurbishment, painting and restoring of bunker structures</li><li>master plan for the site to create a space that allows visitors to engage with the history</li><li>incorporation of an art project to highlight the female war efforts during WW2</li></ul>	<p>Note the site is currently located on UCL managed by DPLH, the City will need to work with DPLH to establish management agreement and/or work towards excising a parcel from the UCL to be vested in the City of Kwinana. The land is also under consideration to be included in the Noongar Land Estate.</p>	<p>Medium</p> <p>City of Kwinana DPLH</p>



Governance and management

Recommendation	Priority	Responsibility
4.1 Establish strong working partnership with relevant state government departments in particular DPLH and DBCA	High	City of Kwinana DBCA DPLH
4.2 Investigate application of a range of management models across the proposed trails including volunteers and partnerships	Medium	City of Kwinana
4.3 Assign a project manager for the Kwinana Loop Trail to facilitate ongoing development of the Kwinana Loop Trail including: <ul style="list-style-type: none"><li>• Master Plan implementation</li><li>• Management of partnerships</li></ul>	High	City of Kwinana
4.4 Investigate a range of revenue models to ensure adequate resources are available to implement the master plan and maintain the Kwinana Loop Trail, proposed trail networks and associated infrastructure into the future.	High	City of Kwinana
4.5 Build a volunteer program to assist with ongoing management of trails across tenures, involving already established local clubs/groups. Formalise roles and responsibilities and ensure the program is accessible, well promoted, coordinated and adequately resourced.	Medium	City of Kwinana







Precedent image - assessible boardwalk



Recent Kwinana Loop Trail interpretation sign design



Precedent image - trailhead signage



Precedent image - trailhead signage



Sloan's Cottage





MAP 7 - Northern Trail Hub Preliminary Concept  
Kwinana Loop Trail | Master Plan



Precedent image - Challenge Park, Hardstad Bike Park, Norway  
(image credit Pinkbike.com)



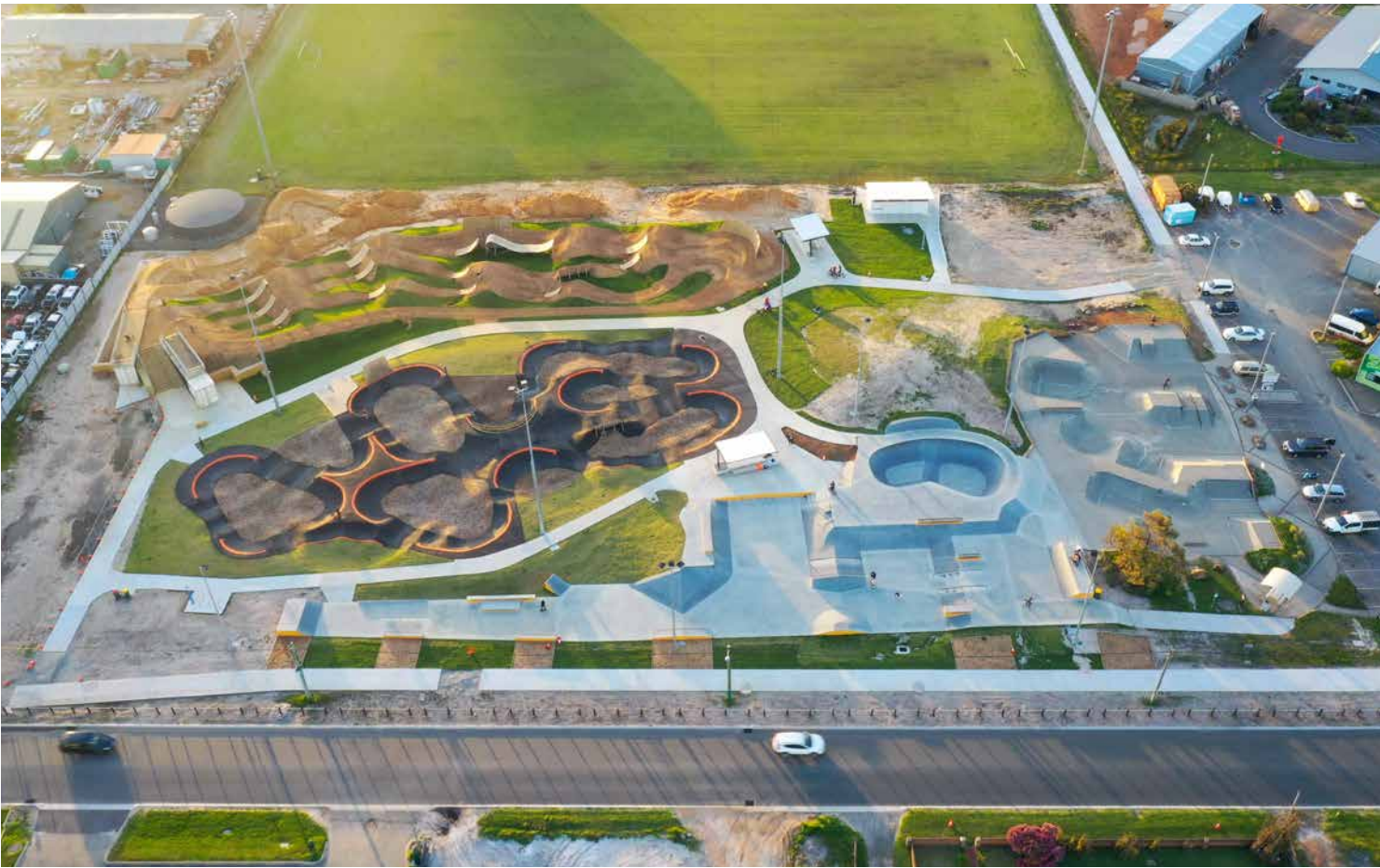
Precedent image - Pump Track



Precedent image - Challenge Park, Albany, WA  
(image credit Albany City)



Precedent image - Skills Track



Precedent image - Challenge Park, Albany, WA (image credit Skate Sculpture)





MAP 8 - Wilki Karda/Chalk Hill Preliminary Concept  
Kwinana Loop Trail | Master Plan



Precedent image - Fitness Station



View from Wilki Karda / Chalk Hill



Precedent image - recent shelter design installed at Walley Moort Mariak Miya



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PO box 122 Margaret River WA 6285  
[www.commongroundtrails.com](http://www.commongroundtrails.com)  
[info@commongroundtrails.com](mailto:info@commongroundtrails.com)



# Appendix A - Consultation summary

## Introduction

Consultation is an integral component of the Kwinana Loop Trail delivery. Stakeholder and community input will assist in identifying and determining the long term vision for the trail. In order to ensure the success and longevity of facilities developed it is essential to engage with both the users and managers of the facilities. Through a combination of meetings, workshops and surveys the consultation process aims to empower the local community to take stewardship and pride in their public spaces.

