



City of Kwinana Trail Network Master Plan

June 2025

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



Acknowledgements

The authors of this City of Kwinana Trail Network Master Plan respectfully acknowledge that this land on which the trail network is located is traditional land of the Bindjareb (or Pindjarup) 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 from stakeholders, organisation representatives, users and individuals.

Cover image: Kwinana Loop Trail. Credit: City of Kwinana

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Common Ground Trails Pty Ltd and its employees are not qualified to provide legal, medical or financial advice. Accordingly, detailed information in this regard will require additional professional consultation in order to adequately manage and maintain the facilities and reduce risk.

Revision	Description	Date
A	Background Review and Consultation Report	21/02/2025
B	Draft Master Plan for review	14/04/2025
C	Final Master Plan	16/06/2025
D	Final Master Plan revised	26/06/2025



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Executive summary

The City of Kwinana is a dynamic urban hub celebrated for its rich heritage and diverse cultural tapestry. This unique community, surrounded by native bushland and open public spaces, is currently experiencing rapid growth in population, investment, and industrial development. This Master Plan has been developed to guide investment in and development of sustainable trail opportunities in the Kwinana region. Trail based recreation and trail tourism are growth areas in Australia and globally. With its diverse landscapes and cultural heritage Kwinana is poised to develop into a sought after trails destination.

The Vision for trails in the Kwinana Region is:

An accessible and diverse network of immersive trail experiences that connect communities to each other and to the natural and cultural values of the Swan Coastal Plain. With a focus on both local and regional opportunities Kwinana will be positioned as a 'City of Trails' in the Perth metropolitan area.

Essential to achieving this vision will be establishing trails and supporting infrastructure that deliver captivating experiences, showcasing the unique and diverse local values. The aspiration is for trails to become an important recreational, social and economic resource for Kwinana. The Master Plan considers the trail context and involved an assessment of the inherent landscape qualities as well as opportunities and constraints. Trails have the potential to help build the region as a trails tourism destination, through attracting the destination trail user market. A focus has also been placed on ensuring locals have access to trails, building community, improving physical and mental health and creating stewards for the local environment. Given the target market and assessment of opportunities and constraints presented by the project area it has been determined that the Kwinana region has the potential to be a destination of local to regional significance offering a diverse range of trail experiences to meet the needs of local residents and encourage visitors to the area.

Key to achieving the vision for Kwinana will be the establishment of trails and infrastructure which deliver captivating and memorable experiences showcasing the unique local values. With an established 'hero' trail in the Kwinana Loop Trail alongside two regional long distance trail proposals (Tramway Trail and Catalpa Trail) the master plan provides a focus on diversifying the trail network filling identified gaps and ensuring critical trail connections are provided for.

The City also recognises the importance of cultural heritage to the development of this vision, and the importance of meaningful and culturally appropriate engagement with our Nyoongar community in order to achieve this, particularly around valued cultural sites such as the Spectacles. All proposed trail projects that are presented within this document would follow the trails development process, and if initiated would be required to follow the appropriate engagement and approvals processes in order to proceed. This Masterplan outlines a long term vision for trails development in Kwinana, with the planning of projects being several years into the future.



This Master Plan identifies three priority areas or objectives that require consideration and development to support the growth of trails in the Kwinana Region.

1. Develop a cohesive and diverse trail network

Existing Trails

With a well established network of shared use and hike trails already existing in the region, an initial focus on enhancing these trails will provide a quick win. Improving trail quality, experience and facilities through maintenance and upgrades will make the existing network of trails more appealing and user friendly.

Regional connectors

The Tramway Trail is a proposal that the City of Kwinana are working on in partnership with the Perth South West Metropolitan Alliance. The project aims to re-imagine the Tramway Reserve as a multi-use trail stretching 32km from Yangebup in the north to Karnup in the south. It is intended to provide a relaxed and shady route to explore the regions' wetlands and bushland and safely connecting local residents with nearby facilities.

The Catalpa Trail is another proposal that the City of Kwinana are working on as part of the Perth South West Metropolitan Alliance. This trail proposes to link Fremantle to Rockingham via the coastline. The intent of this project is about offering an alternative north south link to the Kwinana Freeway Principle Shared Path, connecting communities along the coast.

A proposed East West Link is recommended as a means to connect the trail network to the coast and provide links between areas of regional open space. The trail would link Jandakot Regional Park through the Spectacles and proposed regional open space through to the coast.

The Master plan also identifies high priority sections of the Long Term Cycle Network that need development. Identified sections provide safe access to the trails from Wellard and Kwinana Train Stations and link residential areas in the east of the City into the network.

Urban Bike Park

Provision of mountain bike specific infrastructure was identified as a key gap, noting participation trends and results from consultation indicate a significant demand and Perth wide analysis of current facilities indicates undersupply particularly in the Kwinana region through to Rockingham. The proposal is for a bike park which would include between 10 and 15km of purpose built mountain bike trails with a pump track, jump lines and skills features co-located. Within the trail network there is also potential to offer trails suited to trail running and hikers seeking a more immersive single track experience.

Shared use trail networks

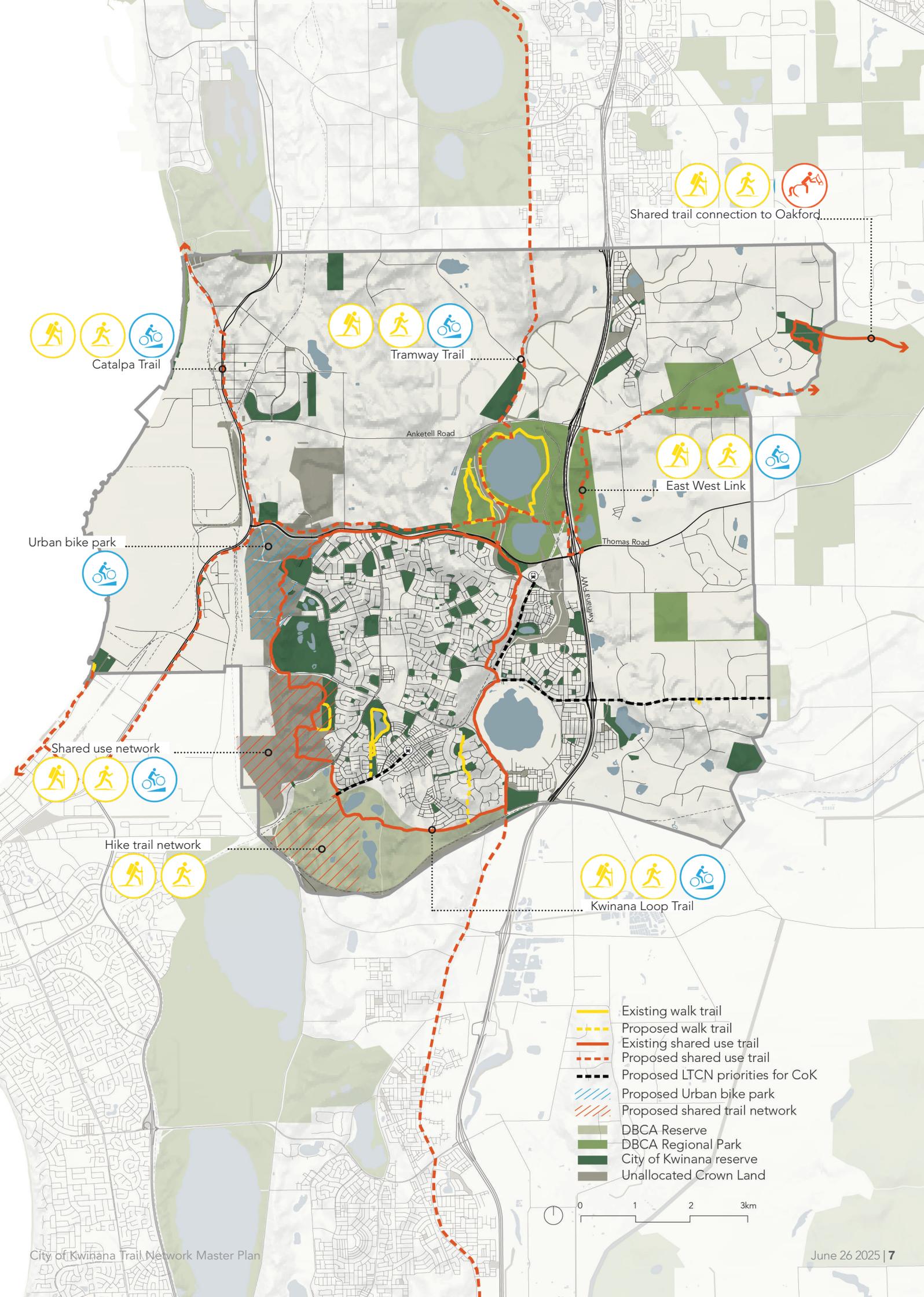
Opportunity for development of trail networks catering for walkers, trail runners and MTB users is identified along the western length of the Kwinana Loop Trail. Pockets of remnant bushland through this area provide opportunity for immersive trail experiences which will enable locals and visitors to connect with the natural and cultural values of the area, fostering respect and the next generation of stewards.

2. Implement robust governance and management

A successful trail destination is underpinned by robust, sustainable, effective and efficient governance and management structures. Partnerships with landowners, stakeholder groups and key government agencies will be important to achieving this objective and maximising revenue generation opportunities. Implementing clear and effective business or funding models is also important in ensuring resources are available for management, maintenance and promotion. The key recommendation within this objective is establishment of the City of Kwinana as the lead in driving development of trails in the region, ensuring collaboration with all key stakeholders to achieve a consistent approach across all land tenures.

3. Market and promote the experiences on offer

Marketing and promotion of the experience on offer needs to be appropriate to the level of development and to the intended markets. A comprehensive and cohesive strategy looking at how the diversity of experience can be packaged and marketed will ensure trails are known about, used and loved. A program of events both competitive and social will help to build participation and community connections.



Catalpa Trail

Tramway Trail

Shared trail connection to Oakford

Anketell Road

East West Link

Urban bike park

Thomas Road

Kwinana Fwy

Shared use network

Hike trail network

Kwinana Loop Trail

- Existing walk trail
- - - Proposed walk trail
- Existing shared use trail
- - - Proposed shared use trail
- - - Proposed LTCN priorities for CoK
- / / / Proposed Urban bike park
- / / / Proposed shared trail network
- DBCA Reserve
- DBCA Regional Park
- City of Kwinana reserve
- Unallocated Crown Land



1.0 Introduction

The City of Kwinana is a dynamic urban hub celebrated for its rich heritage and diverse cultural tapestry. This unique community, surrounded by native bushland and open public spaces, is currently experiencing rapid growth in population, investment, and industrial development. With a population of over 52,000, Kwinana is expected to double in size over the next two decades, making it one of the fastest-growing local government areas in Western Australia.

The population growth has resulted in diverse communities, both socio-economically and culturally resulting in unique community characteristics and aspirations. The City's Plan for the future – the Strategic Community Plan 2021-2031 sets out the vision:

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

Metropolitan and regional proximity and diverse natural landscapes lend themselves perfectly to the region's ability to capitalise on the growing demand for trails and outdoor adventure. Acknowledging the potential for the City of Kwinana to capitalise on trails and the associated benefits, the brief for the City of Kwinana Trail Network Master Plan (the Trail Network Master Plan) includes a review of a trail opportunities within the Region, across multiple trail activities and relevant alignment with the WA Trails Strategic Blueprint 2022-2027 (the Blueprint).

The vision for trails in Western Australia, as defined in the Blueprint, is that

by 2027 Western Australia's trails will connect more people to Country through shared experiences in diverse landscapes, resulting in greater community, social, cultural, economic, environmental, health and wellbeing outcomes for Western Australia.

MAP 1 - Project area context



1.2 Project objectives

The key objective for this project is to develop a Master Plan which can be used to prioritise, create and sustain a diverse range of trails and trail experiences in the City of Kwinana which connect to surrounding trail experiences beyond the City. The Plan will be used to guide future investment in trails and trail experiences.

The City aims to create a diverse array of unique and sustainable trails and adventure experiences to serve both local residents and attract tourism, increasing cultural awareness and celebrating shared history. The main intent of this study is to develop a comprehensive network of recreational tracks and trails throughout the City of Kwinana’s diverse landscapes. The focus will be on a range of non-motorised trail experiences. The Master Plan focuses on identifying and prioritising sustainable trail experiences for future development and will guide the City in delivery of trail experiences that::

- Provide recreation opportunity for the local community
- Showcase and protect the region’s unique cultural heritage, landscapes and biodiversity
- Attracts visitors to the region and associated economic benefits
- Caters for a diverse range of users and activities
- Disperse visitors across the region

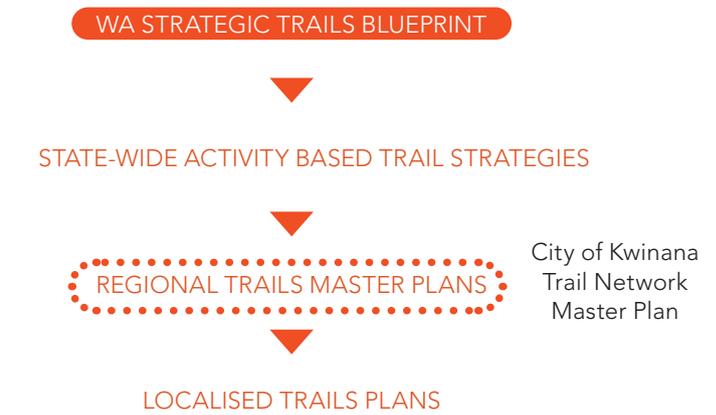


FIGURE 1 - State wide trails planning hierarchy



FIGURE 2 - Trail types considered in this master plan

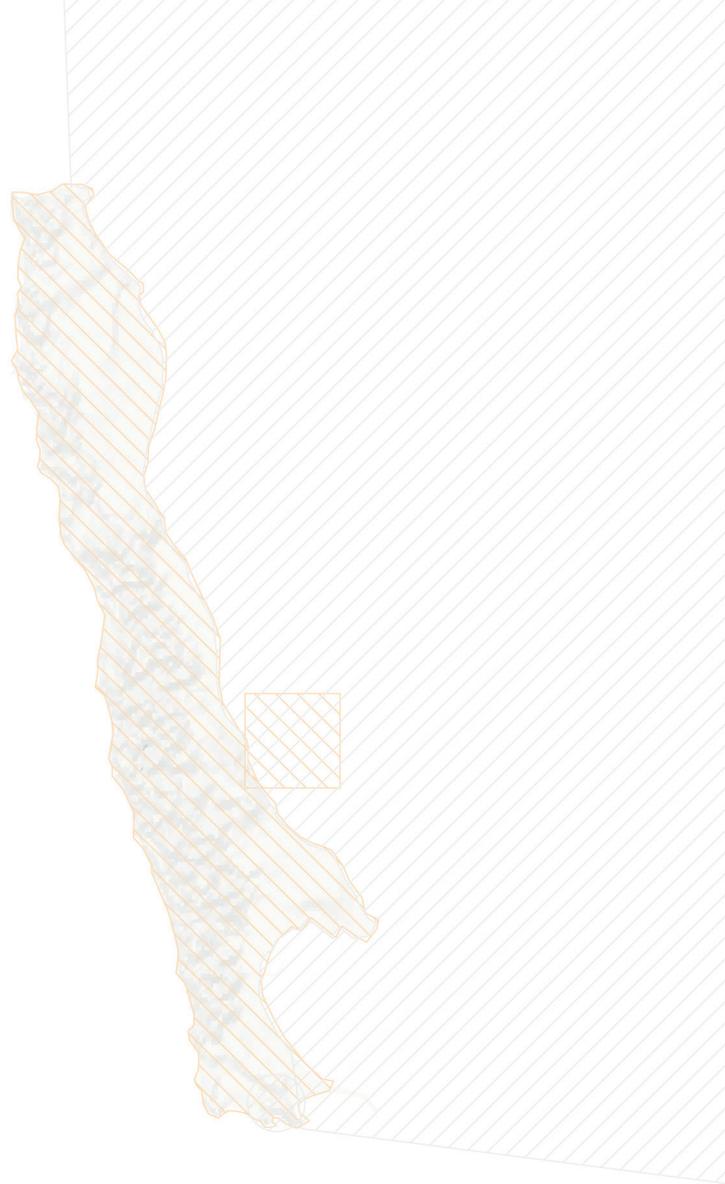
2.0 Project Area

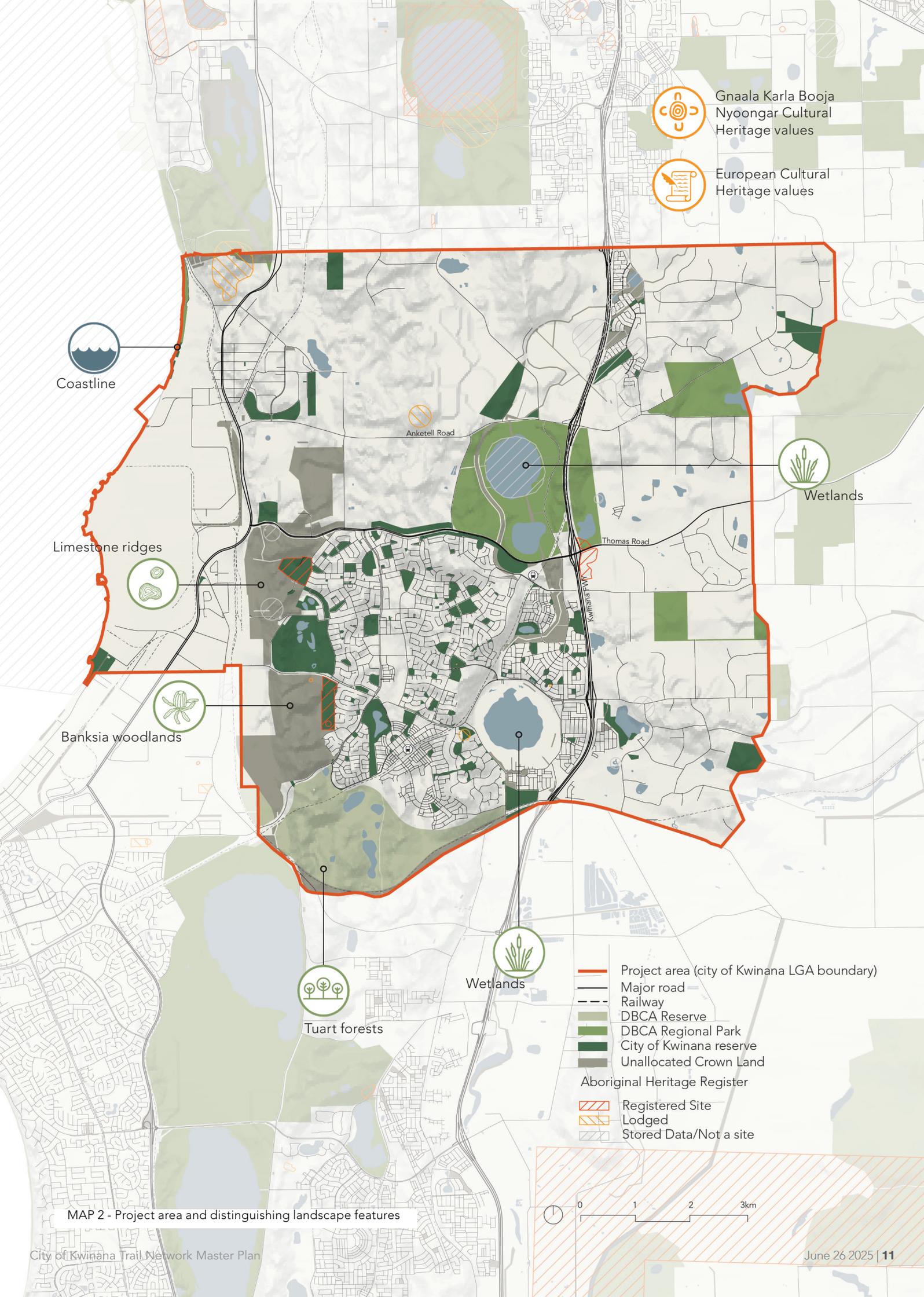
2.1 Context

Bindjareb (or Pindjarup) people are the Traditional Custodians of the area and have a strong connection to their Boodja (Country) having cared for it for many thousands of years prior to European settlement. Located just 20km south of Perth the City of Kwinana landscape is diverse featuring coastline, limestone hills, woodlands, wetlands, industry and urbanized areas. The City of Kwinana actively manages 33 natural area reserves totaling an area of 353 hectares. Other reserves in the project area are managed by the Department of Biodiversity Conservation and Attractions (Beeliar Regional Park, Jandakot Regional Park and Leda Nature Reserve). Conveniently located on the Kwinana FWY and the Mandurah passenger trainline the City is well connected to both Perth and the south west.