The consultation undertaken assisted in identifying the following:

- Local trail user profile
- Existing use patterns
- Local constraints and objectives
- Locations potentially suitable for additional trail development
- Governance opportunities for on-going management
- Infrastructure requirements

## Methodology

### Stakeholder consultation

Project stakeholders and partners have a vested interest in ensuring that the outcomes of the Kwinana Loop Trail Master Plan support their organisations strategic direction and management plans. It is intended that this Master Plan becomes a planning tool for City of Kwinana and other relevant land managers in the region with partnerships encouraged to progress trails development.

Identified stakeholders and partners include:

- Department of Planning, Lands and Heritage (DPLH)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Residents Associations
- Kwinana in Transition
- Kwinana Heritage Group
- Kwinana Golf Club
- Boola Maara Baldja Koorliny
- City of Kwinana Disability Reference Group
- RSL

Stakeholders were engaged through various means including a project introduction email, online survey, meetings and phone calls.

### Community consultation

Broader consultation with the community was undertaken via a drop in session and social pin point survey/interactive map. The Social Pin Point web page included a survey targeted at trail users and an interactive map which enabled pins to be placed identifying specific trail and infrastructure opportunities and issues.

The intention of the Social Pin Point was to:

- Develop an understanding of the local trail user demographics
- Understand user skill level and frequency of usage.
- Understand local park usage and user location preferences to understand user needs and requirements based on their current habits.

The survey and interactive map were available for input for a period of 3weeks and was promoted via the City of Kwinana website and social media.

A total of 134 survey responses were submitted and 104 comments dropped on the interactive map.

The community drop in session was held on the 29/10/21 from 4-6pm at the RecQuatics Centre in Kwinana. The session was advertised on the City Have your say website and invitations sent to stakeholders and their contact lists. Discussions reiterated findings from the survey and provided further insights into current issues and potential trail development opportunities surrounding the existing loop trail.

## Results

### Stakeholder engagement

Key insights from conversation with DPLH included:

- UCL defaults to DPLH until vested
- DPLH are administrators not managers so minimal management occurs other than basic for public safety
- South West Native Title Settlement –the parcels of UCL in the project area are included in the land being considered for transfer to the Noongar Land Estate which would enable Noongar Peoples’ lawful access for customary activities. If land was transferred into the NLE, the Clty would need to negotiate proposals with Traditional Owners.
- In the short term DPLH are working through licence agreement with the City of Kwinana to allow their use/management – unlikely that construction of assets in the short term would be supported due to the complexities of UCL tenure. Licence allows use of the land not free reign
- The Off Road Vehicle area is a small gazetted parcel – DPLH do have some plans to try delineate boundaries on ground more clearly for users/public
- Some of the UCL is apart of a bush forever site
- WWII Radio Communications base is located on UCL managed by DPLH with minimal management at the moment. If there was a local group that was interested in looking after the bunkers/ taking management responsibility DPLH would be interested. Note excision from UCL of the bunkers and area surrounding would likely be a lengthy process. The site is considered of local heritage significance to the City of Kwinana.

### Key insights from consultation with DBCA included:

- DBCA are supportive of trail development associated with the Kwinana Loop trail, noting preference for following the 8 Stage Trail Development process.
- Specific proposals for new trail development on DBCA managed estate will need to be assessed on a case by case basis, noting the Swan Coastal Plain Management Plan outlines Leda Nature Reserve is Class A with purpose for Conservation of Flora and Fauna and as such only compatible ‘low impact’ recreation is allowed, and then only when it does not negatively affect the natural values and ecosystems of the reserve.

### Survey results

A total of 134 surveys were submitted online with a majority of respondents residing close to the Kwinana Loop Trail. Figure 1 on the next page outlines survey results.

Results indicate that currently the trail is used most often for walking and mountain biking. Users access the trail most often by car and from various points, usually the closest to home with Sloans Cottage and Wellard Park being the most often used. Trail users prefer to use the trail with a friend or partner and most use the trail on a weekly basis, spending up to 2hrs on the trail per visit. The top 3 reasons for using the trail were fitness, being in nature and socialising. Survey respondents rated the quality of the trail and facilities averagepoor.

General comments from the survey provided the following insights:

- There is demand for more nature based experiences along the loop trail
- Provision for dogs should be catered for
- Illegal vehicle access and rubbish dumping are significant issues
- Access gates at some of the trail entry points need to be better designed to cater for bicycle access
- Directional signage is lacking
- Safety is a major concern, with many trail users indicating they don’t currently feel safe using the trail or don’t use the trail at all due to safety concerns
- There is a desire to see more stories revealed regarding the European and Noongar cultural heritage of the area
- Trail surface needs to be upgraded
- There is demand for more challenging mountain bike features in loops off the main trail
- There is demand for making sections /all of the trail accessible for all abilities
- Lack of maintenance is evident to most trail users
- Marketing the trail should be more widespread, with potential to host group outings to increase participation rates
- There is potential to host events along the trail