It is a rapidly growing locality, with the City being the second fastest growing Local Government Area in Western Australia and the seventh fastest growing in Australia (City of Kwinana, 2021). By 2046, it is forecast that almost 84,028 people will reside in the area (REMPPLAN, 2025). The City is focused on unlocking its full potential to provide a diversity of land uses and employment opportunities, protect the environment and establish itself as a destination of choice to live, work and visit. Rapid growth in residential development requires careful planning and forward thinking to ensure critical connections and links between open spaces are preserved and access to nature is provided for the community.

The City of Kwinana is aligned with six Local Governments in the South West Metropolitan Region of Western Australia in an alliance known as the Perth South West Metropolitan Alliance. The Alliance exists to provide a forum and a structure for member councils to unite and collaborate for the benefit of the broader Region. By presenting a united, strategic and long-term regional perspective, the intention is that better funding, policy, sustainability and collaborative outcomes are delivered for the Region. Two key trail projects that the alliance is working on are the Tramway Trail and the Catapla Trail.





Gnaala Karla Booja
Nyoongar Cultural
Heritage values

European Cultural
Heritage values

Coastline

Anketell Road

Wetlands

Limestone ridges

Thomas Road

Banksia woodlands

Tuart forests

Wetlands

- Project area (city of Kwinana LGA boundary)
- Major road
- Railway
- DBCA Reserve
- DBCA Regional Park
- City of Kwinana reserve
- Unallocated Crown Land
- Aboriginal Heritage Register
- Registered Site
- Lodged
- Stored Data/Not a site

MAP 2 - Project area and distinguishing landscape features



2.2 Environmental & cultural values

The project area falls within the Spearwood dune system of the Swan Coastal Plain. The geological stability of southwest WA has led to deeply weathered, infertile soils that have contributed to the amazing diversity of flora and fauna species that have evolved to survive in difficult and unique conditions, in relative isolation from the rest of Australia. It is this geological stability that has also created the landforms that attract trail users to the project area. The Swan Coastal Plain is characterised by flat, sandy terrain with some undulation and limestone features close to the coast. This mellow landform presents ideal terrain for beginner trails. The coastal plain also contains a number of wetlands including swamps, lakes and estuaries.

The parks and reserves within the project area protect significant remnants of once widespread ecosystems including tuart woodlands, heath, wetlands, springs and coastal plain. Protecting these remnants is acknowledged as a key part of improving biodiversity and enhancing the liveability of the City.

The City of Kwinana is located in the traditional lands of the Bindjareb (or Pindjarup) people. In the summer and autumn seasons resources on the plains were abundant with large groups gathering on the coast, estuaries and inland waterbodies to collect fish, waterfowl and other water based resources. In winter and early spring when coastal resources were less abundant some groups moved up into the jarrah forests of the Darling Range to relieve pressure on remaining resources, with groups on the plains fragmenting and ranging more widely during these seasons. Important Nyoongar camping, hunting and gathering sites include Sloan's Reserve, Chalk Hill and The Spectacles.

The European settlement of Kwinana goes back to the early days of the Swan River Colony, with agriculture, military and industry coming and going through the years. Layers of European cultural heritage are evident throughout the landscape including the World War II radar detection station located at Wellard Road and Sloans Cottage and reserve.



2.3 Tenure

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
- City reserves
- Conservation reserves (nature reserves, national parks and conservation parks)
- Regional parks
- State forests and timber reserves
- Freehold land

Local Government

The City of Kwinana manages several reserves and a number of trails as part of their day to day operations. Trail development is a key strategic priority for the City and this is often achieved through partnerships with community or private developers.

Freehold

Trail opportunities on privately owned land may be developed at the discretion of the land owner and in accordance with Councils' planning scheme.

Department of Biodiversity Conservation and Attractions

The project area falls within the Swan Region of the Department of Biodiversity Conservation and Attractions. DBCA manage Leda Nature Reserve, Beeliar Regional Park and Jandakot Regional Park within the project area. Leda Nature 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. Beeliar Regional Park is managed according to the Beeliar Regional Park Management Plan 2006. The Spectacles are within the Conservation and Protection Zone which allows for some recreation use. Jandakot Regional Park is managed according to the Jandakot Regional Park Management Plan 2010. Most parcels of Jandakot Regional Park within the City of Kwinana are managed for conservation with one parcel managed for recreation.

DBCA /DLGSC have produced the Trails Development Series which guides the development of trails on land in their tenure and is a useful resource for sustainable trail development across all tenures.

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.

DPLH also administer land owned by the Western Australian Planning Commission (WAPC). The WAPC manages the land until it is transferred to the State of Western Australia with an appropriate tenure and management outcome.

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.

The WWII Rader Bunkers located south of Wellard Road on the Kwinana Loop trail also fall within UCL and are currently managed by DPLH.

South West Native Title Settlement

The South West Native Title Settlement is a long-term investment in the Nyoongar 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 Nyoongar people and the WA Government commenced on 25 February 2021. The Nyoongar peoples' strong relationship to their boodja (Nyoongar land) is reflected through the many components of the Settlement package, including the creation of the Nyoongar Land Estate and the recognition, in statute, of the Nyoongar peoples as the Traditional Owners of the south west region.

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

- unallocated Crown land
- unmanaged reserves
- Aboriginal Lands Trust (ALT) properties

The unallocated Crown land within the project area is included in the land to be considered for allocation to the Nyoongar Land Estate. Should parcels identified for trail development in this master plan be allocated to the NLE the City would need to liaise with Nyoongar people in terms of progressing those opportunities. There is potential to investigate a collaboration with Nyoongar 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.

2.4 Constraints

Constraints include key issues that may affect sustainable trail development and provision, including unique environmental factors, location, access, land use, landscape, ground conditions, soil types, existing recreation use, constraints, conflicts, sensitivities, and exclusion zones.

Identified constraints in the area include;

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

Phytophthora dieback

Disease caused by *Phytophthora* species, a soil borne fungal pathogen, is wreaking havoc on susceptible native flora species in the South West of Western Australia, particularly the introduced *Phytophthora cinnamomi*. In an effort to contain its spread; it is essential to follow strict hygiene protocols and avoid moving between infested and uninfested areas. The City has undertaken some dieback surveying of its reserves. The main areas affected are Millar/Wellard Reserve and Rifle Range, and Honeywood Reserves in Wandí. There has also been recent indications of *Phytophthora multivora* in the more western areas/Tuart and limestone country however extent is unknown. Dieback occurrence in other reserves within the project area is unknown. While detailed disease surveys would be undertaken for any trail development project, the current known extent has been considered when recommending locations for development.

Environmental and Cultural Values

The natural vegetation and ecosystems that remain in the project area are highly fragmented and susceptible to a range of pressures including ongoing clearing, weeds, feral animals, pollution, erosion, fire and disease. There are a range of reserves with varying levels of conservation significance which need to be accounted for in trail development recommendations. Striking a balance between protection of values and recreation access is critical.

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. Trails themselves also inevitably have some level of impact which will need to be carefully considered and factored into management plans.

Aboriginal sites include a diverse range of places including archaeological sites associated with past Bindjareb (or Pindjarup) land use, and ethnographic and historical sites of ongoing spiritual, historical and cultural importance and significance to Bindjareb (or Pindjarup) people. The Aboriginal Heritage Act protects all Aboriginal sites in Western Australia, whether or not they are registered. Should detailed site planning progress for any of the locations recommended in this Master Plan, traditional custodians will be consulted in accordance with the relevant legislation and any requirements of the South West Native Title Settlement.

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 sites of significance
- 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
- Fostering environmental and cultural stewardship by cultivating a sense of community ownership and engagement with the trails.
- Providing recreation opportunities to improve physical and mental health
- Connecting people to places
- Creating passive surveillance.

Public Drinking Water Source Areas (PDWSA) and Reservoir Protection Zones (RPZ)

Operational Policy 13 (2019) implements the Government's response to the 2010 parliamentary committee report on recreation within public drinking water source areas. It is aimed at ensuring recreational activities within PDWSA is conducted in ways which maximise water quality to protect public health. It identifies that:

Existing approved recreation (i.e. events and facilities) should be maintained at September 2012 approved levels. New or enhanced recreation (i.e. events and facilities) needs to be located outside proclaimed PDWSA

Individuals and groups of under 25 people undertaking passive land based recreation activities (not part of organised events) in PDWSA (such as trail based activities) are:

- Not supported in Reservoir Protection Zones (RPZ) - public access in reservoir protection zones is prohibited except along public roads and on the Munda Biddi and Bibbulmun Track
- Supported in PDWSA outer catchments, subject to recreation compatibility requirements noting that recreation cannot exceed 2012 approved levels and new or enhanced recreation needs to be located outside proclaimed PDWSA
- Supported in the wellhead protection zones and outer catchments of groundwater source areas, subject to recreation compatibility requirements.

The eastern edge of the project area contains PDWSA protecting underground water from pollution. Any proposed additional trail development within this area will need to go through the policy 13 application and assessment process including referral for consideration by the interagency collaborative working group. Recognition of the lower risks in groundwater PDWSAs is considered in the assessment.



The Spectacles

3.0 Trail Planning and Development

3.1. Strategic context

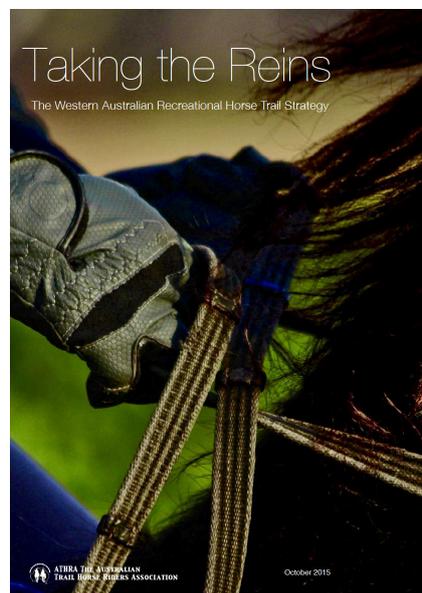
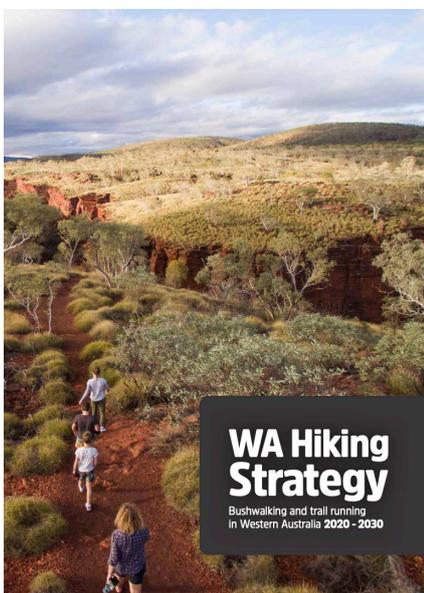
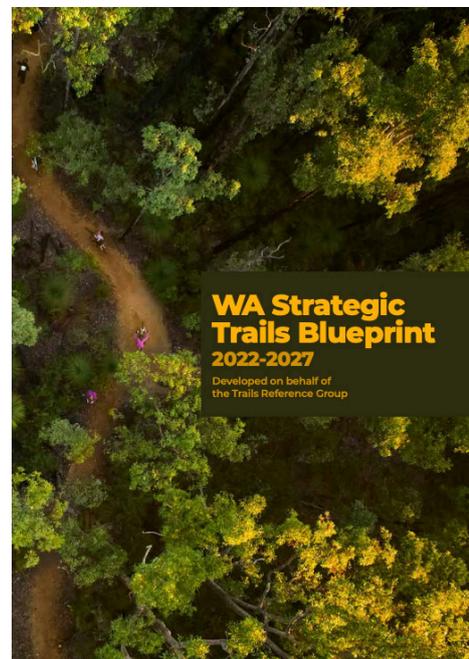
A range of background documents and information has been reviewed to inform the development of this Master Plan and ensure alignment with broader state, region and local objectives. Key documents reviewed are listed below.

National Level (refer to Appendix A for detailed summary)

- Blueprint for an Active Australia, Heart Foundation (2019)
- The Australian Physical Literacy framework (2019)
- Australian Mountain Bike Management Guidelines (2018)
- Australian Adaptive Mountain Bike Guidelines (2019)

State Level (refer to Appendix A for detailed summary)

- Western Australian Strategic Trails Blueprint 2022 – 2027
- Western Australian Trail Development Series
- Western Australian Mountain Bike Strategy – Mountain Biking and Off Road Cycling in WA 2022-2032
- Western Australian Mountain Bike Management Guidelines 2019
- Western Australian Hiking Trail Management Guidelines 2024
- WA Hiking Strategy – Bushwalking and Trail Running in Western Australia 2020-2030
- Back on Track: WA State Trail Bike Strategy (2008)
- Western Australian Recreational Horse Trails Strategy 2015
- Forest Management Plan 2024-2033
- More People More Active Outdoors



Regional Level (refer to Table 1 for summary)

- Perth and Peel Mountain Bike Master Plan
- Perth and Peel 2050 Cycling Strategy – Long Term Cycle Network
- Perth South West Metropolitan Alliance - A united regional vision for 2036

Local Level (refer to Table 2 for summary)

- City of Kwinana Strategic Community Plan 2021-2031
- City of Kwinana Access and inclusion Plan 2019-2021
- Boola Maara Baldja Koorliny Reflect Reconciliation Action Plan 2018/2019
- Kwinana Bike and Walk Plan
- Kwinana Environment Strategy 2024-2034
- Kwinana Loop Trail Master Plan 2021
- Swan Coastal Plain South Management Plan
- Beeliar Regional Park Management Plan
- Jandakot Regional Park Management Plan

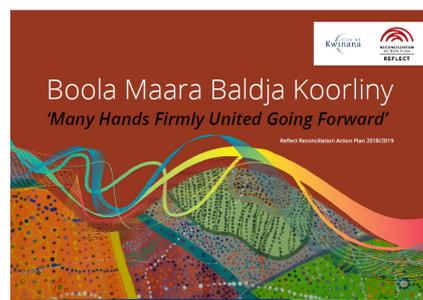
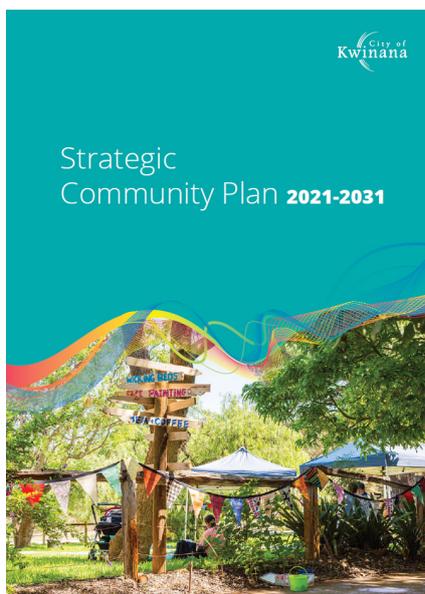
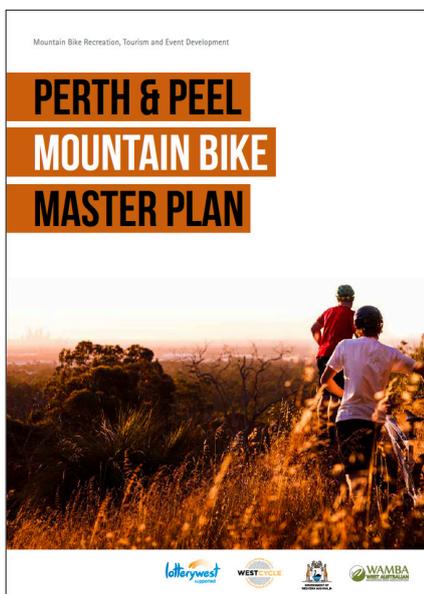


TABLE 1: Regional document summary

Publication	Summary	Key points
Perth and Peel Mountain Bike Master Plan	The vision for this master plan is to enable the world-class hierarchical development of an innovative, high quality and cohesive network of trails, which offer varied experiences, and cater for progression and diverse styles of riding while maintaining local character.	Kwinana is identified as having potential for local scale trail network focused around the Loop Trail, Sloan’s Reserve and Unallocated Crown Land.
Perth and Peel 2050 Cycling Strategy – Long Term Cycle Network - Department of Transport	This long-term, aspirational strategy reflects the priorities shared by Local and State Government aimed at ensuring a connect system of safe cycle routes.	The LTCN maps primary, secondary and local routes throughout Kwinana noting status and proposed additions. There is a focus on residential and built up areas within the City.
Perth South West Metropolitan Alliance - A united regional vision for 2036	A unified vision to ensure sustainable growth in the south Perth metropolitan region the vision addresses connected communities, employment, transport, environment and governance.	Proposes connected and livable communities with equitable access to recreation. Proposes a series of ecological linkages across the region to protect values and provide opportunity for nature based recreation activity.

TABLE 2: Local document summary

Publication	Summary	Key points
City of Kwinana Strategic Community Plan 2021-2031	A long-term 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 Economic Development Strategy - Kwinana's Economic Vision to 2031	A long-term planning document that sets out the City's vision in relation to economic development.	Pillar 5 Promoting Our Place outlines need to attract & promote Investment, business, talent, and visitors to strengthen and diversify Kwinana's economy and in so doing, enhance the perception of Kwinana.
10 Year Long Term Financial Plan 2024/2025 to 2033/2034 June 2024	The Long Term Financial Plan helps ensure the City of Kwinana's long-term financial sustainability while meeting the needs and expectations of the community and delivering the Council's objectives as specified in the Strategic Community Plan.	Includes development of the Kwinana Loop Trail as a key capital project.
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	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.
Reflect Reconciliation Action Plan 2018/2019	This plan is aimed at developing a future vision for reconciliation 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 Transport's 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 Bulrush development.
Kwinana Environment Strategy 2024-2034	Provides an overarching document to guide implementation of environmental strategies and plans across the City.	Key directions include enhancing livability and protecting biodiversity, both of which will benefit from strategic development of trails.
Kwinana Loop Trail Master Plan 2021	Sets a vision for the development of the Kwinana Loop Trail.	Upgrade Kwinana Loop Trail. Proposes a series of trail networks and hubs directly linked to the KLT.
Tramway Trail Development Plan 2015	The Tramway Trail is envisaged as a central spine running between the north south chain of Swan Coastal Plain wetlands, and the boundary between soil landscape systems and vegetation complexes. The Trail will provide recreational and ecological connection between the LGA's and other trails that link in.	Develop Tramway Trail alignment through the City, utilising existing trails where possible including through the Spectacles and the Kwinana Loop Trail.
Bollard Bulrush Landscape Master Plan (Local Policy no. 3)	Provides a Master Plan to ensure that a range of recreation facilities and activities are provided in a uniform and coordinated manner within the open space situated in the Bollard Bulrush Urban Cell.	The Master plan proposes a shared use path around the wetland which is ideally located to become the KLT and Tramway Trail alignment.
Swan Coastal Plain South Management Plan 2016	Provides strategy for management of natural, cultural and recreational values within Parks located on the Swan Coastal Plain	Leda Nature Reserve is reserved for the purpose of conservation of flora and fauna. Any trail proposals will be considered on a case by case basis and subject to the Trail Development process.
Beeliar Regional Park Management Plan 2006	Provides strategy for management of natural, cultural and recreational values within the Beeliar Regional Park	Proposes retaining the Aboriginal Heritage Trail and Banksia Trail within the Spectacles and outlines a new shared use trail through the Spectacles linking into the existing Shared use trail along the adjacent Kwinana FWY.
Jandakot Regional Park Management Plan 2010	Provides strategy for management of natural, cultural and recreational values within the Jandakot Regional Park	Allows for development of recreation facilities where compatible with conservation. Notes walk and equestrian trails within the Anketell Block (Mangenu area) and proposes a walk trail within Sandy Lake Estate (just east of the Spectacles).