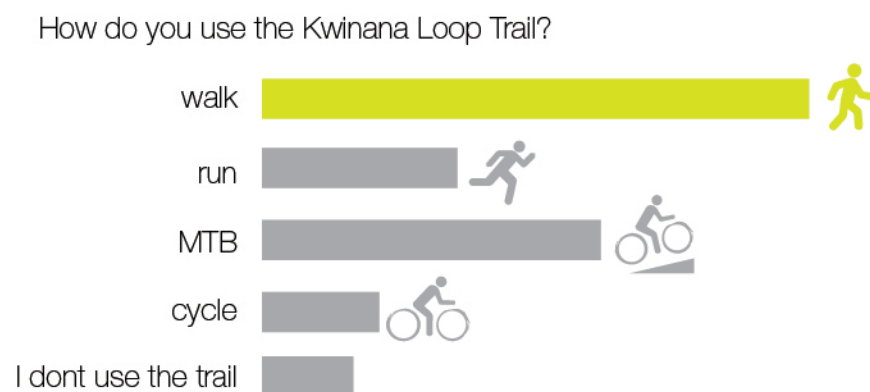
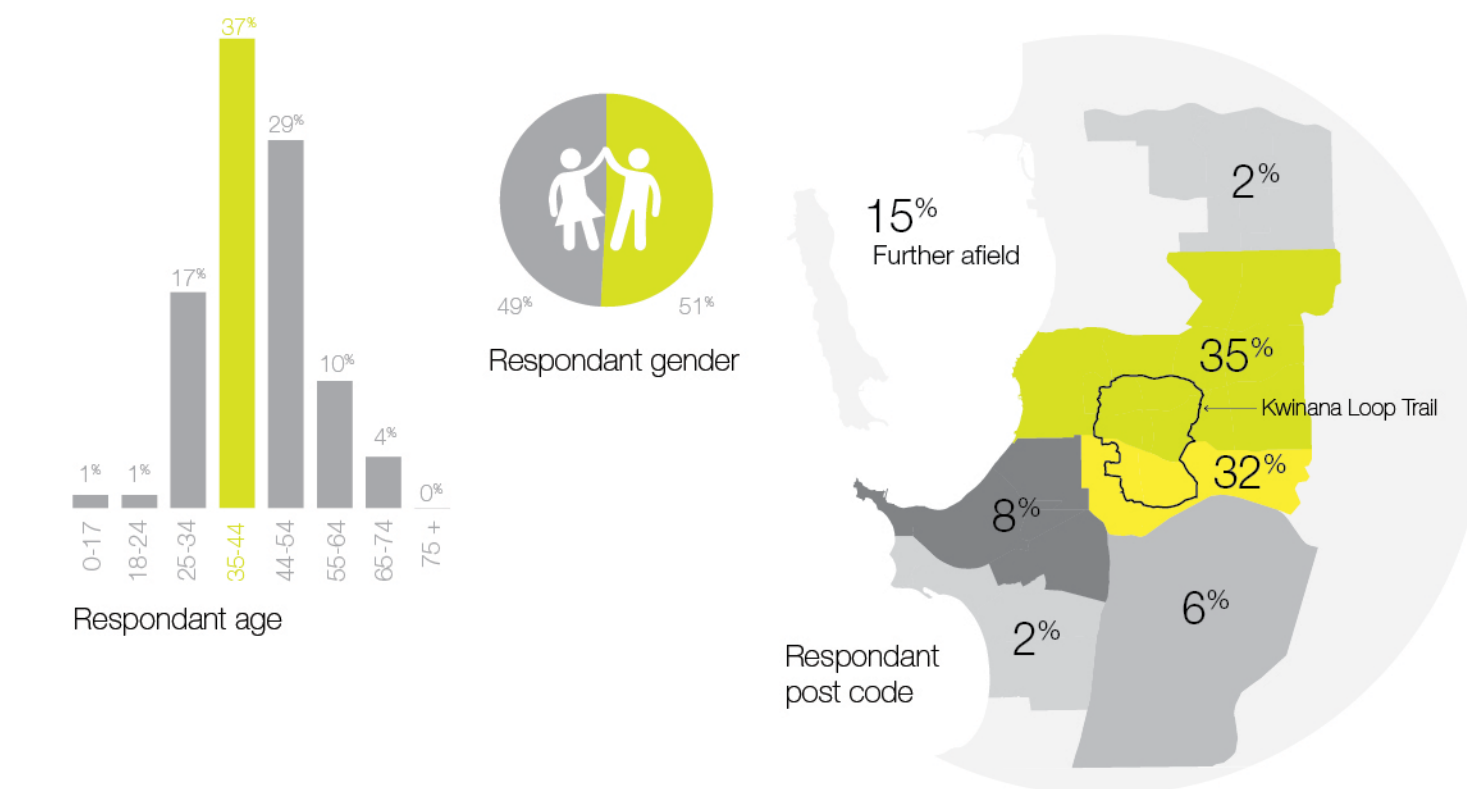
Overall, there was clear enthusiasm in the survey responses for investment in the Kwinana Loop Trail in terms of upgrading the existing trail and adding additional shorter loops.

### Interactive map

The interactive map provided useful insights into current use patterns and potential new opportunities surrounding the trail. Identified issues and opportunities will be assessed in relation to land tenure, context and the overall vision for the Kwinana Loop Trail.

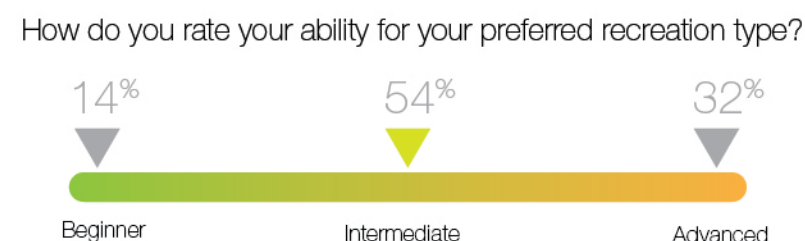
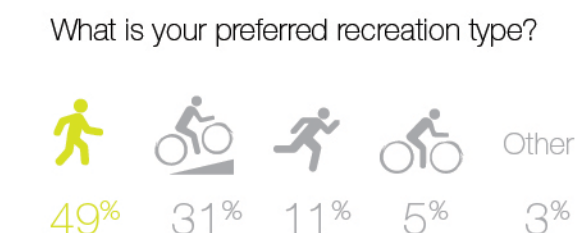
Comments placed on the interactive map reiterated the sentiments outlined in the survey results.