3.2 Trail hierarchy

Establishing the scope and scale of a trail network is essential to new trail developments and ongoing management. Multiple strategies are implemented to ensure that the right type, size, scale and extent of trails and trail networks are established in the right locations. Factors for consideration include location significance, spatial distribution, event requirements and trail model detail.

TABLE 3: Trail significance hierarchy (DLGSC, 2017)

National	Regional	Local
An extended trail or trail network that is of sufficient quality and with appropriate facilities, products and services to be recognised beyond the State and to attract visitors to Western Australia.	A major trail or trail network that services a population centre or large regional community, with facilities and services of a standard and appeal that could attract visitors from outside the region.	A trail that services the local community and provides facilities suited to local use. Some local trail may have potential for development to regional status.

Location significance

Location significance defines the scale, reach and connectedness for trail development in a given location. It also identifies the supporting services and infrastructure that is required to meet the significance rating. The location significance indicates a population centre or area's opportunity, including the desired recreation and tourism outcomes.

Priority locations for trail development in the project area have been categorised as being regionally or locally significant. All locations, when being developed, should be consistent with the relevant development procedures and standards outlined in the WA Strategic Trails Blueprint, the Trail Development Series, and the WA Management Guidelines for MTB, Hike and Horse Trails.

Locally Significant locations cater for a community based trail use with tourism demand limited to day visits. Facilities are developed within a 10-15km zone from population centres unless servicing significant population centres where alternate opportunities do not exist. Locally significant locations can develop around the trail town and trail centre models but can also be stand-alone individual and networked trail systems. They contain limited services and infrastructure but may host events if suitable. Locations of local significance may develop limited trail types and classifications and can expect demand from surrounding regional and national locations.

Regionally Significant locations cater for small population centres or large communities and/or tourism resources that provide for short breaks or weekend trips. Facilities should be developed within a 15-20km zone and be focused on a primary trail centre or trail town model. They provide a minimum level of services and infrastructure and can host national and regional events. Locations of regional significance should encompass broad trail types and classifications. Regional locations will see demand for trails from surrounding nationally significant locations.

Nationally Significant locations capture the tourism market for at least a week of unique trail experiences and can provide a large recreation resource for a major population centre. They are developed to cater for international, interstate and intrastate tourism as a priority and facilities fall within a 20-25km zone, or 30 minutes driving. Trail development is focused on a primary trail town model and can include trail centres, networks or individual trails. Locations of national significance should develop all trail types and classifications where appropriate. These locations will experience very high demand and should provide a high level of services and infrastructure for trail users and also have the ability to cater for major international and/or national events.

The Kwinana Region is identified as having the potential to be a destination of local significance offering a diverse range of trail experiences to meet the needs of local residents and encourage visitors to the area.

3.3 Trail models

A trail model defines how a location's trail offerings can be developed and applies to a population centre or an individual area. The five main trail models, as outlined below, are typically used to plan for development and are not necessarily promoted to the user. This modelling has been developed for multi-model trails. Trail opportunities for local people and visitors are enhanced by the development of clusters of linked trails in localities. Trails come in a variety of types and configurations and are defined by their model, system, use, direction and classification. They can accommodate a range of user types. The different categories of trail models or clusters are outlined below.

Trail precinct

A precinct may be designated where there are a number of major opportunities within close proximity to each other and a major population centre. Models can be linked strategically through physical infrastructure or promotion and marketing to create a large and diverse trail destination.

Due to its scale, a precinct has the capacity to serve a variety of different trail user types through the provision of user-infrastructure at individual sites.

Trail town

A trail town is a population centre or popular recreation destination that offers a wide range of high quality trails and related services, facilities, businesses, strong branding and supportive governance. They can incorporate trail centres and typically have multiple trail networks. A trail town may consist of a number of sites, hosting several signed and mapped trails of varying type and classification. Trail facilities such as car parking and visitor services are available within the vicinity, typically provided by independent businesses. In order to appeal to the market majority, it is important trail towns are user friendly and have high quality directional signage and maps. Trail towns benefit from having a single central information and service centre to promote and provide access to trails. Although different, these can act similarly to a trail centre. Trail towns should have at least one cohesive trail network offering multiple classifications and trail types within a single uninterrupted area (for example, with no major road crossings). To be classed as a Trail Town a location/town needs to be assessed and against the following six categories considered critical success factors.

1. Branding and marketing
2. Engaged businesses
3. Partnerships (governance, management, planning and budget)
4. Activities, amenities, attractions, accommodation and access
5. Suitable network of quality trails appealing to diverse markets
6. Landscape setting that is iconic or suitable for proposed trails.

Trail centre

A trail centre is a single site with dedicated visitor services and trail facilities, provided by a single trail provider. It includes multiple signed and mapped trails of varying type and classification. A trail centre can be part of a trail town and incorporates a trail network. They are typically located close to major population centres or iconic locations.

Trail network

A trail network is a single site with multiple signed and mapped trails of varying type and classification, with no visitor centre and limited user facilities. A trail network may be standalone within a population centre or individual location, or form part of a trail centre or trail town. If not part of a trail town, trail networks are often located away from population centres, or in a location that does not provide essential visitor services.

Trail networks suit locations where demand does not exist for significant development and there is no supporting population centre. They also suit locations close to residential population centres as passive recreation facilities for community use. With careful planning, trail networks can be designed to accommodate staged development with a view to becoming a trail centre as demand increases.

Individual trails

Individual linear or looped trails are generally not considered as a development model for a destination. Long distance trails can link individual trails and can also be the precursor to developing a destination. Small individual trails typically form part of a trail town, centre or network or may be a standalone individual trail in a community setting.

Short Linear Trails

These are linear, marked routes which can be completed in under a day and are of varying lengths. They are generally marked in two directions as they need to be used as a return journey. Short linear trails are often associated with key visitor attractions such as summits, vistas, headlands and beaches, and may include campgrounds or huts.

Long Distance Linear Trails

Long distance trails often connect towns or locations. These are long multi-day routes which start and finish in different locations and may be broken up into smaller sections. They can be iconic tourism products however the market for end to end use is relatively limited and often specialised.

Loop Trails

Generally, the same attributes as linear trails except they start and finish in the same location.

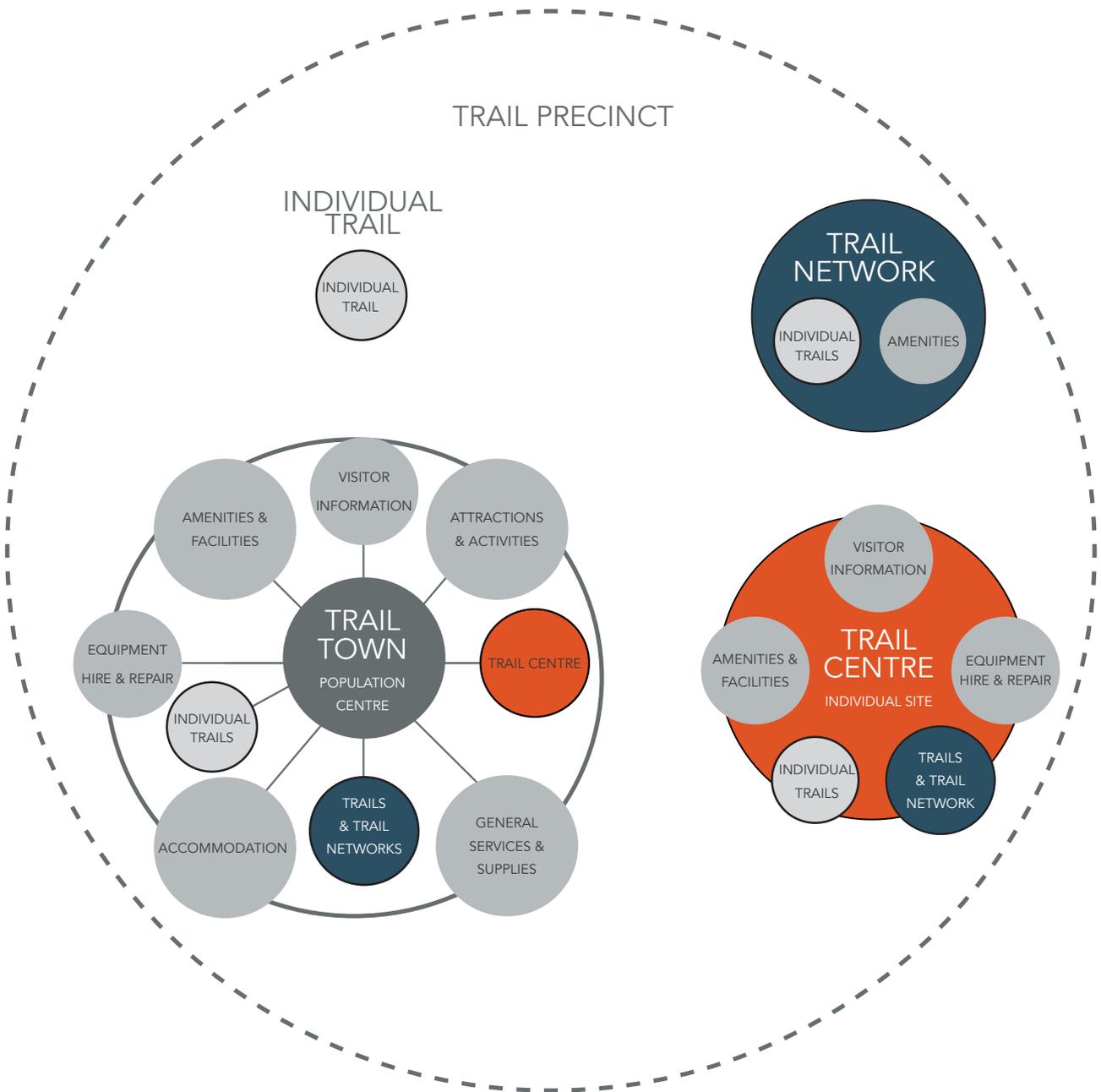


FIGURE 3 - Trail models, refer to WA Trails Blueprint for further information.

3.3 Trail development

Ensuring trails are sustainable from both a management and experience perspective requires application of a thorough development process. As outlined in the Trail Development Series (DBCA & DLGSC 2019), working within a standardised methodology is important in high value areas where trail planning, design and construction needs to be right the first time. Building rigour into the development process will ensure high quality outcomes on the ground.

Following adoption of the Trail Network Master Plan, the development of new trail proposals should follow this eight stage Trail Development Process. In addition to focusing on planning, the Trail Development Process encompasses constant evaluation, review and improvement process as trails are developed, maintained, extended or renewed.

Development drivers

The needs, motivations, and drivers for participation among different trail users vary and must be considered when selecting trail locations. Trails can serve as a primary reason for travel or an activity undertaken whilst a traveller is visiting an area for another primary purpose. Using trails can also be an activity undertaken by residents of a community that surrounds trail facilities. In addition to primary motivators, the development drivers for a location or site contribute to how attractive the site or location is to visitors. When assessing trail opportunities in the Kwinana Region, the development drivers outlined below, were considered.

TABLE 4: Development drivers and considerations

Development driver	Development consideration
Environment	Protection and celebration of natural and cultural values.
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.

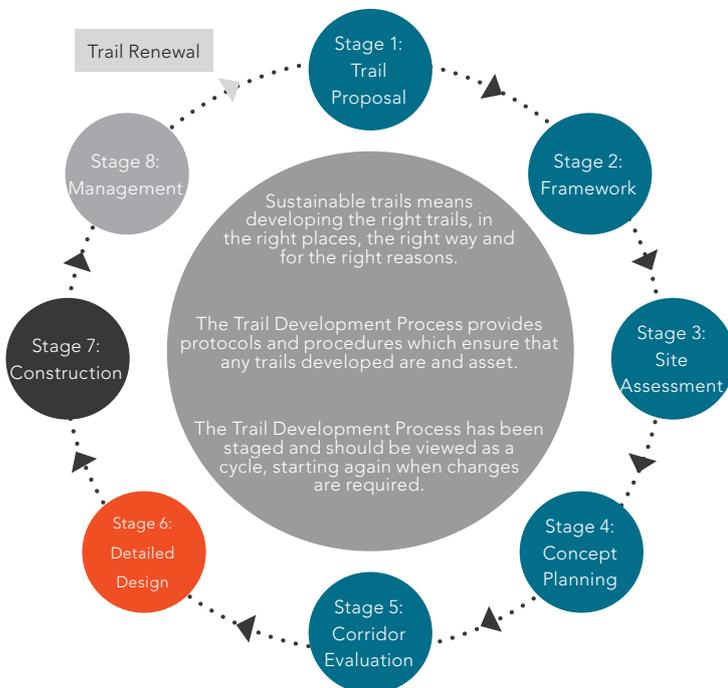


FIGURE 4 - Trail development process (DBCA & DLGSC, Trail Development Series, 2019)

3.4 Management models

Successful trail development is dependent on implementation of an appropriate management model and securing funding for both implementation and ongoing maintenance. Management models need to be given further consideration in future planning, to ensure sustainable growth of trail opportunities within the region and ensure less reliance on land managers with limited resources. The table below provides a comparison of potential management models.

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
- 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 the utilisation of volunteer resources
- Creation of environmental stewards
- Creation of a fun and vibrant community
- Strengthened relationships and networks

TABLE 5: Trail development management models

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

3.5 Funding models

While most funding for trail development comes from State and Local Government, there has generally been a lack of funding available for ongoing management and maintenance of trails. There are a range of trail management and maintenance revenue generation models that have been trialled or implemented in other regions. Some possible revenue sources for consideration in the Kwinana Region are summarised below.

When considering revenue model implementation it is important to consider the users and ensure equitable access for the community with a range of options available, for e.g. ensuring some trail facilities remain free of charge. Determining the most appropriate revenue model to implement is dependant on management model and partnerships and needs to be determined and agreed to by all partners that are involved in the management of the network.

TABLE 6: Potential revenue sources

Revenue type	Description	Example
Facility or attraction fees	Pay to enter or use a specific facility or attraction.	Trail passes/ permits.
Parking fees	Payment for timed parking.	
Licence charges	Charges or % of revenue paid by businesses operating on the trails or within reserves.	Charges to operate café, hire facility, tour operator, coaching businesses, event promoters and accommodation.
Leases	Lease fees for operating a business or concession.	Charges to operate café, hire facility or accommodation.
Rates	Proportion of Council rates paid by residents used for maintenance of community facilities.	
Sponsorship	Individual or company sponsorship or donations for specific area or facility.	Trail sponsorships, bequests, donation boxes, other donation facilities such as tap and go.
Partnerships	Partner with others wo derive a benefit from the facility, park or program.	Partner with health funds for exercise programs or facilities in parks.
Volunteers	Individuals or groups of volunteers assist with management and maintenance of a trail or trail network.	
Events	A per participant or flat fee is paid to support facilities and trail maintenance.	



Kwinana Town Beach

3.6 Market segments

Trail users come from a variety of backgrounds and are categorised according to whether trail usage was their primary motivation for travel or as an incidental activity. When assessed against the three travelling patterns of the intrastate market identified by Tourism WA (refer Table 7) there are noted similarities between trail users.

There are three distinct trail user markets - locals, 'destination trail users' and 'trail users while on holiday'. Further research needs to be undertaken to determine the size and potential for growth of these markets, as well as the benefits and impacts resulting from increased visitation to the City of Kwinana region.

Locals

Trails are key attractions for international and domestic visitors looking for quality nature-based experiences. Equally important are the local users, many of whom have worked hard to drive the development of trails so others may enjoy them and without whose efforts many trails would not exist. The local trail user market includes trail users who reside in or near the Kwinana region. This market is spread across the City of Kwinana, as well as the surrounding local government areas. There is potential for sustainable growth in local trail user participation by providing well-designed and adequate trails, while also encouraging and supporting community volunteer groups focused on sports and trail care.

Destination trail users

The destination trail user market includes experienced trail users who regularly travel with trails as a primary motivator. They have likely visited other Australian or international trails destinations. They seek high quality trails with good supporting infrastructure in scenic / natural locations. These users are usually found in trails destinations and seek good terrain. Locations that combine desirable terrain with tourist activities and infrastructure have the best market appeal for destination trail users. This group also includes event participants who travel to a destination specifically for the event, typically spending additional time pre or post event to explore the area.

Trails users while on holidays

The trail users while on holidays market includes typically less experienced trail users, whose primary motivator for travel is not the trails. They generally comprise the leisure market and represent the largest market potential. This market views trail use as a secondary motivation for their visit and will participate in trail activities incidentally. They will likely hire equipment as required. They may place less emphasis on the trail and more on accessibility of the facility, the setting and nearby attractions and amenities. These users are usually found in 'holiday' destinations and are seeking a unique holiday experience, relating to either culture, nature, cities, comfort, leisure, cafes/restaurants etc. Locations that combine these tourist attractions with trail opportunities have the best market appeal for this market segment.

Market Segment Comparison

When assessed against the three trip types identified by Tourism WA and embraced by Destination Perth, the similarities and common traits between the two types of trail tourists is evident.

Tourism WA's Domestic Segmentation study (2023) identified that when travelling within their own state, West Australians are most commonly taking one of three types of trips:

- Relax and Recharge;
- Simple Nature; and
- Family Time

TABLE 7: Tourism market segment comparison

Identified Tourism Market	Destination Trail Users	Trail users while on holiday
Relax and Recharge		
Traditional values	✓	✓
Skewed towards mid-life and older households	✓	✓
Feel financially stable and are medium to big spenders	✓	✓
Enjoy the simple things in life	✓	✓
Like to support local and buy Australian	✓	
They are less likely to buy takeaway but enjoy going out to cafes and restaurants	✓	✓
Like watching sports but are less likely to participate in sports themselves		✓
Most likely to own their own home	✓	

Identified Tourism Market	Destination Trail Users	Trail users while on holiday
Simple Nature		
Typically Gen X and Baby Boomers	✓	✓
More likely to live in regional WA	✓	✓
Mid range socio-economic status	✓	✓
Aren't bothered with latest fashion, trends or technology	✓	✓
Try to avoid crowds and big cities	✓	
They are handy and practical, making choices based on functionality	✓	
Often cook at home but also like to go to the pub	✓	
Prefer nature-based leisure activities or cultural experiences (ie museum, art galleries etc)	✓	
More likely to choose higher end accommodation and have a higher average spend per trip	✓	
Family Time		
Gen X and Gen Y	✓	
More likely to be married with children		✓
Highly likely to be born in NZ, UK or India (representing a flow-on opportunity for international visiting friends or relatives)		✓
They are shoppers and consider themselves medium to big spenders		✓
Value for money is important	✓	✓
They enjoy going out to cafes, restaurants and the pub		✓
They are more likely to go to the zoo and/or theme parks		✓
They value the convenience of services like food delivery and click and collect		✓
They skew towards high usage of technology		✓

3.7 Market Motivators and Needs

Depending on the market, different motivators and experiences will be placed as the primary decision for engaging in the activity. Different user groups are driven by varying motivators, depending on whether they are undertaking travel or using the trails for recreation.

Further research is required to understand the primary motivators for travel for all trail activities. The needs of the various markets will be different for different trail user groups and need to be considered when developing a location.

Broadly, the primary motivators are controllable factors that influence destination choice, and can include:

Diversity

A large quantity and variety of trail types and classifications located in varied terrain and topography.

Uniqueness

Iconic, memorable and fun experiences in a unique setting. Typically, in a natural landscape, with high visual and emotional value and often connected to an attraction.

Quality

A range of high quality experiences, predominantly purposefully designed track. Also relates to the provision of quality information, services and infrastructure.

Accessibility

Trails located within close proximity of residences and short stay accommodation. Also relates to the provision of cohesive, well signed, mapped and promoted trails. Connectivity to other trails, transport, services and infrastructure increase accessibility from the trails. Visitor services to improve accessibility for less experienced users.

Community

An established user group community offering market credibility, a sense of belonging and camaraderie through events, volunteer support and social engagement.

3.8 Trail Type Specific Markets



Hiking

As per the WA Hiking Strategy this master plan will refer to bushwalking and trail running as 'hiking'. Hiking user types fall on a spectrum from recreational to enthusiast or outdoor aware, to outdoor adventure and can be further differentiated based on psychographic characteristics - shared personality traits, interests and lifestyles. Recreational walkers and runners typically use the trails close to home whereas enthusiasts are willing travel to experience specific trails.

According to the WA Hiking Strategy, bushwalkers and trail runners seek experiences in natural environments and access to diverse landscapes. Participants assess elevation, distance, aesthetics, and technical aspects of a trail to decide if it is the experience they desire.