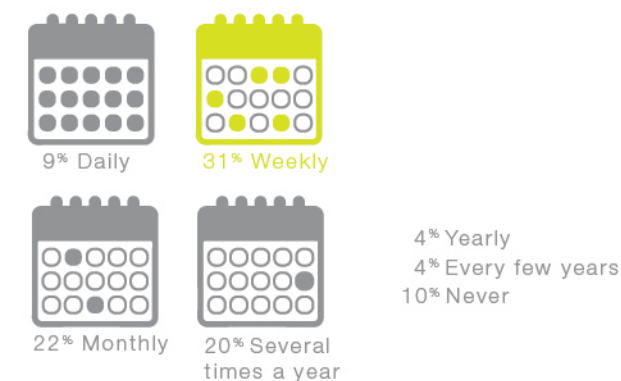


**Main reasons for not using the trail:**

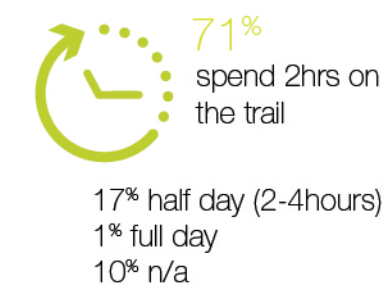
- didn't know about it
- insufficient directional signage
- unpleasant/unsafe experience



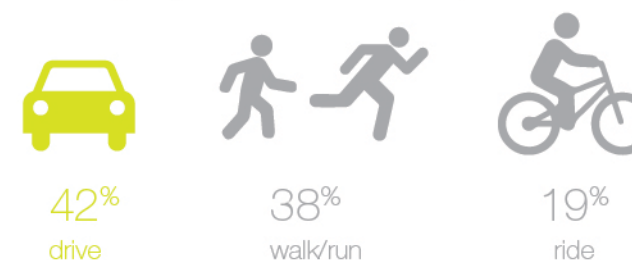
**How often do you use the Kwinana Loop Trail?**