The WA Hiking Trail Management Guidelines ((DBCA & DLGSC, 2024)) define the following visitor markets:

Destination Trail users

Active Lifestyle Hiker - represents the largest segment within the Destination Trail User market. Experiences targeted at this group have the potential to become destination drivers by encouraging interstate and international visitors to choose WA for their next hiking trip; and/or extend length of stay and spend of travellers who are already motivated to visit WA.

Luxury Walkers (High Yielding Travellers) - represent a small, high yield segment of the Destination Trail User market. Experiences targeted at this group play an important role in destination and brand awareness by elevating domestic and international awareness of iconic trails.

Independent Hikers - represent a small, low-yield segment of the Destination Trail User market.

Trail users while on holiday

Holiday Walkers - are walkers who seek out accessible trails for use with family and friends. They enjoy outdoor activities on holiday for socialising, fun, to experience something new and to be immersed in nature.

Mountain biking



Mountain biking is a diverse activity with mountain bike riders categorised into five trail user types, which are defined by differing trail expectations and the riding experience/s they seek. Understanding the needs, expectations and requirements of different trail users is essential in ensuring the long term sustainability of trails.

Mountain bikers are generally divided into the following types each with differing trail type requirements, however there are also numerous overlaps between some segments. Different user types also have different barriers to participating in mountain biking and require varying levels of trail user friendliness and facilities.

Urban bike facilities such as pump tracks, jump lines, skills track and learn to ride tracks are popular recreation facilities offering participation pathways into mountain biking and opportunity to develop and refine skills. These facilities are enjoyed by a range of age groups and users and are particularly important for the youth community providing engaging spaces for gathering, play and learning.

TABLE 8: Mountain bike user types (DBCA, 2015)

Type	Reason for mtb travel	Travel needs & motivators	Recreation needs & motivators	Trail style	Classifications sought	Market potential
Leisure	Secondary	Accessibility & uniqueness	Accessibility & quality	Touring & Cross Country	White to green	Large
Enthusiast	Primary	Diversity & quality	Accessibility & quality	Cross Country, All Mountain & Park	Green to blue/black	Moderate
Sport	Primary	Diversity & quality	Diversity	Cross Country & All Mountain	Green to double black	Small but influential
Independent	Secondary	Uniqueness & diversity	Diversity	Touring, Cross Country & All Mountain	White to blue/black	Small
Gravity	Primary	Community & quality	Accessibility	Free Ride, Down Hill & Park	Blue to double black	Small



Urban MTB trails north of Perth at Aduro Park

Cycling - gravel and road



The peak body for cycling in WA, Westcycle, identifies the following cycling disciplines.

- Commuting
- Road
- Track
- Mountain bike
- Cyclocross/ gravel
- BMX
- Touring
- Race

This Master Plan considers road and gravel under the generic activity cycling.

Horse



As defined by the Australian Trail Horse Riders Association (ATHRA), horse riders can be divided into four user types based on distance and recreation or event based riding.

TABLE 9: Types of horse riding (ATHRA)

Type	Style
Horse trail riding	Riding outside of enclosed areas for pleasure, challenge, experiences and educational outcomes.
Endurance riding	A more active and intense form of recreational or competitive horse riding Typically involves riding in organised events generally on loop trails with distances of approximately 80km.
Horse trekking	Long distance point to point riding involving either the use of pack horses or support vehicles to carry overnight camping equipment and supplies, or base camp style which involves self-catering and overnight camping.
Harness driving	Hitching the horse to a 2 or 4 wheel vehicle and driving on the trails.

In addition to the above, there are a number of horse riding disciplines with competitive focus that are categorised under 'sports' by Equestrian Australia.

4.0 Methodology and Consultation

4.1 Methodology

In developing the City of Kwinana Trail Network Master Plan, the following methodology was implemented.

Stakeholder and Community Consultation

Undertook meetings, an online survey and drop in sessions with key stakeholders, members of the community and community groups.

Trail and Facility Audit and Gap Analysis

Site visits to multiple existing and potential trail opportunities was undertaken and an assessment of trail demand and comparison to current supply was completed to identify gaps.

Constraint Definition and Opportunity Planning

Identification and review of the region's opportunities and constraints was completed and included existing and potential trail opportunities, social, cultural, environmental and physical constraints.

Prioritisation Framework

Developed prioritisation framework and assessed identified opportunities.

Master Plan Preparation

The draft Master Plan will document process and recommendations. The Draft will be reviewed by the Project Reference Group, DLGSC, DBCA and Council prior to finalisation and distribution of the final Master Plan.

4.2 Consultation

Consultation is an integral component in developing this Master Plan. Stakeholder and community input assisted in identifying and determining the region's sustainable long-term vision for provision of trail experiences. In order to ensure the success and longevity of trails and trail experiences it is essential to engage with both the existing and potential trail users and land managers. Through a combination of meetings, workshops and surveys the consultation process aimed to gather input, comments and information to guide the development of the Master Plan.

The consultation undertaken assisted in identifying the following:

- Local trail user profiles
- Existing trails and their demand
- Opportunities and demand for different trail styles
- Local constraints and objectives
- Locations potentially suitable for trail development
- Governance opportunities for on-going management.

To gather information on the above and successfully meet the project objectives, the following mechanisms were employed:

- User group consultation
- Stakeholder consultation
- Trail user/ community survey.

Key stakeholder consultation

Project stakeholders and partners have a vested interest in ensuring that the outcomes of the Kwinana 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:

- City of Kwinana internal departments
- Department of Biodiversity, Conservation and Attractions
- Department of Local Government, Sport and Cultural Industries
- Residents Associations
- Kwinana in Transition
- Kwinana Heritage Group
- Boola Maara Baldja Koorliny
- Gnaala Karla Booja Aboriginal Corporation
- City of Kwinana Disability Reference Group
- Shire of Serpentine Jarrahdale
- City of Cockburn
- City of Rockingham

Key insights from stakeholder consultation are outlined below and have been carefully considered in development of recommendations.

Key insights from internal City staff included:

- It is important to ensure structure plans are referenced and opportunities to maximise trails and trail connections through new housing developments is realised
- The connection between the Spectacles and the KLT/Tramway trail will be important to investigate, identification of ideal crossing points of Thomas Road should be included in the master plan
- The Westport development and upgrade of Anketell Road has considered the Tramway Trail connection and access to The Spectacles.
- Western Power easements are potential areas where recreational bike/walk connections can be made
- Hammond Road Upgrade and the development of IP47 (Improvement Plan 47) includes the possibility of re-establishing Tramway Trail as part of the development process, from Anketell Road North to Rowley Road.
- Important to consider heritage in themes for interpretation and in term of potential impacts. Particularly in the locations of Sloans Reserve, Sloans Cottage, Wheatfields Cottage (golf Course), Chalk Hill and Radio Communications Centre on Wellard Road, but also for Tramway Trail and Old Wellard Townsite.

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
- Important to consider the South West Native Title Settlement –the parcels of UCL in the project area may be subject to land access licences which would enable Nyoongar Peoples’ lawful access for customary activities.
- 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
- 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 initial consultation with DBCA included:

- DBCA are supportive of trail development, 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.
- Ideally new trail proposals will be supported by a formal management and revenue model ensuring ongoing sustainability of the trail development and easing of pressure on DBCA to develop and maintain trails.

Key insights from initial consultation with Boola Maara included:

- There are number of significant sites in the project area
- The Spectacles is a culturally significant site with facilities and trails which could be improved for use in story telling and guided tours.
- Utilising the Nyoongar seasons presents a good opportunity to frame tours with activities promoted at the start of each season.

Key insights from conversation with neighbouring LGAs included:

- Important to consider links across administrative boundaries.
- Being on the metropolitan fringe it is important to consider the larger population base and need for diversity of offer in regards to trail type and level of challenge.

User group and community consultation

Broader consultation with the community was undertaken via a drop in session at the Dazzle in Darius festival in late November 2024 and a survey/interactive map via Love my Kwinana. The Love my Kwinana portal 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 interactive survey was to:

- Develop an understanding of the local trail user demographics
- Understand user skill level and frequency of usage
- Understand local trail usage and user location preferences
- Understand user needs and requirements based on their current habits
- Identify potential opportunities and constraints.

The survey and interactive map were available for input for a period of 8 weeks and was promoted via the City of Kwinana Love my Kwinana portal, social media and trail community networks.



In addition to capturing respondent demographics, the survey provided insights into trail user characteristics, preferences, and potential development locations, while also detailing trail use patterns including frequency and duration of visits.

Survey respondents and feedback at the drop in session broadly recognised the benefits that high-quality trail experiences offer to communities and regions, showing strong support for the development of new trails and trail experiences within the City. There were also some in the community that didn't know much about trails and the opportunities that currently exist, noting lack of time as a key barrier. Broad survey results are summarised in Figure 5.

Comments and responses highlighted a range of themes, areas for improvement and potential opportunities included:

Trail Maintenance

General comments suggested improved maintenance, signage, support infrastructure (such as parking, seating, bins, water fountains) and greater promotion of existing trails is required. Rubbish dumping was noted as a regular occurrence in the area.

Trail Signage & Information

Overall, signage on existing trails was considered average and sourcing information on current trail experiences difficult and not comprehensive enough. Incorporating information on cultural and heritage history, environmental values and significant sites was suggested to enhance trail experiences.

Trail Types

Consultation highlighted a need to develop mountain bike trails and facilities such as pump track and jump trails in the area with a focus on opportunities that are engaging and feature rich as well as providing a point of difference in the existing MTB offering within Perth. While some horse trail use was noted within the area, the development and resources going into horse trails in Serpentine Jarrahdale was highlighted as the better opportunity. Consolidating links into these proposals (via Jandakot Regional Park and Oakford trail network) was considered an opportunity.

Connectivity

Trails play an important role in connecting people to where they live, work, learn and play. Consideration of the role existing and future trails can play in providing this connectivity was identified during consultation. Ensuring trails link back to train stations, cafes and residential areas within the City was highlighted as an opportunity.

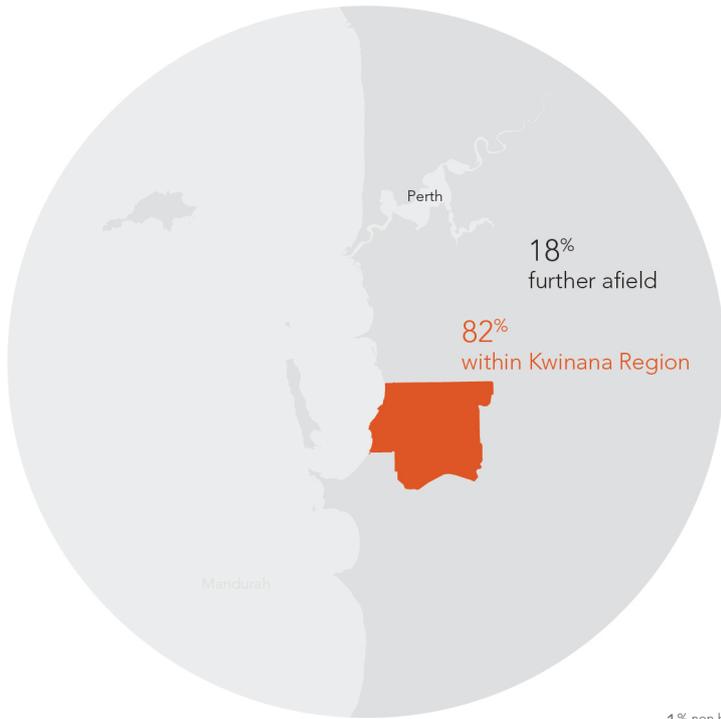
Conservation

Trails are important as a means of accessing natural areas and reserves fostering an appreciation and creating stewards. Feedback noted the need to conserve natural values as well as opportunity to learn more about those values through signage and guided tours.

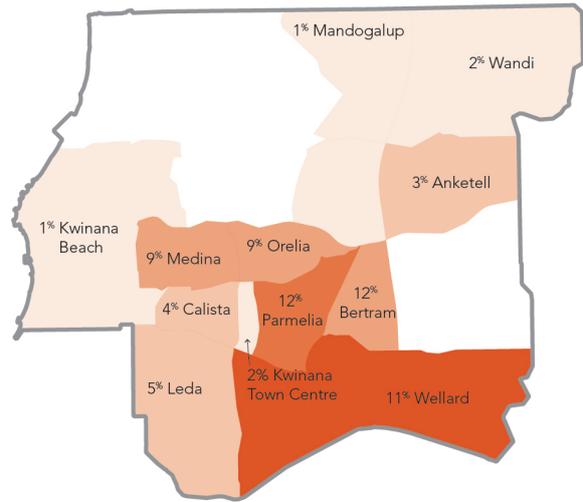
Participation barriers

Key barriers noted were time constraints, feeling unsafe on the trail particularly in more secluded areas, lack of challenge and diversity of trail type, unmaintained trails in poor condition, lack of connectivity to trails from home and other key destinations, lack of accessible trails for those with mobility impairments, lack of organised opportunities to connect with other trail users.

Many comments and responses received acknowledged the City's potential to become a unique trails destination, capitalising on the region's topography, natural and cultural values and proximity to Perth. Consultation undertaken to develop this master plan was an inclusive and valuable process, providing useful information and insights. In general, consultation highlighted the increasing demand for trails and a need to protect natural and cultural values. User feedback reflected a desire to develop sustainable trails catering to all trail user types and abilities, for recreation and tourism. The feedback highlighted the need for the master plan and reinforced the project focus to develop a diverse range of trail experiences in the area, catering for both the local community and visitors.

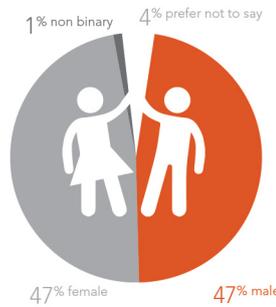


Respondent location

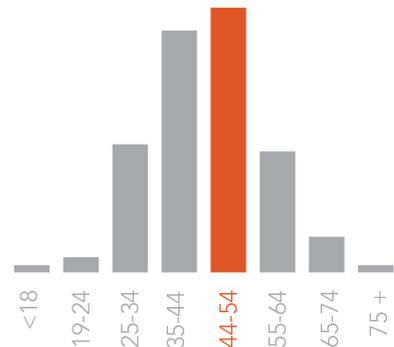


Local respondent suburb

- 3% Aboriginal or Torres Strait Islander
- 12% Migrant or refugee background
- 6% Person living with a disability



Respondent gender



Respondent age

Top **3** preferred trail based recreational activities



Walk



Mountain bike



Walking dog

fitness, being in nature, physical challenge are the main reasons people use trails



most people use the trails in Kwinana region **weekly** and trails outside Kwinana region **several times a year**



spend < 2 hours on the trail per visit

most trail users prefer to use trails **Solo** or with a **friend or partner**



Social media



Trails WA website



Top **3** sources of information about trails

FIGURE 5 - Summary of key survey results

5.0 Current situation

5.1 Demographics

The City is the second fastest growing Local Government Area in Western Australia and the seventh fastest growing in Australia (City of Kwinana, 2021). By 2046, it is forecast that almost 84,028 people will reside in the area (REMPAN, 2025). At the 2023 Census the City had a population of 52,103 with a median age of 33 years.

There are several factors driving population growth in the area including lower residential land costs, an influx of new home owners, and the relatively younger average population. The affordable land is also attracting an increasing number of migrants who choose to call Kwinana home. The primary industries of the local workforce is health care and social assistance followed by retail trade, construction and manufacturing (REMPAN, 2025).

The City of Kwinana is statistically the most disadvantaged population in the Perth Metropolitan Area, and one of the most disadvantaged populations in the State. The City's Socio-Economic Indexes for Areas (SEIFA) score is 971, with older suburbs being substantially lower. This index score takes into account people's access to material and social resources, and their ability to participate in society.

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 assist the City of Kwinana residents' young and old, to maintain quality of life. Ensuring easy access to trails as a low cost to participate recreation activity is important to improve social wellbeing and community cohesiveness.



Wildflower Walk
image credit: City of Kwinana

5.2 Visitation and visitor profiles

The region is predominantly a self-drive destination, with most travelling to the region to visit friends or relatives and a number passing through the region onto the South West. For the period 2020/21 there were 127,000 visitors to the Kwinana region, with the vast majority being domestic day trippers of 102,000. Those that stayed in the area accounted for 405,000 total visitor nights. The average trip length was 16 nights, skewed heavily by international visitors staying an average of 49 nights, whereas typical domestic overnight stays averaged 6 nights. There was an average trip spend of \$222, totalling an annual average spend of \$28 million. The bulk of visitors to the region are from the intrastate market (Tourism Reserach Australia, 2024).

The predominant reason for travel, whether for overnight stays or day trips—is to visit friends and relatives. This trend indicates that personal connections are a major factor driving tourism to the area. Furthermore, local families play a crucial role in generating most of the tourism activity within the City. Parks, reserves and trail networks will continue to drive both formal and informal recreational tourism. In addition, there is significant potential to capitalise on the 'Visiting friends and relatives' market which drives the bulk of tourism visitation, to extend the visitor experience. While visting friedns and relatives will be the primary driver of external visitation, marketing of experiences to existing and new families in the region will build a network of advocates for all that the region has to offer.

While long stay visitor markets are generally high value due to multi-day spend, they require a multitude of varied and established tourism experiences to extend their length of trip beyond a weekend. In this case it is also evident that the long stay visitor markets in the region are staying with friends and relatives, and are likely looking to reconnect and spend time with family, rather than sight-seeing and trail-tourism based motivators. When they do engage in trail experiences, they are more inclined towards leisurely activities like scenic strolling rather than more intense pursuits such as hiking or mountain biking. They could be targeted as a longer term prospect once more product/experiences have been established within the region, and then only if market indicators show a shift in holiday-based activities and motivators.

For the City of Kwinana the two primary markets visiting the area that pose the greatest potential and return on investment for trail development are:

Day Trippers

- Live within close proximity so will likely undertake multiple trips into the region on an ongoing basis
- Have family and friend connections in the region
- Are sport and adventure enthusiasts and enjoy nature-based activities.

Short Breaks / Weekenders

- Live within the Perth metropolitan, South West or Great Southern regions
- Enjoy food and beverage experiences
- Have family and friend connections in the region.

Based on this understanding of the visitor market to the region the following implications for trail offerings should be considered:

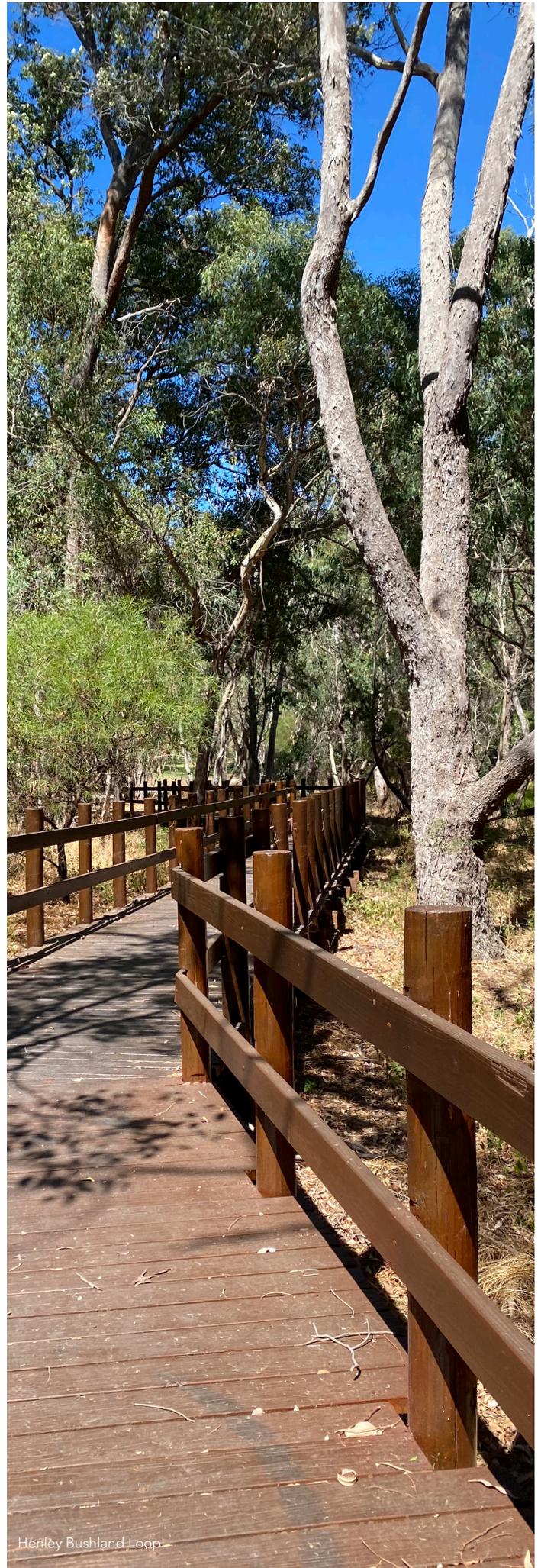
Diverse Trail Options - to cater to both the short-term holidaymakers and the long-stay visitors, there should be a mix of trail offerings. While intense activities like hiking and mountain biking are appealing to some, the primary focus should be on developing and promoting trails that offer scenic, leisurely experiences. This aligns with the interests of long-stay visitors who are likely seeking relaxing and enjoyable outdoor experiences rather than high-adrenaline activities. This will also differentiate the offering from dedicated trail offerings located nearby.