**How much time do you spend on the trail each visit?**



**How do you get to the Kwinana Loop Trail?**



**How far do you travel to access the trail?**



**What access point do you start at?**



**top 3 reasons for using the Kwinana Loop Trail**

**FITNESS**  
**BEING IN NATURE**  
**SOCIALISING**

**How do you rate the quality of the trail, facilities and signage?**

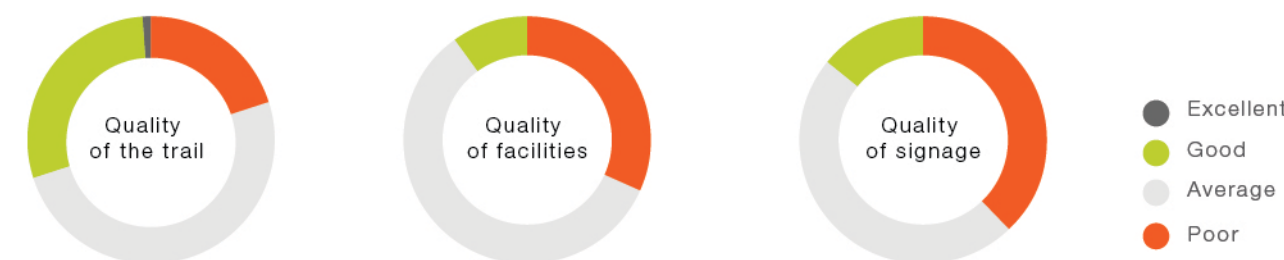


Figure 2 - Snapshot of Kwinana Loop Trail survey results



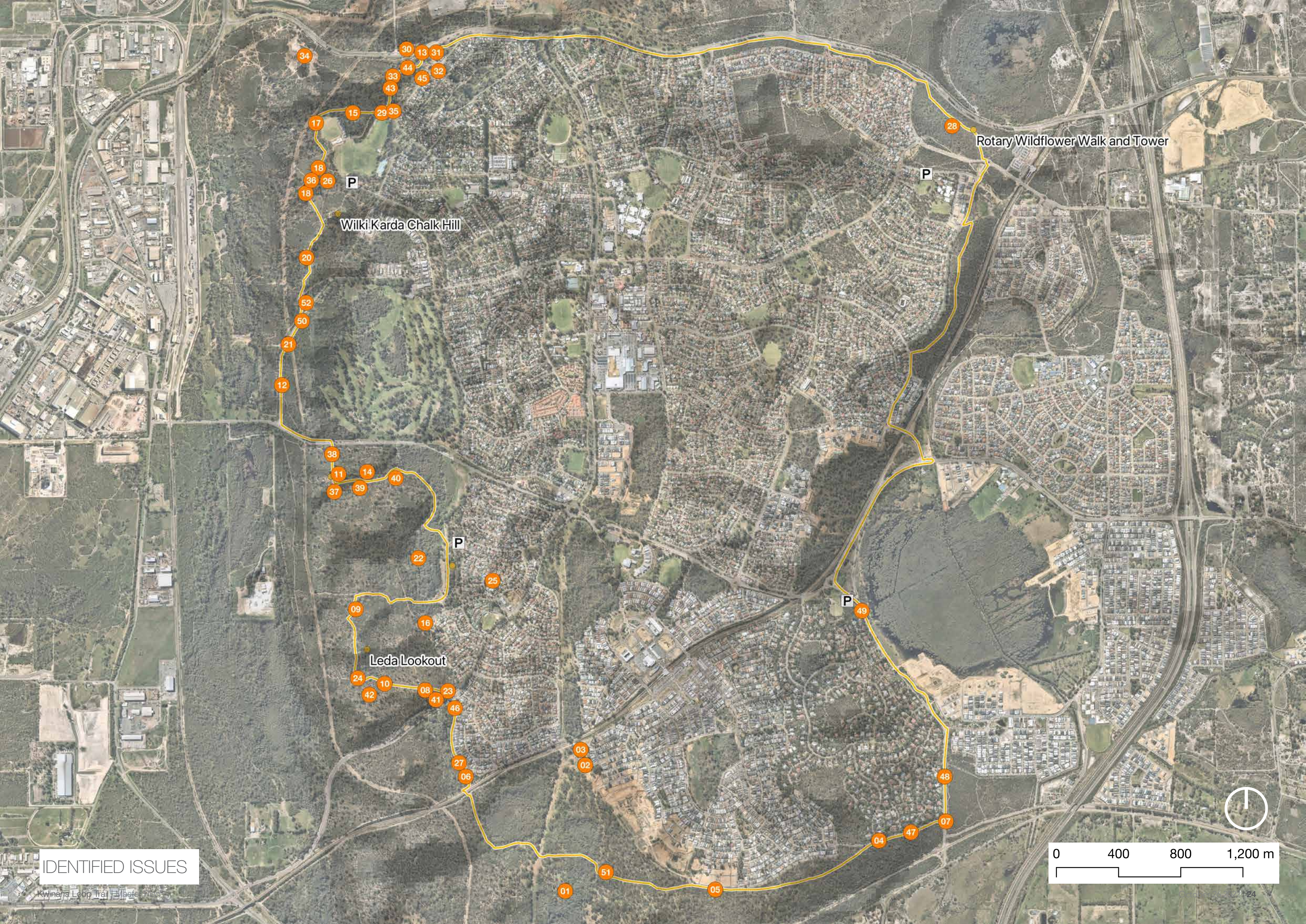
# Raw Data

## General comments from survey

1	Opportunity to also include other nature trails not shown like Wandi and with major road developments proposed to include linking of areas in Anketell to show how you can tgravel across Kwinana using trails/walks/roadside paths for the future .Make sure any road upgrades include adequate access for walkers/pushbikes .Also off may Kwinana Freeway bike path into Kwinana rail station i found it was poorly signed and crossing of major roads should be planned to be avoided with proper dedicated bike/walk paths
2	I would like to see dog drinking facilities at sloans playgroun. Bush is an attraction to the area and it should be maintained. Vehicle access needs addressing with fence and gates. There is rubbish dumping which is sad
3	Looking forward to being able to help make it more useful for locals. Loads of potential
4	One turnstile near Millar road is impossible to get mountain bikes through and they need to be lifted over a gate.
5	I absolute LOVE the Kwinana Loop Trail. The local residents don't know how lucky they are to have such a facility/trail. I first walked on the Loop Trail with my beloved Kassie (Labrador) in 2007. I don't even think it was a loop trail then but we started from Sloans reserve. We explored many many parts of the loop trail over the years. On one of my very first walks I picked up some glass md there started my passion for keeping the Loop trail a beautiful place to walk. I have cleaned up literally tons of rubbish over the years and probably been an annoyance to the council but I believe in looking after the environment and the beautiful areas Kwinana has. The issues are - vehicle access, rubbish dumping, cutting down fences, destruction/ vandalism of signage, cutting down trees (I assume for firewood, squatters in the Radio Bunkers. I would love to be involved in any activity that promotes/up keeps the Loop Trail.
6	There needs to be better directional signage, parking facilities & 'mini loops'.
7	Sometimes don't feel safe; trail bikes, vehicles and dogs off lead.
8	people will travel for really good mtb & walk trails
9	Rubbish at sloans is discusting. Myself and others have emailed council 10+ plus about rubbish being dumped at sloans
10	I really love the points of reference and history throughout the trail, particularly the indigenous perspective and history. I would suggest at each entry point a map showing where you are and outlinging nmerius exit points and distance from one to another. Maybe a star rating on level of difficulty. Eg sand, hills, rocks etc...
11	Foot paths need grading
12	A better map would be beneficial, even without an upgrade to signage
13	We need a dedicated blue/black downhill and trail park.
14	Would be great if the loop had short walk less than 5 km within the longer walks that bring you back to where you start
15	Generally I think the trail is good, but some additional signage and information on the part furthest from parking/ start points would be useful
16	How can we stop trail bikers and 4 wheel drivers from degrading the track?
17	Keen for mountain bike use
18	I love the trail but it suffers from poor design, lack of maintenance and an inability to prevent 4x4 and motorbike access
19	I can't venture too far from home as I am a full-time carer, so short walks when I can from Bingfield Rd West entry to Chalk Hill lookout. We live opposite the Thomas Road/Medina Ave section and have watched the trail degrade over the last few years. There are multiple entry points now for unlicensed bikes and 4WDs (regularly spotted at night with headlights), barriers have been pushed over, signs defaced, entry points overgrown :-( Please see specific comments and photos added to the map.
20	Would love some mountain biking features like jumps, drops, rocks etc
21	Upgrade the trail with more MTB features (do this properly, make it work and flow) and people will come
22	This could be a great loop for walkers/runners and mountain biking, like the Munda Biddi trail, if It was given some TLC. Thank you.
23	Needs hiker huts for multi day hikers.
24	last time I rode it (over 6 months ago) sections not continuous, needs flow
25	It would be good to advertise it more so that people are aware of the different parts of it. Have more signage up to encourage more residents of Kwinana to get out and use it.
26	We need some mountain biking trails out there. This will bring many more riders to our city.
27	More needs to be in stated to protect these areas and build them to reinstate nature
28	Keep the vehicles and trail bikes out. Cyclists should warn by bell or calling out when they round a bend or come up behind someone.
29	No motor bikes please dont destroy the peace and lovely wildlife
30	Trail is Sandy, is not a loop , many road , pavement sections
31	Too much rubbish, trail bikes illegally use the trail.
32	Always walk with my dog
33	Where is the trail. As a resident of Wandi I did not know it existed. Is it wheelchair accessible with seats & toilets along the trail or for abled bodies only?