Marketing and promotion - Tailoring marketing efforts to highlight the scenic and leisurely aspects of the trails can attract both long-stay and short-term visitors. Promotional materials should emphasise the relaxing and family-friendly nature of the trails, appealing to those who prioritise visiting friends and family while also enjoying local natural attractions.

Scenic and Accessible Trails - emphasising trails that showcase the natural beauty of the region and are accessible to a broad audience, including families and less experienced trail users, can enhance the appeal of the region. Trails with scenic views and easy-to-navigate paths will be attractive to those looking for a pleasant, low-intensity outdoor experience.

Enhanced Visitor Experience - given that long-stay visitors are often staying with friends and family, creating trail experiences that can be enjoyed in a group setting or as part of a family outing can enhance their overall visit. Developing picnic areas, scenic viewpoints, and family-friendly trail features could make the trails more appealing. Offer amenities and facilities that enhance the short-break experience, such as well-marked trails, rest areas, and scenic spots. Ensure that trails are linked to food and beverage options, such as nearby cafes or picnic areas. Design trails that cater to families and groups, with features such as easy loops, scenic viewpoints, and safe, enjoyable paths for children and non-adventurous participants.

Community Engagement - engaging local communities in the development and promotion of trails can be beneficial. Since residents play a significant role in driving tourism activity, involving them in trail design and maintenance can ensure that the offerings meet the needs of both locals and visitors. Create opportunities for day trippers to engage with local events or community-driven trail activities. This could involve local volunteer groups or special trail events that align with their interests.



Henley Bushland Loop

5.3 Participation and demand

Participation in active recreation

Across Australia, participation in trail-based activities and outdoor recreation has stabilised since the peak of COVID-19, although overall participation rates in these activities remain higher across the board than pre-pandemic levels. This is evidenced when comparing the Participation in Sport and Recreation (Australia) surveys from 2016/17 to 2020/2021 and then to 2022/23 outlined in the tables below.

Key points of the report released in October 2023 relate to corrections in participation post COVID -19. The trend of Australians aged 15 and over exercising for social or mental health benefits has recently slowed, but these motivations are still stronger now than before the pandemic. This indicates a lasting shift in priorities, requiring continued focus on promoting mental well-being and social connection in exercise programs.

- Regular (1+ per week) participation in sport-related activities fell to its lowest point in 2020-21. Since then, both boys and girls have been gradually returning to sports, though participation rates have not yet returned to pre-pandemic levels.
- When COVID-19 restrictions were in full force, women drove increased participation, especially at higher frequencies. However, the most recent AusPlay data indicates that these elevated participation levels have not been maintained since the easing of restrictions.

TABLE 10: Persons participating in sport and physical activity 2016-2023 (Sport Australia, 2023)

Activity	Adult participants		
	2016/2017	2022/2023	% Change
Bushwalking	1,252,200	2,191,900	+75%
Walking (recreational)	8,655,600	9,398,500	+9%
Mountain biking	297,000	472,600	+59%
Cycling	2,284,000	2,810,900	+23%
Canoeing/ kayaking	322,000	423,000	+31%
Equestrian	193,800	235,100	+21%

The same Participation in Sport and Recreation Survey found that overall males 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 11: Participation rate by gender for sport and physical recreation in 2022/23 (Sport Australia, 2024)

Recreational activity	Participation rate (%)	
	Male	Female
Cycling	16.2	9.6
Mountain biking	3.4	1
Walking (recreational)	33.9	51.6
Bush walking	8.3	11.7
Canoeing/ kayaking	2	1.8
Equestrian	0.4	1.8

People who participate in a trail based activities (walking, bush walking, canoeing, cycling, equestrian and mountain biking) are likely to also participate in other trail based activities.

According to AusPlay data, of an estimated resident population of 49,457 - 84% of adults (15+ years old) residing in the City of Kwinana participated in physical activity in the 2022-2023 financial year. This was below the national and state participation rates of 89%. The top sport and recreation activities for adults in the City of Kwinana is summarised below. (Clearinghouse for Sport, 2024)

TABLE 12: Top sport and recreation activities for adults in City of Kwinana LGA (Clearinghouse for Sport, 2024)

Activity	Participation rate (%)
Walking (recreational)	26.7%
Fitness/Gym	29.7%
Swimming	14.8%
Running/Athletics	13.7%
Cycling	7%
Football/soccer	6.5%
Australian football	6.4%
Tennis	3.8%
Dancing (recreational)	4.5%
Netball	4.2%

Participation in trail based activities

The COVID-19 pandemic led to a significant surge in trail participation in Western Australia and across the nation. With lockdowns and travel restrictions in place, many Western Australians turned to their local environments, seeking outdoor experiences that offered both recreational opportunities and mental and physical health benefits.

In the last year, there has been a noticeable correction back to pre-COVID participation levels. However, it's important to note that overall participation rates remain higher than those recorded in 2019-2020. This shift highlights a lasting impact from the pandemic, with more people embracing outdoor activities and recognising their benefits. As a result, there may be ongoing opportunities to further develop and promote trails to cater to this sustained interest in outdoor recreation.

Key findings from the AusPlay report show Australians' participation in sport and physical activity is adapting to post COVID- normal. Female participation in physical activities has consistently matched male participation on an annual basis, but women have been more active overall, engaging in these activities more frequently. This trend highlights a growing commitment among women to prioritise physical fitness and wellness, contributing to the overall increase in non-sport activities like fitness classes, walking, and cycling. Over the past 20 years, participation in traditional sports has remained stagnant, while non-sport physical activities have surged, with notable increases in fitness and outdoor activities. Fitness and gym participation has risen by 22.7%, and walking—both recreational and bush walking—along with cycling and mountain biking, ranks among the top ten fastest-growing activities.

During the COVID-19 pandemic, cycling and running experienced the most significant spikes in participation, though these gains saw considerable corrections post-pandemic. This trend is reflected in the surge of bike imports into Australia, which reached nearly 1.7 million in FY21—a remarkable 44.3% increase from 1.17 million in FY20. This influx indicates a strong market of individuals eager to engage with cycling as a primary activity, emphasising a shift towards outdoor and fitness-oriented lifestyles.

The latest AusPlay national sport and physical activity report estimates 146,943 males aged between 35-54 years participated in mountain biking in 2022-2023 (down from 170,000 in 2021-2022) making it the 10th most participated in activity for this group. The same report indicates recreational walking as the most popular non sport related activity in 2022-23 for males aged between 35 – 54 years (1.112M) and over 55 (1.827M), and the third most popular activity for males aged between 15-34 years (0.579M).

Cycling (481,140) was the 5th most popular sport related activity in 2022-23 for females aged 35-54 years (dropping from 3rd place), while bushwalking (333,365) was the 7th. For females aged 55 years and over, cycling was the 4th (265,057) most popular (down from 2nd), with bushwalking coming in 7th (210,419). Walking for recreation was the 2nd most popular non sport related activity in 2022-23 for females aged 15 – 34 years (1.243M) and the most popular activity for females aged 35-54 years (1.974M) and 55 years and over (2.504M). Bushwalking was the 6th most popular activity for females 15-34 years (296,963) and 7th most popular for 35-54 years (333,365) and for 55 years and over (210,419). According to the 2023 National Walking and Cycling Participation Survey, the vast majority of Australians (89.5%, down from 96.7% in 2021) walk for at least five minutes in a typical week outside their home. This equates to around 23.69 million people walking every week. On average Australians walk for at least ten minutes on 4.8 days, spending a median of 3.5 hours per week walking. Since 2021 although frequency of walking per week had decreased, the time spent walking had doubled.

Around 15 % (down from 18.2% in 2021) of Australians rode a bicycle (including e-bicycles) in the previous week and 36.7% over the previous year. This equates to around 3.97 million Australians riding in a typical week and 9.71 million riding in the past year. Measured over the previous year the Northern Territory, Western Australia and the Australian Capital Territory all have cycling participation rates significantly higher than the national average.

It is estimated that 2.1% (up from 1.5% in 2021) of the Australian population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway in a typical week (CWANZ, 2024).

Local participation

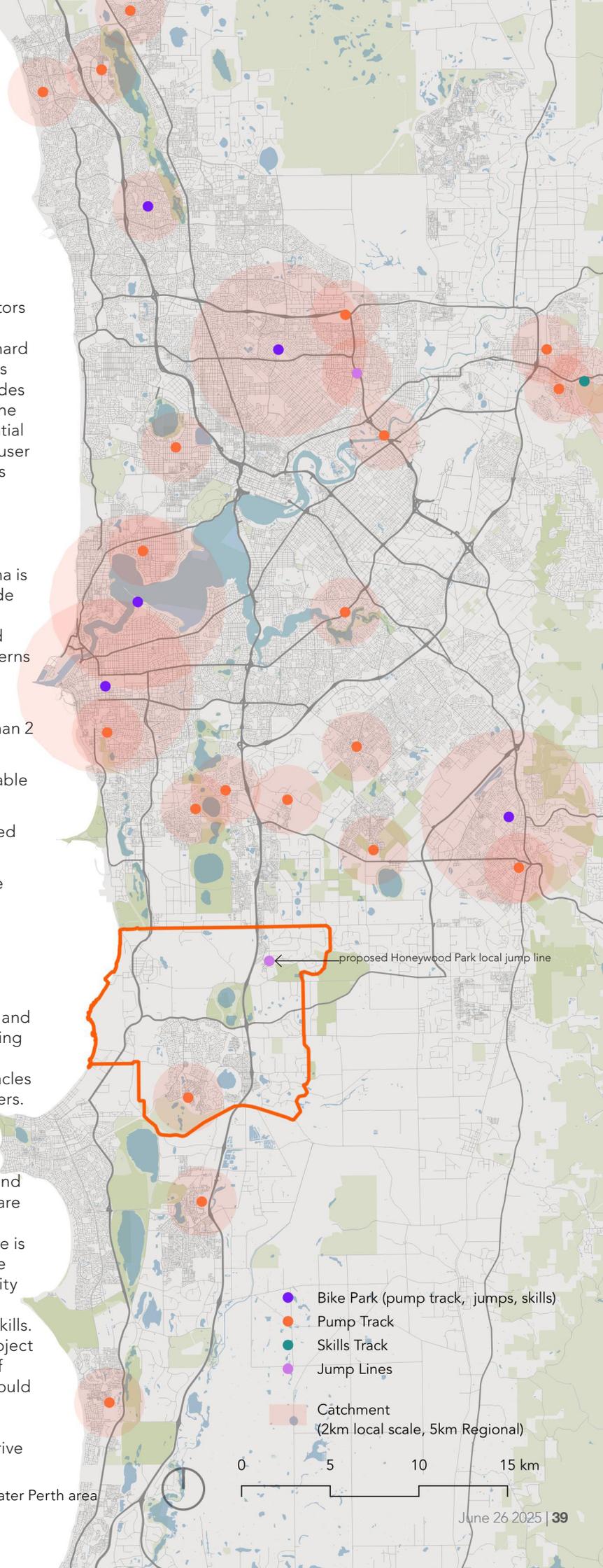
Trails are key attractions for international and domestic visitors looking for quality nature-based experiences. Equally important are the local users, many of whom have worked hard to drive the development of trails and without whose efforts many trails would not exist. The local trail user market includes trail users who reside in the City, neighbouring towns and the broader Perth/Peel and South West regions. There is potential for sustainable growth in participation within the local trail user markets through ensuring sustainable and appropriate trails are provided and community and trail care groups are encouraged and supported.

While detailed trail participation data for the City of Kwinana is limited, the state and regional trends outlined above provide valuable context for the trail market locally. The survey undertaken in preparation of this master plan also provided useful insights into local trail user preferences and use patterns with the following key insights noted:

- Free time is a barrier to participation, with most respondents indicating they use trails weekly for less than 2 hours at a time
- Exercise and fitness were key motivators as was being able to spend time in nature
- While most used trails with a friend or partner many used trails solo and walking the dog was popular
- Many trails users participate in multiple trail activities ie walk and cycling
- There is a strong user base for the Kwinana Loop Trail

Strava and trail forks (apps frequently used by trail users to track their activity) heatmapping indicate a strong demand and participation locally with data showing existing trails including the Kwinana Loop Trail, Henley Bushland Loop and the Aboriginal Heritage Trail and Banksia Trail within the Spectacles in particular are well used by cyclists, walkers and trail runners.

Within the broader urban Perth region there is growing demand for bike facilities such as pump tracks, jump lines and learn to ride tracks. There is a small local scale pump track located at the Village Park in Wellard. When looking at catchment areas of existing bike facilities (refer MAP 3) there is clear opportunity for development of a larger regional scale facility within Kwinana. Such a facility will provide opportunity for locals and visitors to get into mountain biking as a recreation activity and allows development and honing of skills. The mellow terrain through reserves and UCL within the project area also present and ideal opportunity for development of entry level mountain biking and trail running trails, which would likely become popular for the greater region as a trails destination closer to home than the Perth hills (the closest formal MTB trail network is Kalamunda, 60km and 1 hour drive away).



MAP 3 - Existing bike facilities in the greater Perth area

Access and accessibility

The term access has a variety of meanings in trail planning. For the purpose of this Master Plan, the meanings of access and accessibility are as follows:

Access is the means or opportunity to approach or enter a physical place to undertake trail based activities.

Accessibility is the degree to which a trail opportunity is available to as many people as possible.

This Master Plan aims to support and reinforce the implementation of the WA Strategic Trails Blueprint by making trails more accessible in the Kwinana Region. Strategies include:

- Improving the availability and attractiveness of trails and trail facilities for a greater number of people
- At trail locations, offer opportunities for people to participate, progress and fine tune skills
- Offering a range of trails that suit different levels of technical ability
- Offering trail and style-specific infrastructure to provide for different trail user types
- Linking facilities with and advocating for other means of access than private vehicle (for example, public transport and bike paths)
- Offering visitor services to inexperienced trail users, such as equipment hire, maps and guides .

Recognising that the region cannot be 'everything to everyone' and not every location can be developed to provide for all trail types, the Master Plan aims to achieve a balance to optimise the above by:

- Providing for specific types of opportunities in the most appropriate locations and sites
- Focusing development on a select number of locations and sites with the objective of quality over quantity
- Delivering high quality infrastructure and trails where development occurs, to ensure high utilisation with minimal maintenance.

5.4 Emerging markets and trends

Over the past five years trail use and development within Australia has evolved and matured. Below are a number of noted industry trends and observations.

Multi-modal long distance trails

There is an emerging trend for multi-modal long distance trails such as rail trails and adventure style trails, offering trail users options to tailor experiences to suit their chosen activity, time available and skill/fitness level. Bikepacking is growing in popularity and is particularly relevant when considering the longer adventure style trail experiences such as the Munda Biddi ,and connectivity between towns within the region and neighbouring Local Government Areas and Shires.

E-rideables and E-bikes

The use of e-bikes, e-scooters and other e-transport on trails and paths has increased in recent years. E-bikes have revolutionised the bicycle market, opening up mountain biking and cycling to a more diverse range of participants. Terrain is becoming less of a barrier and the leisure cyclist can explore over longer distances with greater ease. With increased technology and affordability e-bikes are playing a positive role in improving accessibility to trails for people of varying abilities and backgrounds. Bike shops now include e-bikes in the bike hire range, offering an option for riders to 'try before you buy' and for hire by holiday travellers. The challenge moving forward for trail development is consideration of the trail planning, design, construction and maintenance requirements of e-bikes, potential environmental impacts, safety and regulatory issues and opportunities increased participation provides.

The use of Electric Trail Bikes (eTrail Bikes) is also increasing and presents additional challenges. The blurring of the lines between eTrail Bikes and eMTB's needs to be considered due to the potential impacts eTrail Bikes present to mountain bike trails. (Westcycle, 2022)

Indigenous storytelling

Indigenous storytelling has the power to bring the natural world to life. Aboriginal tourism in Western Australia continues to be of great interest to visitors, with four in five visitors indicating they would be interested in experiencing Aboriginal tourism in Western Australia if it were easily accessible (Tourism WA, 2020). However, participation levels remain relatively low, with less than one in five visitors actually having an Aboriginal tourism experience in 2019-20; a decline compared to the previous year. Raising awareness and supply of Aboriginal tourism experiences is critical to meet visitor demand and the Kwinana region has potential to develop experiences which will help fill this gap.

Growth in popularity of trails

Outdoor recreation, including trail running, walking, mountain biking and gravel riding, has increased in popularity. Throughout the world there are examples of trail networks that have become significant tourism destinations attracting international and domestic visitors, contributing to the economic sustainability, and providing health and social benefits for regional and local communities.

AusPlay data highlights the shifting trend in people moving away from participation in structured competitive sport to more recreational and socially focused activities. Key findings from the AusPlay report into how Australians' participation in sport and physical activity is adapting to COVID normal, estimated an increase of 99,000 and 82,000 people participated in mountain biking in 2020 and 2021.

The report confirms that physically- distanced of home based activities are continuing to increase in popularity, including mountain biking, walking, bush walking and canoeing/ kayaking. (Sport Aus, 2022)

Trail running

Trail running is an outdoor sport that provides an immersive experience deep in the heart of natural landscapes. Since the mid 1990's, the popularity of trail running has grown at a rate of 15% each year with an estimated 20 million trail runners worldwide. (World Athletics, 2022) Trail runners typically use bushwalking and urban walking trails and in some instances mountain bike trails, vehicle management trails and fire breaks. While trail specifically for trail running are not considered necessary, considering of the needs of trails runners in the development of walking and shared use trails is important particularly in terms of offering a range of technical difficulty.

Digital apps

Social media and the use of apps is commonplace within the outdoor recreation and trails industry. Digital apps are available for navigation, performance monitoring, training, marketing and promotion. Trail users are increasingly using digital apps in preference to paper maps and guidebooks as a source of information. Apps present an opportunity to assist in promotion of trails, awareness of environmental and cultural heritage values, capture important participation data, allow users to report maintenance issues, and improve safety on trails. Emergency services and navigation apps are increasing being used to share trail issues and emergency information with trail users.

Other emerging trends include increasing popularity of soft-adventure trails and guided or self-guided experience packages that provide information, accommodation, transport and equipment; use of digital technologies (such as smart phones and apps) and social media to access information about trails and record their trail activities.

Inclusion and accessibility

The need to develop inclusive trails and trail experiences for people of all abilities is becoming more widely recognised, with trails catering to a range of abilities being incorporated into trail projects. Additional infrastructure and equipment including high contrast signage, accessible canoe launches, all terrain and back wheelchairs and adaptive mountain bikes are just some of the equipment in use improving accessibility of the outdoors and trails. (DSR, 2022)

Gravel riding

The popularity of gravel-specific bicycles has surged in recent years, driven by users seeking versatile bikes capable of crossing disciplinary boundaries. Traditionally, road cyclists were restricted to smooth, paved surfaces. Gravel bikes have emerged as a solution, offering a single bike that suits various terrains and reducing barriers to entry for cycling overall. By eliminating the "paved only" constraint, riders can now pedal out their front doors and explore a mix of terrains without being limited by surface type.

Blurring the sub categories of cycling

Contemporary cyclists are pushing the bike industry to create versatile bikes capable of handling various terrains and delivering enhanced user experiences. There's a noticeable trend away from manufacturing bikes designed for singular purposes like climbing or descending. Instead, modern bikes are expected to excel in pedalling efficiency, descending prowess, and durability to withstand years of rigorous use. This shift in focus has made trails of all kinds more accessible to riders of all levels.

Urban Bike Parks

Companies within the professional trail and bike facility development industry have noted an increased demand for trail networks, jump parks and asphalt surfaced pump tracks that provide for a variety of wheeled craft, including bikes. There has also been a shift in user preference towards urban flow style trails on sites with appropriate topography. This trend has been observed nationally and internationally. It is believed that a shift towards this style of facility is due to the friendly nature of the trails that cater to a large cross-section of mountain bikers and the ability to use typical trail bikes very comfortably on them which is the most owned style of bike. Urban trail networks are being planned with complementary facilities such as skills parks, pump tracks and jump parks, providing a holistic user experience and catering to diverse riding styles and offering repeatability. Another indicator of the growth in popularity and community value placed on MTB trails, pump tracks and other bike facilities, is the recent surge from LGA's and other key stakeholders, to invest in these types of facilities to meet demand.

5.5 Current trail supply

The Kwinana area currently has a range of trails largely focussed on walk trails. There are a few shared use trails and experiences vary from short walks (less than 1km), to half day walks/trail runs and cycle options along the Kwinana Loop Trail. The region as a whole contains 34.2km of designated sanctioned trails (walk, MTB, cycle, horse).

A broad trail audit was undertaken on sanctioned trails in the project area including an assessment of trail quality and visitor services. Quality of trail considers the visitor experience and physical condition of the trail itself, the ratings applied (excellent, good, average, poor) compare the trails against best practice international standards (such as IMBA). Visitor services assesses trail related infrastructure such as parking, signage, amenities, accessibility and information, the ratings applied (excellent, good, average, poor) compare these services against world best practice for local level trail networks. Note these assessments were of a broad nature and intended only to provide a snapshot of the current situation, a more thorough assessment of trail condition and visitor services is recommended.

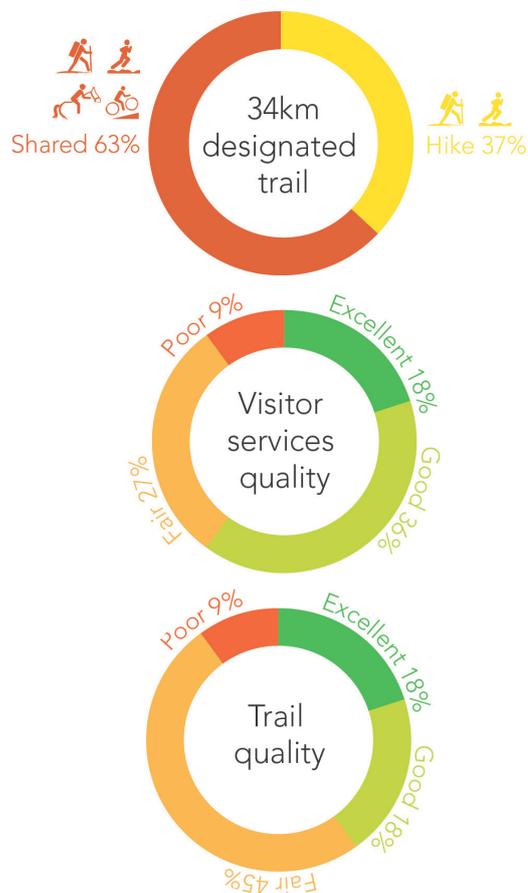
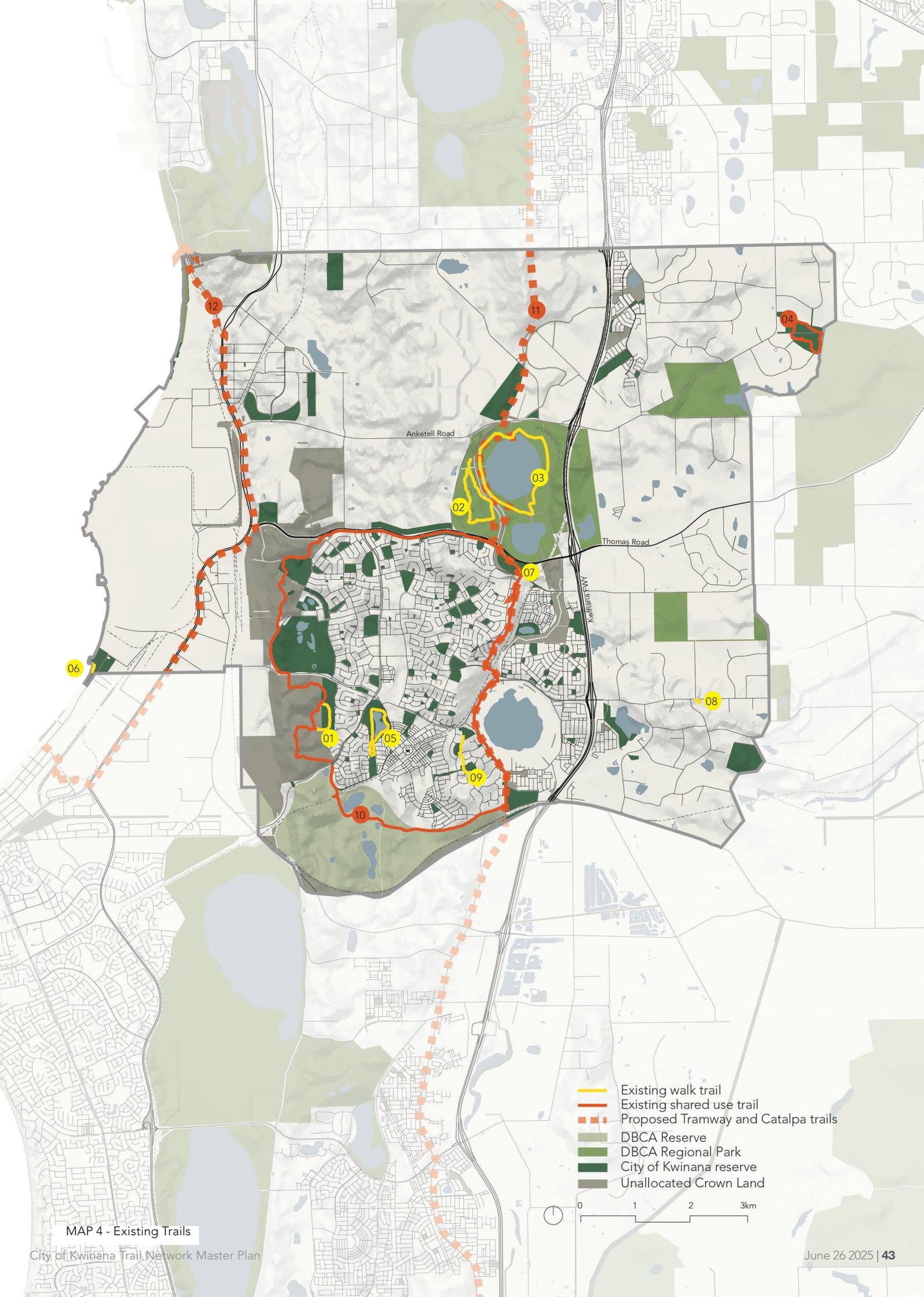


FIGURE 6 - Existing trails breakdown

TABLE 13: Existing trails

Map ID	Name	Type	Length (m)	Grade	Land manager	Trail manger	Trail significance
01	Wallys Walk	Walk	801	Class 2	City of Kwinana	City of Kwinana	Local
02	Spectacles Banksia Trail	Walk	2,810	Class 1	DBCA	DBCA	Local
03	Spectacles Aboriginal Heritage Walk Trail	Walk	4,685	Class 2	DBCA	DBCA	Local
04	Magenup Walk Trail	Shared (walk and horse)	1,944	Class 1	City of Kwinana	City of Kwinana	Local
05	Henley Bushland Loop	Walk	2,160	Class 2	City of Kwinana	City of Kwinana	Local
06	Wells Park Coastal Trail	Walk	169	Class 2	City of Kwinana	City of Kwinana	Local
07	Wildflower Walk	Walk	1,389	Class 2	City of Kwinana	City of Kwinana	Local
08	Casuarina Trail	Walk	133	Class 3	City of Kwinana	City of Kwinana	Local
09	HRPA Mosaic Trail	Walk	986	Class 2	City of Kwinana	City of Kwinana	Local
10	Kwinana Loop	Shared (walk and cycle)	20,522	Class 2/ Easy	City of Kwinana, DBCA, DPLH, DoT	City of Kwinana	Regional
			TOTAL 34,210	excludes Wildflower Walk as same as KLT alignment			
11	Tramway Trail (proposed)	Shared (walk and cycle)	12,300 (within CoK)				
12	Catalpa Trail (proposed)	Shared (walk and cycle)	12,724 (within CoK)				



- Existing walk trail
- Existing shared use trail
- - - Proposed Tramway and Catalpa trails
- DBCA Reserve
- DBCA Regional Park
- City of Kwinana reserve
- Unallocated Crown Land



MAP 4 - Existing Trails

The Kwinana Loop Trail Master Plan and subsequent audit and detailed design process has identified a number of improvements to the trail including minor realignments to improve grade, upgrade of signage along the trail and realignment through proposed Bollard Bulrush development. These recommendations are currently being considered and implemented. The Loop Trail Master plan also made a number of recommendations in regards to ancillary experiences which will be refined as part of this City wide trail master plan.

The Tramway Trail is a proposal that the City of Kwinana are working on in partnership with the City of Cockburn, City of Rockingham, DBCA and the Perth South West Metropolitan Alliance. The trail connects Yangebup south to Karnup (in Rockingham) along a historic tramway alignment built in the early 1920s. The Tramway Trail project aims to re-imagine the Tramway Reserve as a multi-use trail stretching 32km from Yangebup in the north to Karnup in the south. The Trail is envisaged as a central spine running between the north south chain of Swan Coastal Plain wetlands, and the boundary between soil landscape systems and vegetation complexes. The trail traverses through a key ecological corridor and is intended to aid in conservation through enabling connection to the environment for communities. It is intended to provide a relaxed and shady route to explore the regions' wetlands and bushland and safely connecting local residents with the nearby facilities. The re-imagined trail would be a regional attraction for adventurers and explorers to get out in nature and explore the region whether it be through hiking, cycling or just a leisurely stroll. It could be the future site for many adventure races and events, educational trips and scouting excursions. The proposed alignment utilises the eastern section of the Kwinana Loop Trail, this master plan will investigate options for the missing sections of this proposed alignment within the City of Kwinana, referencing the Tramway Trail Development Plan prepared in 2015.

The Catalpa Trail is another proposal that the City of Kwinana are working on as part of the Perth South West Metropolitan Alliance. This trail proposes to link Fremantle to Rockingham via the coastline. The intent of this project is about offering an alternative north south link to the Kwinana Freeway Principle Shared Path, connecting communities. Preferred alignment is currently being determined with the various stakeholders involved. Within the City of Kwinana it is proposed that the alignment will follow the eastern side of Rockingham Road and Patterson Road.

Department of Transport's Long Term Cycle Network (LTCN) presents a hierarchy of cycling routes throughout the City. There are number of significant sections that have been identified as being in need of improvement or currently missing altogether. Once established as per the LTCN vision these routes will provide important connections across the City and beyond.

5.6 Governance and management

The stakeholders involved in trail development can be very diverse. State government departments and agencies, local governments, regional councils, community advisory committees, development commissions, tourism organisations and user group organisations all play a vital role in the governance of trails and trail networks.

Typically, organisations involved in trail development across the state have worked in isolation, however, more recently there has been a movement towards cooperative governance structures. Trail governance agencies in WA are outlined in table 14.

TABLE 14: Governance agencies in WA

Governance agency	Role
WA Trails Reference Group	Advises on implementation of State trail strategies and monitors progress and proposed actions and outcomes reporting back to government and industry.
Local Government	Development and management of trails on local government estate for recreation and tourism benefit.
Department of Biodiversity, Conservation and Attractions	Development and management of trails on State Government estate for recreation and tourism benefit
Tourism WA and Regional Tourism Associa-tions	Marketing and promotion of trail experiences intra-state, interstate and internationally.
Peak industry body	
HikeWest	Promotion of bushwalking and the interests of bushwalkers in WA.
WestCycle	Peak body for bike riding in WA and a representative voice for all bike riders.
Australian Trail Horse Riders Association	Supports clubs and members in all states and territories within a non-competitive leisure horse environment.

5.7 Events

Many of these organisations have an interest in both trail advocacy and events. They have or aspire to have formal governance and management structures and are capable of assisting the trail development process. Trails in a number of locations rely heavily on volunteer trail bodies for sustainable development and management of the activity. While significant progress has been made in recent years in the administration and coordination between agencies, there is an opportunity to establish robust governance structures from the outset to support trails within the Kwinana region by establishing partnerships responsible for effective trail governance, management and maintenance. Currently existing trails are largely managed in isolation by respective land managers.

Volunteer trail management

Trail users are passionate about building and maintaining trails, and typically 'custodian' communities naturally form around popular trail networks and parks.

Good facility management is key to ensuring a sustainable and consistent product which can be promoted confidently. Whilst the responsibility for management generally lies with the trail owner, it is possible to create partnerships to involve volunteers in some of these activities, such as:

- Trail auditing inspections and condition reporting
- Trail maintenance
- 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

Events are an important part of boosting participation in trail based recreation. Social and competitive events contribute to the creation of strong trail communities. Racing events are a major motivator for some key target markets and are beneficial for getting a destination known about helping to drive repeat visitation.

Currently there are few trail related events hosted within the project area apart from City hosted events from time to time. The community consultation process identified a desire from the local community for more formal social events on trails as a way to encourage participation.

5.8 Promotion and marketing

Promotion is a vital part of establishing trail destinations and can increase both recreation, tourism and event markets. The best marketing for a trails destination is achieved through inspiring advocates amongst existing users through the creation of desirable and marketable trails. Generally the marketing of trails in Kwinana is through Trails WA and the City webpage, however there are inconsistencies in information and not all existing trails are covered. The survey indicated word of mouth was also a key source of trails information. The survey also highlighted a lack of knowledge within the local community of existing trail opportunities.

State, regional and local tourism organisations, and visitor centres play an important role in marketing and promoting regions and destinations. Typically, promotion is focused on local signage, websites, social media and printed material such as visitor guides.

Various tourism organisations are responsible for promoting regions within Western Australia. Destination Perth provides marketing opportunities to its members and has a focus of attracting interstate and intrastate visitors to the region.

The WA Strategic Trails Blueprint 2022-2027 outlines a number of strategies for a coordinated and supportive approach to the effective promotion and marketing of trails, including collaborating with local government and others to ensure a two-way flow of trail information, marketing and promotion.

5.9 Gap analysis

The following table summarises identified gaps based on assessment of the current situation.

TABLE 15: Gaps and potential improvements

Issue	Gaps	Potential improvements
Market	The current trail offer lacks diversity in trail type and style missing opportunity to attract key trail user markets such as enthusiast and sport MTB and active lifestyle hikers.	Increase provision of purpose built trails in strategic locations, with a focus on diversity of trail style and classification.
Demand	National and state-wide participation rates for trail based recreation activities have been growing. The current trail supply in Kwinana doesn't cater for the diversity of trail based pursuits with MTB and trail running notable gaps.	Improve supply of trails (particularly MTB and trail running) that provide quality experience.
Participation	The City's population is expected to reach 84,028 in 2036. Therefore, it is likely that participation in trail based activities by local residents, will increase. A sustainable trails community requires a strong leisure and beginner cohort but only 22% of those surveyed said they were beginner level in their preferred activity (noting the survey bias towards trail enthusiasts means beginner trail users not typically captured in survey data).	Improve accessibility and growth in beginner participation, with a focus on engaging local youth in trail based pursuits.
Infrastructure and Facilities	Successful trails require infrastructure such as carparks, toilets and signage all of which are currently lacking. Just 18% of the current network offered good – excellent rated visitor services.	Ensure trail developments have adequate infrastructure relevant to scale of development proposed. Develop trail opportunities focused on trail centres and visitor servicing.
Quality	In order to attract trail users and increase participation quality trail experiences are required, however only 36% of current trail were assessed as being good – excellent quality.	Focus investment on consolidation of existing trails and provision of high quality trails.
Quantity	There are currently no mountain bike specific trails or facilities (such as pump tracks& jump tracks) however the survey indicated a demand and data shows significant increases in participation in mountain biking at State and national level.	Improve variety of trail type, style and length options in the region, possibly looking at connecting existing trails to offer longer experiences.
Uniqueness and Experience	The trail experiences are dispersed across the region and while trails are typically well located in terms of scenic quality and natural attractions, trail alignment often doesn't make the most of the opportunity or maximise the trail user experience. There are areas of desirable terrain (steep and rugged) for trail running and mountain biking that currently don't contain formal trails.	Improve quality of existing trails and develop new trails in desirable terrain ensuring outcomes are sustainable through a rationalisation program which prioritises unique experiences.
Usability	Trail systems should be easy to navigate and intuitive, consultation noted trail information and signage was insufficient for some existing trails. Opportunities for walk and cycle links and connections between residential areas and facilities and service hubs as well as into surrounding LGAs and areas of interest are not capitalised on.	Improve existing trail cohesiveness, signage and pre-visit trail information. Prioritise development of strategic trail links and connections between service hubs and regional areas of interest.

Issue	Gaps	Potential improvements
Trail Classification	A majority of existing trails are grade 2, provision of easier and more challenging trails will provide a more diverse network attracting a broader range of users.	Improve diversity of trail classification to achieve a more suitable mix of trail diversity and technicality allowing for skill progression and challenge.
Trail Information	<p>Current trail information and maps are available from a range of sources, such as land managers, Trails WA, clubs and other trails resources, but there is inconsistency in detail, content and accuracy. Signage and way-finding on trail networks is often inconsistent, lacking or absent.</p> <p>The survey indicated a majority of trail information is currently sourced from social media, Trails WA and word of mouth. There is a need to have a central resource to link back to with accurate information.</p>	Consolidate accurate information on trails and make available via Trails WA and local tourism bodies. Ensure trailhead and trail directional signage is up to date.
Accessibility	Universal access trail experiences are currently limited and there are few pathways to participation for those new to trails and outdoors.	Investigate provision of universal access trail experiences where the terrain and support facilities allow.
Promotion	Trail based activities are not well promoted in the Region and specific information on how or where to undertake trail based activity is limited.	Clarify and coordinate responsibilities for marketing and branding to improve understanding and promotion of all trail opportunities in the Region.



6.0 Trails vision and objectives

6.1 Vision

The vision for trails in the Kwinana Region is:

An accessible and diverse network of immersive trail experiences that connect communities to each other and to the natural and cultural values of the Swan Coastal Plain. With a focus on both local and regional opportunities Kwinana will be positioned as a 'City of Trails' in the Perth metropolitan area.

Supporting this vision are 3 key objectives which are critical in ensuring development of Kwinana as a vibrant and sustainable trails destination.