34	I didn't even kow about the eastern and southern sections. Looking at the map, re-alignments could make better use of the natural (bush) areas.
35	I have only used a part of the trail (Leda Nature Reserve) but I have used mapping tools to assess how i would use, access, modify. The part I saw was beautiful and had great potential. I used the train to get to Wellard and my ride took me from Leda south. I will be coming back to ride. The Wellard town centre was a great place to finish a ride / grab a coffee etc.
36	The track is really sandy in a lot of bush areas, making it difficult to ride. The rubbish/illegal dumping in the Leda and Wellard bush areas is off putting. There's some awesome First Nations history and stories to be told (particularly Medina part of the trail).
37	The trail appears to get no maintenance, and is left open to 4x4s, trail riders and dumpers of rubbish.
38	Dogs on leads not loose would be wonderful
39	Some sections are eroded, other parts are getting overgrown, generally it is fantastic to have a trail such as this locally. Possibly in the gradient sections separate tracks be provided with features specific for mountain biking
40	Would be nice to be able a group as I am on my own
41	It should include more information to do with the natural surroundings and the knowledge the Indigenous Elders have about the culture to the track
42	I reckon build an adventure trail - i went to one in cheshire with metalwork contraptions for playing on, massive water pistols, a wheel to run in, a chair to dunk people in a pond, bridges that move so hard to cross etc. Lots of fun! Muddy. :)
43	Need signage and easy access from freeway bike path
44	I am filling out this form because now that I know this trail exists, I would love to be able to use it for trail riding with my horses, which I agist nearby in Oakford. There are few safe trails to use near my abutment as there are lots of hoon drivers and trucks, which make trails difficult to ride to, and 4WDers and motorbike riders like to use the same bush trails so it is dangerous for horses as the vehicle users are not horse savvy and can't see or hear horses coming. It would be lovely to have options for recreational horse riding in the area, as many horse owners flock to Kwinana Beach and Naval Base as the only metropolitan horse beaches south of the river. Kwinana could become a real horsey hub SOR with the addition of space to park horse floats near to trail access points. Thank you!
45	I have run organised events on the trail in the past. It would be a great attraction with some dedicated mountain bike trails
46	Mainly to walk the dog & I'm unsure of the facilities you ask about
47	Not enough signage, park I g areas, lots of rubbish
48	Currently it's a boring and unpleasant ride with Loose sand and No mtb features at all. Looking forward added some bern, table tops, logs or ladders like Lake Leschenaultia or Kalamunda will be awesome!
49	its a phenomenal trail but rubbish and vandalism is such an issue
50	very poor quality for Mountain biking particularly with the large amounts of illegal dumping
51	The trail in the bush sections is poorly maintained and not monitored for damage or dumping. The signage is poor and not accurate
52	I only use specific parts up near Kwinana Station, would be interested in using more or it, but a lot of it seems to be along major roads and would rather use bush tracks
53	It has alot of potential. I have only done the whole loop once and found ot hard to determine the right direction through the wellard section. We use the Medina section and leda quite regularly. Usually to walk the dogs. I also do little practice hikes with our scouts. Perfect for this as close to home and good to test out their stamina. It can be a bit confronting at times with dirt bike riders. Mainly in the Medina section. But overall I really enjoy having it close to home. As per other comments some more signage and maybe access to upto date maps would be great.
54	Would be better if there were less road segments
55	I use the trails quite frequently and find the trail has several points which have large amounts of broken glass. The trails are often difficult to follow, particularly behind Thomas Oval. There are trail bikes frequently on the trails and this can be quite dangerous. The loop has the framework to be a great attraction but really needs some work and maintenance.
56	There is so much dumped rubbish out there. I love the Noongar signage and the reference to Aboriginal culture and histories. I grew up with some of the Walley family and went to Medina Primary/Kwinana High so I love seeing language and acknowledgement signs out there.
57	It would be great if there was some purpose built singletrack cycling built into the loop to make it way more exciting
58	Where the questions relate to the trail there is no option to enter na therefore the lowest was selected
59	Absolutely waste of money. People are happy with tracks.
60	I walk /run the Leda Nature Reserve segment regularly.. signage is poor in here, particularly where it crosses the “road” with the power lines heading west.. it's very unclear where to go unless you know.
61	Major issues with 4wd vehicles accessing the trail near chalk Hill and damaging the trail, also rubbish being dumped near slain cottage. Signage in Wellard road section is poor
62	limiting access to ORV's is biggest challenge, this degrades the trail and makes it less enjoyable





IDENTIFIED ISSUES

Kwinana Loop Trail | Photo: [unclear]



Identified issues

Marker Number	Comment	Up Votes	Down Votes
1	This whole section is always unkept. Broken trees and branches every where along with stolen scooters and parts constantly dumped. Yes notified police who don't care. Dirt bike riders constantly using. The trails are confusing with little to no signs present. This trail is in abundance of kangaroos, birds and wildflowers but it is the worse trail I have walked due to no one caring about the upkeep, the lack of signage and it being used as a thoroughfare for stolen bikes.	7	0
	I've experienced the rubbish as well in this location on several occasions. And yes, the kangaroos are very cool surprise to see so close to urban development.	0	0
2	"Access to the trail here has been completely blocked off by construction making it very difficult to get any access from wellard estate. It has stopped us from using the trail as much as we normally would.  Also signage on which way to go through this section is much needed."	5	0
	Agree with original poster.	0	0
3	The construction has made it hard to identify if allowed to enter or not. (We have) we use this as a run track at least twice a month. Update signage and entry Pty recommended.	2	0
	Agree with comment in that this is an opportunity to have an entry. Links well from Wellard Station	0	0
4	Some bike unfriendly gates/access points on trail here.	4	0
	I reckon that bike access gate was designed by someone who hadn't ridden a bike, and didn't like riders.	0	0
	gate is definitely too tight. Was a struggle even with the bike balanced on rear wheel. It may be to prevent trailbikes. It seemed odd to have no option to tay inside the fence and avoid going through two gates	0	0
5	Soft sand	2	1
	agree with sand comment - feels like someone wrecked the trail NB I was on a gravel bike	0	0
6	Bike unfriendly gates/access point here.	7	0
7	"Wellard Rd / Leda Boulevard Intersection is very busy and intimidating, and it is not obvious how to access the trail when looking east from the end of Leda.  We were trying to get to Bulrush Park and decided to walk along Millar Rd to Fairhaven instead of Wellard Rd.  There should be a ""Pedestrians Crossing"" sign at this point.  There is also no safe road reserve for pedestrians or cyclists along Wellard Rd."	6	0
8	This is a steep rise road and various storm events are washing the road away. Would be good to stabilise it.	3	0
9	There is a pile of dumped asbestos here. Some of it covering the trail.	0	0
10	A tree fell some time ago here. It still covers the trail	1	0
11	Homeless people often live in the military buildings here with various needles, clothes and other junk strewn about. My kids like to explore the buildings but the garbage and area around the buildings are unsafe	7	0
12	Where the trail leaves Wellard road and begins to go north in this section is confusing. I never know where to cross to find the section on the other side of the road	3	0
13	Upon entry, immediately this section is soft sand. This with ankle issues or riding mountain bikes will struggle here. Snapped a chain on this section.	4	0
14	Last time I walked this section (2 months ago) there was illegal rubbish dumping in this area.	4	0
15	Dirt bikes ride through here really fast. When I hear them approaching I panic and quickly yell at my dogs to get off the track lest they be run over.	3	1
16	The playground here needs a revamp. Would love to see it done up so my kids can have a play after exploring the tracks	2	0
17	this area is fairly sandy, and used a lot by off-road vehicles having a clearer route would be fantastic	2	0
18	All along here signs have been stolen, removed or broken im not quite sure how this could be remedied, but something needs to be done	0	0
19	This larg hill section has some really interesting plaques about the surrounding geography but its faded and obscured by bushes getting the fact signs to be updated would be incredibly help full	3	0
20	there is a rest station here, it HAD three benches but they somehow someone stole one, i think having cameras set up to monitor key sections like areas where vandalism can happen or places close to the road where cars can dump rubish would be a great help	4	0
	The whole track from Wellard Road to Thomas Road was in very poor condition when I last rode it. Illegal use by vehicles seem to be the main problem, as it is right through to Sloans and beyond. Proper fencing and some signs might help keep out thoughtless 4x4 drivers. Doubt there is anything to keep out the trail bike riders.	1	0
21	your basically walking on the road at this point its incredibly hot and dangerous imo with how fast cars can come around this road making a more obvious path would be better	6	0