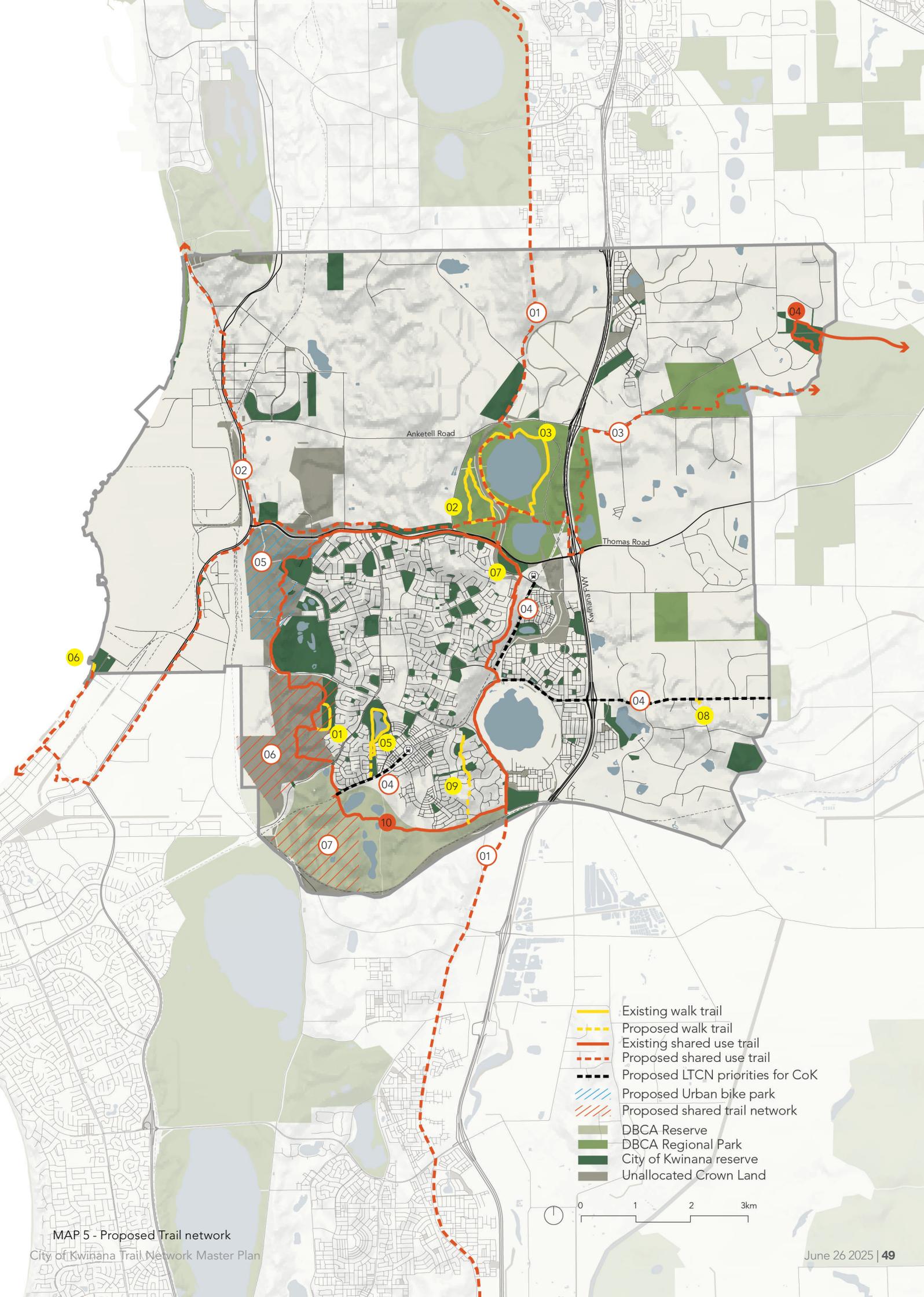
- 1. Develop a cohesive and diverse trail network**
- 2. Implement robust governance and management**
- 3. Market and promote the experiences on offer**

Key to achieving the vision for Kwinana will be the establishment of trails and infrastructure which deliver captivating and memorable experiences showcasing the unique local values. With an established 'hero' trail in the Kwinana Loop Trail alongside two regional long distance trail proposals (Tramway Trail and Catalpa Trail) the master plan provides a focus on diversifying the trail network filling identified gaps and ensuring critical trail connections are provided for.

It is recommended that Kwinana focus on hiking(walk and trail run) and mountain biking trail types as these experiences have emerged as having the most potential given the landscape opportunities and the insights gained through consultation. Horse trails are a focus in Jandakot Regional Park (Anketell Block) on the eastern edge of the City and extend east through Oakford into the hills at Jarrahdale. Jarrahdale is currently being established as a horse trail centre, rather than duplicate offer it is proposed to promote these trails and retain the link through Jandakot Regional Park.

With a well establish network of shared use and hiking trails already existing in the region, an initial focus on enhancing these trails will provide a quick win. Improving trail quality, experience and facilities through maintenance and upgrades will make the existing network of trails more appealing and user friendly. Filling identified gaps in the existing trail offer, proposed trails include regional links (Tramway Trail, Catalpa Trail), a regional scale urban bike park and a series of local scale trails to provide the critical links to improve accessibility and connectivity. Trails proposed and recommended upgrades to existing trails will provide key connections and recreation experiences for local communities and provide the unique experiences that visitors are seeking.

Delivering captivating trail experiences should be a focus for development in the coming years. Secondary to trail development will be ensuring Kwinana offers an engaging trails destination, with facilities and services that cater for trail users. Marketing and promotion of the experience on offer needs to be appropriate to the level of development and to the intended markets. A comprehensive and cohesive strategy looking at how the diversity of experience can be packaged and marketed is needed to encourage local participation, and entice repeat visits from visitors. Equally important is getting the governance and management right with the key recommendation being establishing partnerships, establishing the City of Kwinana as the lead agency in implementation and ensuring appropriate management models for trails are in place from the outset.



- Existing walk trail
- - - Proposed walk trail
- Existing shared use trail
- - - Proposed shared use trail
- - - Proposed LTCN priorities for CoK
- / / / Proposed Urban bike park
- / / / Proposed shared trail network
- DBCA Reserve
- DBCA Regional Park
- City of Kwinana reserve
- Unallocated Crown Land



MAP 5 - Proposed Trail network
City of Kwinana Trail Network Master Plan

6.2 Objectives

1. Develop a cohesive and diverse trail network

Enhancing existing trails should be a key focus in the coming years. The City already has a strong trail offering which should be maintained and promoted as proposed new trail developments are progressed. Table 17 below outlines recommendations for existing trails.

TABLE 16: Existing Trail Recommendations (refer to MAP 5)

Map ID	Name	Type	Length (m)	Grade	Target market
01	Wallys Walk	801	Walk	Class 2	Locals, Holiday Walkers
	As outlined in the Kwinana Loop Trail Master Plan, upgrade Wallys Walk into a universal access loop trail including a boardwalk and interpretation of the wetland environment.				
02	Banksia Trail	MTB	32.6	Intermediate	Leisure, independent MTB
	An important trail offering opportunity to explore the banksia woodlands of the swan coastal plain. A detailed trail audit is recommended to understand the maintenance and upgrade works required to lift the quality of the experience. The trailhead on McLaughlan Road is in need of an upgrade to improve safety and visitor experience.				
03	Aboriginal Heritage Walk Trail	4,685	Walk	Class 2	Active Lifestyle hiker, Holiday Walkers
	An important trail offering opportunity to explore the wetland and learn about the significance of this site for the Traditional Custodians. The current trail utilises large sections of vehicle track with two offshoots that take users closer to the water edge via boardwalks. It is recommended that the trail be upgraded with consideration given to improving the connection to the water with trail realignments that weave through the paperbarks closer to the water edge, providing for a more immersive experience. There is also opportunity to work with Traditional Custodians to celebrate the cultural significance of this space with expanded interpretation and establishment of tours or events. The existing yarning circle and amphitheatre space near the trailhead, should also be maintained and improved.				
04	Magenup Walk Trail	1,944	Shared (walk and horse)	Class 1	Locals
	A short trail with opportunity to experience Magenup Lake. It is recommended that the trail be maintained as a short walk and horse trail offering.				
05	Henley Bushland Loop	2,160	Walk	Class 2	Locals
	An accessible loop through a pocket of urban bushland and open parkland this trail offers a great local trail for residents. It is recommended that the trail be maintained. The trail could be extended via the powerline maintenance access track south to link into the proposed primary LTCN route along Runnymede Gate, this will provide greater access for residents to the Kwinana Loop Trail and broader trail network.				
06	Wells Park Coastal Trail	169	Walk	Class 2	Locals, holiday walkers
	A short trail along the coast linking beach access points. It is recommended that the trail be extended to the south along the coast to link into the proposed Catalpa Trail (note this trail extension would be within the City of Rockingham LGA)				
07	Wildflower Walk	1,389	Walk	Class 2	Locals, holiday walkers
	A short walk through a pocket of remnant banksia woodland with plenty of wildflowers on show in spring. The trail also features a lookout tower offering views across the surrounding landscape including the Spectacles to the north. This trail forms apart of the Kwinana Loop Trail and the proposed Tramway Trail. It is recommended that this trail be maintained and promoted as an ideal short walk option for locals and visitors.				

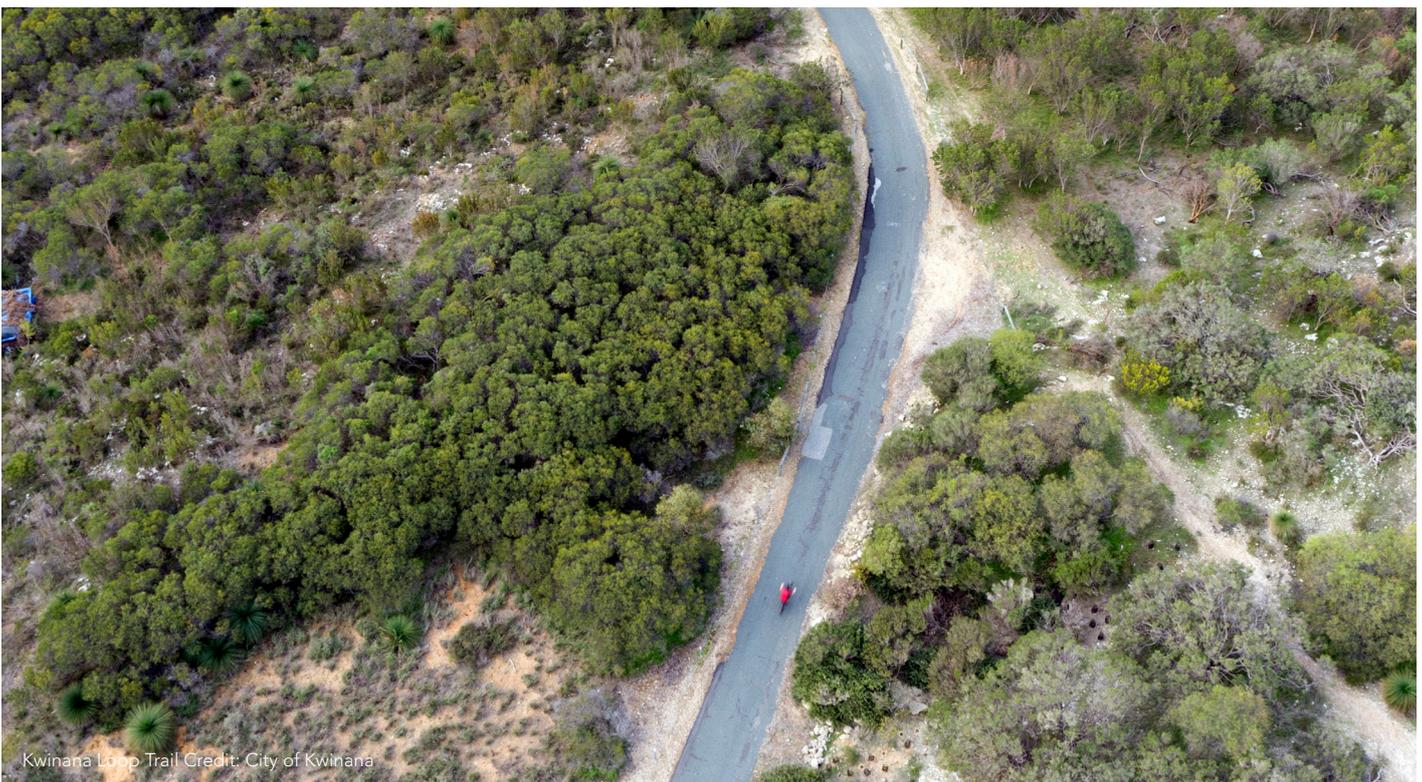
Map ID	Name	Type	Length (m)	Grade	Target market
08	Casuarina Trail	133	Walk	Class 3	Locals
	A short trail adjacent the Casuarina Wellard Community Hall. The trail is currently barely discernible with no signage, it is recommended that it be reestablished as a short local trail through a pocket of bushland.				
09	HRPA Mosaic Trail	986	Walk	Class 2	Locals
	A short local trail through a pocket of remnant bushland featuring mosaics created by local residents. It is recommended that the trail be maintained and extended south utilising existing vehicle tracks to link into the Kwinana Loop Trail				
10	Kwinana Loop Trail	20,522	Shared (walk and cycle)	Class 2	Locals, Active Lifestyle hiker, Holiday Walkers
	A regionally significant trail the Kwinana Loop Trail is proposed to be promoted as the 'hero' trail of the Kwinana trail network. The trail provides opportunity to experience Tuart Forest, banksia Woodland and limestone ridgeline with several lookout points and sites of historic significance along the way. It is recommended that the actions outlined in the Kwinana Loop Trail Master Plan for the KLT, associated hubs and infrastructure and additional trail experiences be progressed. Key culturally and historically significant sites should be promoted as a way for visitors to connect to the values within the region.				

Building on the established trail network within the region, a series of new proposals make the most of the engaging terrain available and will fill the identified gaps in trail experiences. Key proposal for new trail development are summarised in table 18 below with details following.

TABLE 17: Proposed trail recommendations (refer to MAP 5)

Map ID	Name	Type	Length (m)	Grade	Target market
01	Tramway Trail	12.3km (within CoK)	Shared	Grade 2-3	Locals, Active Lifestyle hiker, Holiday Walkers, Leisure cyclists
<p>The Tramway Trail provides a key north south link through the City serving as both an ecological corridor and a recreational offering. Utilising the Kwinana Loop Trail for much of its alignment through the City of Kwinana, key sections to be resolved include between Wattelup Road at the City's northern boundary and Thomas Road and crossing of Thomas Road and the freight railway at the City's southern boundary (crossing Wellard Road). Refer to page 56 for additional detail.</p>					
02	Catalpa Trail	12.7km (within CoK)	Shared	Grade 2-3	Locals, Active Lifestyle hiker, Holiday Walkers, Leisure cyclists
<p>The Catalpa Trail alignment is currently being refined with key stakeholders involved led by the Perth South West Metropolitan Alliance. Through the City of Kwinana the trail is proposed to traverse on the eastern side of Rockingham and Patterson Roads. It is recommended that the City continue to advocate for this alignment as it also forms a critical link in the LTCN network and connects residential areas with the coast.</p>					
03	East West Link	14.5km	Shared	Grade 2-3	Locals, Active Lifestyle hiker, Holiday Walkers, Leisure cyclists
<p>A proposed East West Link is recommended as a means to connect the trail network to the coast and provide links between areas of regional open space. The proposed alignment traverses through Jandakot Regional Park (Anketell Block, Wandi Nature Reserve and Sandy Lake Estate), proposed open space within the Anketell north Structure Plan, The Spectacles, and within parcels to the north of Thomas Road (some of which are proposed to become a Regional Open Space) linking into the Catalpa Trail at Rockingham Road. This trail alignment does duplicate the northern section of the KLT (which traverses on the south side of Thomas Road) however will provide a very different experience with the north side of Thomas road offering a more natural setting.</p>					
04	Long Term Cycle Network priorities	8.6km	Cycle		Locals, Leisure cyclists
<p>The following sections of the LTCN are recommended priorities for the City to advocate for implementation. These sections provide critical links from train stations and access east of the Kwinana Freeway</p> <ul style="list-style-type: none"> • Primary route upgrade from Wellard Train Station to KLT at Runnymede Gate • Improvements along Thomas Road (which is also the KLT alignment) • Primary route along Patterson Rd (which is also the Catalpa) and link to the coast (note proposed link to coast is within City of Rockingham LGA) • Primary route from Kwinana Train Station south along rail to Challenger Ave • Secondary route along Mortimer Avenue 					

Map ID	Name	Type	Length (m)	Grade	Target market
05	Urban Bike Park	10-15km	MTB	All	Leisure and Enthusiast MTB
<p>Provision of mountain bike specific infrastructure was identified as a key gap, noting participation trends and results from consultation indicate a significant demand and Perth wide analysis of current facilities indicates undersupply particularly in the Kwinana region through to Rockingham. The proposal is for a bike park which would include between 10 and 15km of purpose built mountain bike trails with a pump track, jump lines and skills features co-located. Within the trail network there is also potential to offer trails suited to trail running and hikers seeking a more immersive single track experience. Refer to page 54-55 for further details.</p>					
06	Shared use Trail network	10-15km	Hike, MTB	Grade 3-4 and Easy-Moderate	Locals, Active Lifestyle hiker, Holiday Walkers, Leisure and Enthusiast MTB
<p>As outlined in the Kwinana Loop Trail Master Plan, there is opportunity for development of a trail network in the UCL adjacent Sloan's Reserve (purpose designed network of singletrack catering for MTB, trail runners and walkers). This network will compliment the Kwinana Loop Trail, offering different trail experiences and opportunities for skill progression.</p>					
07	Hike Trail network	10km	Hike	Grade 3-4	Locals, Active Lifestyle hiker, Holiday Walkers
<p>As outlined in the Kwinana Loop Trail Master Plan, there is opportunity for development of a trail network within the western section of Leda Nature Reserve (purpose designed singletrack for trail runners/walkers). This area was noted as a high use area for walkers through consultation. Note at time of preparing this Master Plan DBCA were not supportive of additional trail development within Leda Nature Reserve.</p>					



Kwinana Loop Trail Credit: City of Kwinana

Urban Bike Park Detail

Provision of mountain bike specific infrastructure was identified as a key gap, noting participation trends and results from consultation indicate a significant demand and Perth wide analysis of current facilities indicates undersupply particularly in the Kwinana region through to Rockingham. The proposal is for a bike park which would include between 10 and 15km of purpose built mountain bike trails with a pump track, jump lines and skills features co-located. Within the trail network there is also potential to offer trails suited to trail running and hikers seeking a more immersive single track experience.

The ideal location for this facility is the parcel of Unallocated Crown Land between Rockingham Rd, Thomas Road and the KLT. This parcel is ideal as impacted areas from the current use as an Off Road Vehicle Area present options for development of the trailhead, pump track and jump lines while also containing suitable elevation and terrain for development of a connected trail network of purpose built MTB trails. This location also offers potential for connection to the KLT and Catalpa Trails. Note the KLT Master Plan identified this location but with a connection to a proposed hub at Thomas Oval, This master plan recommends shifting the hub to the existing impacted area to allow more space and take pressure of carparking and facilities at Thomas Oval.

Tenure complexities relating to UCL will need to be worked through with DPLH and the GKB Aboriginal corporation. An alternate location for consideration is the UCL parcels south of Wellard Road with the pump track and jump lines located within Sloan's Reserve, noting the same tenure complexities apply here. Crossing the high pressure gas pipeline is also a key consideration in linking the proposed Trail Hub to the Kwinana Loop Trail, with crossings limited to a few points the ideal outcome.



Precedent image - jump lines



Precedent image - MTB trails



Precedent image - MTB trails



Precedent image - Dyoondalup Bike Park, Point Walter



Precedent image - Skills trail



Precedent image - Pump Track



Proposed Catalpa trail

Proposed east west link trail

Rockingham Road



Trail hub (Pump track, jump lines, skills track, carpark, amenities)

Thomas Road

Kwinana Loop Trail

Trail network including MTB and trail running linked to Kwinana Loop Trail

-  Kwinana Loop Trail
-  Proposed shared use trail
-  Area for MTB trail development

0 100 200



Tramway Trail detail

The Tramway Trail provides a key north south link through the City serving as both an ecological corridor and a recreational offering. Utilising the Kwinana Loop Trail for much of its alignment though the City of Kwinana, key sections to be resolved include between Wattleup Road at the City's northern boundary and Thomas Road and crossing of Thomas Road and the freight railway at the City's southern boundary (crossing Wellard Road).

- The Tramway Trail alignment has been considered as part of the Mandogalup Improvement Scheme no1. (north of Anketell Rd) with allowance for the trail alongside Hammond Road extension and Clementi Road. It is recommended that the City continue to advocate for the importance of this green space and trail allowance, and ensure it gets implemented.
- Through the Spectacles it is recommended to utilise the existing tracks wherever possible to avoid need for clearing, this will mean slight departures from the Tramway reserve.
- A safe crossing of Anketell Road is currently being considered in road upgrades as part of the Westport development. Preference is to utilise the existing Tramway easment to enable incorporation of heritage elements.
- A safe crossing of Thomas Road is critical. There are a few options to be explored further including:
 1. Preferred option - approximately halfway between McLaughlan and Sulphur Roads near Sandringham Park (Nottingham Parkway). This location is closest to the actual Tramway alignment, allows more direct access to Wildflower Reserve which is noted as a key highlight of the overall Tramway Trail (Tramway Trail Development Plan 2015).
 2. Utilise the Kwinana FWY PSP underpass and then the Primary LTCN route on the south side of Thomas Road to return to Kwinana Loop Trail. This will require a significant detour from the Tramway alignment.
 3. Cross in line with McLaughlan Road – alternative location to option 1 to consider regrading grades and suitability of crossing point relating to road design. This option presents a slight departure from the Tramway alignment.