Marker Number	Comment	Up Votes	Down Votes
22	This lookout has had 4x4 s climb an unpaved section near the crest on several occasions, with 2 of them apparently falling over the edge and driving back to the paved section, causing much damage to the bush and topsoil. They can drive straight in from Wellard Rd through an unlocked gate, or if necessary, through the smashed down fence. Trail bikes also use it frequently.	1	0
23	Lots of loose sand here after steep decent.	0	0
24	Loose sand at cornering.	0	0
25	Much better signal is needed on the whole loop	0	0
26	Dirt bikes and utes cone on to the walking track. It is dangerous for walkers and those with dogs. What is the council going to do to deter/prevent what could be a nasty accident ?	2	0
27	Difficult to park at the entrance on Runnymead Gate as the kerb is very high and there is no space on the side of the road. Parking on the other side of the road means parking on the footpath (which is illegal).	1	0
28	Rotary wildflower reserve is a special site with great array of plant species. It's sensitive to dieback so i think the trail should skirt around the edge and no go through the middle.	0	0
29	Signage defaced. Gate damaged in the past but fixed for now. Significant erosion from the trail down to this entry point.	0	0
30	This entry point is overgrown (including the whole area around the bus stop).	0	0
31	This area is not fenced and it looks like the barriers previously installed (behind the bus shelter) have been removed. Clear tracks and access out to Thomas Road. We see multiple bikes and 4WDs in this part of the loop trail.	0	0
32	This entry point is overgrown, as well as the entire verge along Bingfield Road West (slashed very rarely). Recently there have been more people using that entry point and cars are having to park on the verge.	1	0
33	Again, barrier destroyed and currently full access to unlicensed bikes and 4WDs (regularly spotted in this section of the trail). Night time weekends is particularly bad and we worry for the nocturnal wildlife.	3	0
34	This area MUST be fully closed off from the loop trail if possible and perhaps improved as well to encourage users to stay in that area. It often looks like a tip with the amount of rubbish left behind. Really sad when you see bikes and 4WDs illegally entering the 'protected' loop trail area.	0	0
	I believe the city is moving the off road vehicle area north of the motorplex. If so this would be a good location for a downhill mountain bike course. The vegetation is already degraded and the area could do with some attention and infrastructure. Little to no destruction of limestone ecological communities would be needed.	0	0
35	Severe trail damage due to poor design and inability to prevent 4x4 access	0	0
36	Trail signage removed.	0	0
37	Someone has set up permanent residency here.	3	0
38	Inadequate gate continually open	3	0
39	Easy vehicle access has turned this stretch into a tip	2	0
	There is often household rubbish strewn across the path here causing a hazard	0	0
40	Severe damage due mostly to water erosion. Poor design and no maintenance.	2	0
41	Severe damage to trail due to water erosion. Poor trail design. Lack of consideration given to water runoff.	1	0
42	Fallen trees remain across trail indefinitely causing further damage when vehicles make a new path around the obstacle.	0	0
43	Wash out due to poor design layout for drainage should have placed culverts on track to slowdown water flow and stop washout	1	0
44	Wash out due to poor design layout for drainage should have placed culverts on track to slowdown water flow and stop washout	1	0
45	Verge rarely mowed same as entrance to track can't see the snakes in the long grass suning themselves also cars park on long grass is a fire hazard all along bingfield rd west	0	0
46	Trail could be improved in this section if it didn't run alongside houses and driveways Within a suburban area. Could the adjacent bush land be utilised	0	0
47	Foliage aligning the path here very overgrown making it narrow. As a result , I Often use the road path instead	0	0
48	Not safe or good that you have to ride along a busy road here	0	0
49	Not safe or good that you have to ride along a busy road here. This whole south eastern section could be improved	0	0
50	The fact you basically have to walk or ride on a road on this section is unsuitable and big deterrent to go beyond this point	1	0
51	Arum Lilies in this area should be controlled. Funding should be allocated for revegetation of degraded areas.	0	0
52	Massive pile of rubbish here that has been collected over the years from people dumping.	0	0





IDENTIFIED OPPORTUNITIES

Kwinana Loop Trail Master Plan





Identified opportunities

Marker Number	Comment	Up Votes	Down Votes
1	Signage here would be beneficial. When you are heading west and come to the “road” the intersects the track it is unclear where to go unless you already know.	7	0
2	Often dumped rubbish, dirt bike riders digging up trail and damaging bush. There are signs of likely dieback throughout the bushland where they are able to access which would be spread by 4WDs and dirt bikes	7	0
3	This is a great lookout that is not well known about. There are some opportunities to improve the lookout/ infrastructure in this area and look into the possibility of a staircase for exercising/ sporting clubs to use	5	0
4	Could there be an opportunity to join the Kwinana Trail to the Spectacles walking tracks?	8	0
5	I haven’t actually been to this section but driving past it I always thought it would be great if there was a boardwalk through the wetlands/marshy area around here (if it’s feasible)	3	0
6	I walked the trail once. One of it’s major issues is that half of the trail is along main roads. If possible, if the Thomas road section can be moved north to the bushy area accoss, that would drastically improve the aesthetic value of this section.	9	0
7	MTB trails please !!!!!!!	0	0
8	The loop is wonderful I use it regularly. The acknowledgment of country is beautiful As you enter from sloans. However, recently the rubbish and dumping has been noticeably increasing, I actually injured myself quite badly on dumped wire. I think it’s a brilliant asset to the city and would really benefit from a decent cleanup.	1	0
9	"The area behind Thomas Oval would make a great opportunity for mountain biking trails, all the way behind the gold club. My only concern would be there are already a larger number of trail bikes on the loop trail and it can be quite dangerous"	3	0
10	"More signage required. As you exit the bridge under the train line it is unknown what direction to go. Then after crossing Runnymede gate it is not known if to go towards Gilmore or up Runnymede gate. Maybe an opportunity to increase the track to run along side Runnymede remaining in the bush area until Gilmore instead of crossing the road and taking the foot path"	4	0
11	The signage at the top of the lookout is not about the view or lookout. The end of the trail is unsightly but the view adjacent to it towards Rockingham is magnificent	3	0
12	I was bummed when I first did the trail from south to this point when the trail left the bush and merged into suburbia. We didn’t travel further north at this point because we thought it was the end of the trail.	2	1
13	The start of this section and moving down the slope would make for a challenging down hill mountain bike course.	4	0
14	Incorporate a pump track and drop offs that can cater for beginners to advanced riders -if not here than anywhere in our council	1	0
15	Would love to see a bench or even a little tower so you can over look the beautiful kwinana bush.	3	0
16	"The track from the Kwinana station would be great if you could utilise it a bit more for a walking/running track. 1. Maintain the natural habitat/ Clean it up 2. Cement a track for both walkers and joggers 3. Maybe incorporate a small outside gym equipment like you see in some parks and a rest and stretch stop and water fountain 4. MTB track further up more could do with a safer entrance"	3	0
17	This area is prime for mountain bike trails	3	0
18	Great walk but needs to be better signposted plus rubbish needs to be cleaned up more regularly and better parking facilities. But a great and wonderful initiative	0	0
19	Potential area for a mountain bike downhill cycle track	0	0
20	A little more limestone in places would improve 'rideability'	1	0
21	Opportunity to create paths linking bush blocks to get to/from Wellard Rd, near The Ramble. create trail from The Ramble to Challenger Av, then link to trail on Warner	0	0
22	Opportunity to use limestone (fairly sure it is sand track) to create southern loop link to the limestone 'road' that runs north /south through the Leda Nature Reserve - would join just north of the 'goods' trainline by Millar Rd	4	0
23	the limestone road is a great piece of existing 'infrastructure' that does seem to be linked into to the loop trail	0	0
24	Good amount of elevation here. Will be great to add some mtb features like table top, bern, etc. to make the trail more interesting and fun.	1	0
25	Very steep decent, great to add some mtb features. Possibly to add another zip-zap line somewhere to go uphill instead of climb straight uphill.	1	0
26	Awesome environment with beautiful trees and flowers.	2	0
27	Add limestone to the sand track here so bikes can take the cut through back to the park.	0	0
28	Continue limestone track around bottom up to the street or back to the park so bikes can ride right around.	0	0

Marker Number	Comment	Up Votes	Down Votes
29	This part of the trail is mostly sand and could be limestone to allow another track for bikes to ride	1	0
30	Great MTB area to develop	0	0
31	Toilet facilities at each stage would be an added bonus, and encourage families with young children to use the trail.	1	1
32	With opportunities to join loop trail with the Spectacles, comes opportunities to increase local Aboriginal Tourism and for the City to support new local tourism business through partnerships with WAITOC	1	0
33	Opportunity to increase community knowledge of aboriginal culture and heritage sites	1	0
34	Opportunity to increase community knowledge of Aboriginal culture and heritage sites	0	0
35	Opportunity to increase community knowledge of Aboriginal culture and heritage sites.	0	0
36	Nice gentle hill, which could continue to the bottom rather than stopping midway and joining the road. Poor bike access.	0	0
37	Is there Any opportunity to link the trail through the bush rather than being on the road?	1	0
38	Ideal for local trails	1	0
39	A mtb trail network and or longer gravel trail loop for gravel bike races	1	0
40	Wonder if there is an opportunity for a long-range camera to be powered off the oval lighting tower opposite. There needs to be some sort of deterrent to damage at this entry point.	0	0
41	This entire verge along Bingfield Road West has always been a problem: rarely slashed, bottles and rubbish thrown out of cars (and then mowed over), unlicensed bikes and 4WDs drive along the verge to avoid speed bumps. Would be great to have say three lots of two sealed off-street parking at each end of the Road for users of the trail, with trees/native garden in the section in between. This would be functional (parking separated by appealing nature strip) and help public safety.	2	0
42	This area is just a rubbish dump now due to the squatters leaving the gate open all the time. People regularly drive up and dump rubbish along the trail and also cut down trees I assume for firewood. I constantly clean it up but it has become over whelming.	0	0
43	Using the natural elevation around the area could make for some great MTB trails for beginners. With loads of kids in the area it would be nice rather than travelling to jarrahdale each time for a ride. Would be more than happy to help build.	0	0