MAP 7 - Tramway Trail detail

Objective 2. Implement robust governance and management

Optimise governance and management structures across trail landowners, stakeholder groups and regional partners to ensure the Kwinana region is positioned as a sustainable and viable trail destination.

Key to the sustainability and longevity of any trail development is an effective and efficient governance and management structure. Given the range of stakeholders with an interest in trails, it is important to ensure management arrangements have broad representation and a willingness by all parties to accept some level of responsibility.

Characteristics of effective governance models include:

- Structure and accountability which is clear and simple to implement in the long term
- Clearly defined and allocated responsibilities and authority for each stakeholder
- A focus on ensuring quality visitor experience, product development and marketing
- Robust range of funding sources with revenue raising avenues established to ensure cash flow and enable self-generated investment into maintaining and enhancing trails, facilities and services
- Risk management protocols and processes are considered and implemented to reduce risks to staff, volunteers and trail users
- Direct liaison and involvement of user and community groups to build support within the local community.

The desired outcomes of governance need to be determined in order to undertake an assessment of the most appropriate governance model for trails in Kwinana. To maintain sustainability and consistency across the Region it is recommended that the City of Kwinana take a lead role in driving implementation of the vision for trails. The City of Kwinana is ideally suited to take on this role as they have a local perspective, a sustainable business model and a dedicated trails officer. It may be appropriate to coordinate a trails committee with representation from the various stakeholders. The scale of the trail proposal and stakeholders involved will also determine the most appropriate governance model.

Of particular importance is the involvement of trail user group peak bodies (Westcycle, HikeWest), and other local trail organisations/clubs and volunteers who have driven the advocacy and management of trails in the broader region. The successful delivery and ongoing management of trail developments will depend on the participation and awareness activities generated by these groups, as well as the communities they have created.

Trail management is a multifaceted and ongoing process encompassing planning, maintenance, resourcing, and administration of the trail network. Establishing a strong governance framework, supported by active community partnerships, is essential to meet both current and future management needs. Successful trail management extends beyond on-ground operations. Functions such as volunteer coordination, community engagement, marketing, and event planning contribute significantly to the sustainability and public value of the network. These efforts can build stewardship, expand partnerships, and open up new funding opportunities, reinforcing the long-term viability of the trail system.

A trail management plan that covers all trails within the Local Government Area should outline responsibilities, procedures, and resource needs for maintaining a safe, sustainable, and community-aligned trail system. This plan should integrate scheduled maintenance, long-term planning, stakeholder engagement, and administrative governance.

For the Kwinana Trail Network to thrive, regular and well-resourced maintenance must be prioritised. Maintenance needs should be clear, comprehensive and consistently reviewed to always improving the network. Maintenance needs should be clear, comprehensive, and consistently reviewed to support continuous improvement of the network.

Partnership opportunities

Given the varied tenure over which the proposed trails traverse, it is critical that long term partnerships between stakeholders and agencies are developed to ensure the trails vision is achieved. Partnerships are integral to trail development but may also extend to trail management for example City of Kwinana managed trails on DBCA estate, volunteer management of trails or lease arrangements where trails are managed in a public-private partnership. Public-private partnerships also have potential to deliver services and infrastructure to support trails experiences.

Some of the government organisations that provide funding for trail planning, design and construction include:

Department of Local Government, Sport and Cultural Industries - Sport & Recreation

The Department is the key driver in developing the WA Strategic Trails Blueprint and a key supporter of Trails WA. They also support Local Governments and community organisations with sourcing trail planning and construction funding.

Department of Biodiversity, Conservation and Attractions - Parks and Wildlife Services

Parks and Wildlife is a key agency in setting standards for trails in the State and works with a large number of stakeholders to provide quality trails that meet the needs of trails users and protect the environment. A collaborative and productive partnership with Parks and Wildlife will be critical in realising the vision for trails in Kwinana. Funding for trails from DBCA is typically for trails on DBCA estate.

Department of Transport

The West Australian Bicycle Network (WABN) grants program is one of the key actions detailed in the Western Australian Bicycle Network Plan 2014-2031 which sets out a framework for the provision of a safe and sustainable cycling network across WA. Funding is available to local government authorities in WA, for a percentage of the total project cost, for the design and implementation of bicycle network infrastructure and programs in accordance with State Government priorities set out in the WABN Plan.

Regional Development Australia

Nationally, Regional Development Australia managed the now discontinued Building Better Regions Fund (BBRF) Infrastructure Projects Stream. The BBRF has been a source of funding for many trail development projects throughout Australia. The BBRF is to be replaced in mid 2023 with the Growing Regions Program.

A sustainable trails destination and trail experiences require good management models, a governance hierarchy with clear responsibilities, a comprehensive understanding of the market, strong partnerships between key stakeholders including the community, and diverse revenue generating pathways.



Kwinana Loop Trail

Objective 3. Market and promote the experiences on offer

Marketing and promotion of the experience on offer needs to be appropriate to the level of development and to the intended markets. A comprehensive and cohesive strategy looking at how the diversity of experience can be packaged and marketed is needed to ensure locals are engaged and visitors are enticed to stay longer and return frequently.

On an ongoing basis, it will be important to maintain up to date, accurate trail information to ensure accurate communication and accessibility for users. Trails WA provides an ideal platform to facilitate this, the City should ensure all existing and new trails are added to Trails WA and information is kept up to date.

Promotion of trails can increase recreation, tourism and event markets. Harnessing the power of word-of-mouth marketing will build a strong market presence. Delivery of high quality trail experiences with consistent maintenance will ensure trail users spread the word.

Events can provide considerable economic benefit to the local communities in which they are hosted. With implementation of this Master Plan, there will be a multitude of trail opportunities to create new events and improve existing events. A suite of events both competitive and social will reach a broader audience and provide participation pathways for recreation as well as progression pathways for competition. These opportunities will be of interest to organisations already running events as well as the existing and emerging private event promoters market. It will be important to manage the increase in competition in the events market, and to grow it sustainably, ensuring adequate infrastructure and support.

The natural and cultural values within the City provide opportunity for development of tours and events that showcase these values, with trails being an ideal way to host and access sites of significance. Seasonal events linked to the six Nyoongar seasons is an example of a potential offering that may be developed.

7.0 Recommendations

Objective 1. Develop a cohesive and diverse trail network

Area	Action	Responsible agencies	Timeframe	
Trail development and delivery	1.1	Develop an implementation plan that includes identifying top priority projects, assigning a lead agency and a timeline for delivery consistent with Table 19 & 20. The implementation plan should also consider the recommendations outlined in this chapter.	City of Kwinana	Short
	1.2	Progress recommendations identified for priority trail projects. Refer to Table 20.	City of Kwinana	Short
	1.3	Ensure appropriate engagement with Aboriginal stakeholders is undertaken in all stages of trail development, consistent with the relevant legislation, the WA Strategic Trails Blueprint and the South West native title settlement.	All	Ongoing
	1.4	Develop a signage plan to help deliver a regionally consistent approach to trail signage, covering the full hierarchy of signage from trailhead to wayfinding and interpretation. Ensure consistency with the branding and marketing strategy.	City of Kwinana	Short
	1.5	Develop a maintenance plan for proposed trails as part of trail development process and investigate and implement the most sustainable and suitable management and revenue model for each development, including investigating public - private partnerships.	City of Kwinana	Short
	1.6	Build on and expand the interpretation opportunities across trails to convey the stories and values. Investigate new and innovative ways to interpret values such as artworks, audio visual mediums and guided and self guided tours.	City of Kwinana	Medium

Like any other community facility, a trail needs to be well planned and may be subject to various approval requirements. Trail proposals outlined in this Master Plan need to progress

through the eight stage development process and navigate land tenure, cultural and environmental assessments and other potential constraints.

TABLE 18: Trail Development Process. (DBCA & DLGSC, 2019)

	STAGE	OUTCOME	
PLANNING	1. PROPOSAL	The trail development is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. The purpose of the proposal could be to identify suitable areas for consideration.	DESKTOP
	2. FRAMEWORK	A project outline, developed by project steering group (stakeholders), including: project objectives, project management model, stakeholder roles, target market, requirements, standards, execution, and ongoing trail management model.	
	3. SITE ASSESSMENT	Undertake a broad scale study of the area and identify constraints, soil types, vegetation etc.	
	4. CONCEPT PLANNING	Identify opportunities and conceptual trail plan including broad trail corridors and infrastructure requirements.	
	5. CORRIDOR EVALUATION	Detailed assessment of trail corridors for use in determining the final trail alignment.	
	6. DETAILED DESIGN	Detailed trail design produced and physically flagged in the field, including: trail classifications, technical trail features (TTFs), construction types and specifications.	
CONSTRUCTION	7. CONSTRUCTION	Trail is constructed in line with the detailed design.	FIELD
MANAGEMENT	8. MANAGEMENT	Management plan implemented detailing maintenance and monitoring requirements.	

Refer to [Trail Development Series documents](#) for further information

Multi-criteria analysis

Existing and proposed trails have been assessed on an individual basis against the following criteria and assigned a priority rating.

Economic Impact

Economic impact refers to the potential for the trail to have an economic impact for the region. It also assess the potential for the trail to generate revenue to contribute to ongoing management of the trail/s. The higher the rating the more economic value the trail potentially has.

Community - Tourism

Community - Tourism rating refers to the nature of the trail opportunity being primarily related to community recreation value or tourism value. The higher the rating the more potential for tourism value the trail has.

Opportunity

The opportunity rating refers to the potential value of the trail experience, taking into consideration the landscape features, scope and scale of the trail/s, accessibility and support infrastructure.

Redevelopment Need/ Deliverability

For existing trails, this criteria refers to the need for redevelopment to bring the quality of the trail in line with the opportunity. The higher the rating the less need for redevelopment.

For proposed trails, the deliverability rating refers to the general location of the trail considering trail supply, management, environmental factors, planning and land use. The higher the rating the easier to deliver the trail improvements/ development.

Prioritisation Outcomes

Proposed trail and adventure recommendations have been assigned, a high, moderate or low priority based on outcomes of applying the above criteria and level of demand.

High priority projects offer the most significant opportunity and prompt deliverability and are recommended as the focus of initial resource investment and development. Initial delivery of this Master Plan should focus on progressing these opportunities generally within a two year timeframe.

Moderate projects offer good opportunity and deliverability, and resource investment is recommended to assist development following high priority projects. Generally moderate priority projects should be fully developed within a five year timeframe.

Low priority projects offer limited opportunity and deliverability, and resource investment to assist development is recommended within a ten year timeframe.

A summary of proposed trail projects are listed in Table 19. For each project the following have been identified:

- Responsible agencies - lead agency and supporting agencies
- Priority for development - high, medium, low
- Timeframe for development - short 0-5yrs, medium 5-10yrs, long term 10+yrs
- Next steps as per the Trail Development Process outlined in Table 18

It should be noted that some projects assigned a lower priority rating may not provide a tourism opportunity or benefits. However, they may provide a significant local community recreation benefit, improve connectivity to services and infrastructure and can be developed within the short term. With this in mind, some low or medium priority projects have been assigned a shorter timeframe.

TABLE 19: Trail proposal priority, timeframe and next steps

Map ID	Trail project	Type	Responsible agencies	Priority	Timeframe	Next steps
01	Wallys Walk	Walk	City of Kwinana	High	Short	Site assessment for redevelopment potential.
02	Spectacles Banksia Trail	Walk	DBCA	Medium*	Medium	Site assessment for redevelopment potential.
03	Spectacles Aboriginal Heritage Walk Trail	Walk	DBCA	Medium*	Medium	Site assessment for redevelopment potential.
04	Magenup Walk Trail	Shared (walk and horse)	City of Kwinana	Low	Ongoing	Management
05	Henley Bushland Loop	Walk	City of Kwinana	Medium	Ongoing	Management
06	Wells Park Coastal Trail	Walk	City of Kwinana	Medium	Medium	Concept planning
07	Wildflower Walk	Walk	City of Kwinana	Medium	Ongoing	Management
08	Casuarina Trail	Walk	City of Kwinana	Low	Long	Site assessment for redevelopment potential.
09	HRPA Mosaic Trail	Walk	City of Kwinana	Medium	Ongoing	Management
10	Kwinana Loop	Shared (walk and cycle)	City of Kwinana, DBCA, DPLH, GKB	High	Short	Construction of designed realignments and upgrades
01	Tramway Trail	Shared (walk and cycle)	Perth South West Metropolitan Alliance	High	Medium	Concept planning
02	Catalpa Trail	Shared (walk and cycle)	Perth South West Metropolitan Alliance	Medium	Medium	Site assessment
03	East west link	Shared (walk and cycle)	City of Kwinana	Medium	Medium	Proposal / ensure development plans
04	Long Term cycle Network priorities	Cycle	City of Kwinana, DoT	Low	Long	Site assessment
05	Urban bike Park	MTB	City of Kwinana, DPLH, GKB	High	Short**	Framework
06	Shared use trail network west of Sloans Reserve	Shared (hike and MTB)	City of Kwinana, DPLH, GKB	High	Medium	Framework
07	Hike trail network within Leda Nature Reserve	Hike	City of Kwinana, DBCA, GKB	Medium	Long***	Framework

* note at time of preparing Master Plan these recommendations are not considered a priority for DBCA. The prioritisation process has however determined that for the Kwinana Region there is value in investigating improvements to these trails (refer to table 16) in regards to achieving the overarching vision for trails in the region. City of Kwinana may consider seeking to partner with DBCA to progress proposals.

** note while this project has been assigned a short timeframe for development it is unlikely to be fully completed within 5 year timeframe due to tenure complexities. Progress should be made where possible.

***note at time of preparing Master Plan DBCA were not supportive of additional trail development within Leda Nature Reserve.

Objective 2. Implement robust governance and management

Area	Action	Responsible agencies	Timeframe
Governance	3.1	With the City of Kwinana as lead, determine appropriate governance model for each trail proposal including definition of roles and responsibilities.	City of Kwinana Short
	3.2	Conduct an annual audit and review of the Master Plan recommendations to monitor progress, ensure outcomes are achieved and carry out a review of the Master Plan within 10 years.	City of Kwinana Ongoing
	3.3	Continue to advocate for trail proposals within development proposals and road upgrade works to ensure key connections and recreation opportunities are provided for into the future.	City of Kwinana Ongoing
Management	3.4	Establish an agreed management model for trail proposals to ensure long term sustainability	City of Kwinana and partners Ongoing
	3.5	Prepare a formal Trail Network Management Plan encompassing the Local Government Area, that outlines responsibilities, procedures, and resource needs for maintaining a safe, sustainable, and community-aligned trail system. This plan should integrate scheduled maintenance, long-term planning, stakeholder engagement, and administrative governance.	City of Kwinana DBCA Short
	3.6	Undertake a resourcing assessment to identify and secure the operational and administrative resources required for effective trail management. This should include funding strategies, staff and volunteer needs, equipment, and materials.	City of Kwinana and partners Short
	3.7	Develop a volunteer program involving local clubs and community organisations to assist with the ongoing management and maintenance of trails across tenures. Formalise roles and responsibilities and ensure the program is accessible, well promoted, coordinated and adequately resourced.	City of Kwinana Medium
	3.8	Record and analyse trail usage data and market visitation for all existing trail facilities. Establish a central reporting system to provide information for industry.	City of Kwinana DBCA Medium
	3.9	Invest in training and capacity building. Develop and deliver training opportunities for staff, volunteers, and community members to build skills in trail maintenance. This will foster community ownership, improve trail quality, and support a culture of stewardship.	City of Kwinana and partners Short
	Partnerships	3.10	Support community led formation of local clubs with a focus on trail activities. Eg. mountain bike/ off road cycling club, hiking.
3.11		Encourage and support new trail business opportunities and identified gaps in service provision. Explore opportunities for Aboriginal enterprise and interpretation.	City of Kwinana Short
3.12		Strengthen partnerships with DBCA, DPLH, GKB and other agencies to facilitate delivery of trail development and management outcomes.	City of Kwinana DBCA, DPLH, GKB Short / Ongoing
Revenue	3.13	Investigate establishing and implementing a diverse range of revenue raising pathways to support development, management and ongoing maintenance of trail developments.	City of Kwinana Short

Objective 3. Market and promote the experiences on offer

Area	Action	Responsible agencies	Timeframe	
Strategy	4.1	Develop a coordinated marketing presence, linking signage, maps and other marketing collateral to increase awareness of trails and services in the Kwinana Region. Use Trails WA as the online platform.	City of Kwinana	Short/ Ongoing
	4.2	Upload all existing trails to Trails WA platform and add new trails as they are completed.	City of Kwinana	Short/ Ongoing
Itineraries	4.3	Develop a range of trail based itineraries which demonstrate how trail users can experience the Kwinana Region (including travel distances, times, complementary experiences). Link experience to public transport.	City of Kwinana	Medium
Events	4.4	Encourage the creation of new events both social and competitive, in consideration of the potential impacts on established events and recreation participation.	City of Kwinana	Ongoing
	4.5	Develop a fee structure in consultation with event organisers for hosting events, with proceeds going toward the ongoing management and improvement of the facility.	City of Kwinana	Medium

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Appendix A

Background document review

Publication	Summary	Key Points
Australian Adaptive Mountain Bike Guidelines (2019)	The guidelines were developed to help improve the accessibility and inclusion of mountain biking in Australia. The intent of the guidelines is to establish the entry level requirements for inclusive and effective eMTB programs, events, races, equipment, support and riding.	Provides a trail rating system, signage information, supporting facility requirements, trail design criteria specifically for adaptive mountain bike trails. Mountain bike trails designed with a basic and essential level of access for adaptive riders creates trails which riders of all abilities can ride. Trails designed or being upgraded for use by adaptive handcycles must consider, trail width, turning radius, gradient, camber, berms, log rolls, drops and rock gardens, jumps, tabletops, rollers and other undulations, tread surfaces, demarcations and alternative riding lines.
Australian Mountain Bike Trail Guidelines (2018)	The aim of the guidelines is to ensure a consistent approach to planning, design, construction and management of sustainable mountain bike trails, including alignment with landholder expectations, meet the needs of riders, minimise environmental impacts and provide opportunities for the public to connect with the environment.	<ul style="list-style-type: none"> • Trails cannot be developed in isolation, they must 'fit' within a strategic and legislative context. • The trail owner is the entity that owns the physical structure of the trails and is usually the owner or manager of the land. The trail owner carries the liability for health and safety of all trail users. • The trail operator is the entity that maintains the trails to the agreed standards of the owner. • Sustainable trails align with user's needs, provide social and economic benefits, minimise environmental impact and require less maintenance. • To achieve sustainable trails, land managers must develop the right trail, in the right area, the right way and for the right reasons. • Sustainable in mountain bike trail development refers to, trails users, social, economic, environment, trails and infrastructure and land use
More People More Active Outdoors	Provides the framework for outdoor recreation in Western Australia to guide local and regional outdoor recreation planning by government, corporate and community stakeholders.	Outlines the significant benefits of outdoor recreation, and tracks and trails through natural environments are key to creating lifelong connections with outdoor recreation. Highlights investment in trails as integral to the journeys that outdoor activities take users on and re-enforces that well-planned and well-designed tracks and trails provide access, attract visitors, reduce environmental damage and encourage uptake in outdoor recreation.
Western Australian Strategic Trails Blueprint 2022 – 2027	An overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences throughout the state. It outlines a vision, guiding principles, strategic directions and actions for consideration across the state by government, landholders, trail managers, trail organisations, tourism operators and the community.	Emphasises the larger and more significant role tourism is playing in the development of trails, as trail users' look for interesting, challenging, authentic and unique experiences. It also recommends that in the future, there is an increased focus on ensuring trails are inclusive, accessible, have robust funding and management models, and are developed through engagement with all stakeholders including Traditional Custodians.

Publication	Summary	Key Points
Western Australian Trail Development Series	<p>Provides best practice guidance covering the trail development process, community consultation, multi-criteria decision analysis and checklists and templates, to assist groups developing a trail project to:</p> <ul style="list-style-type: none"> • follow a standardised process • consider all issues and approvals • develop an approach to gather support from the local community and relevant government agencies. 	<p>Acknowledges the social, economic and environmental values associated with recreational trails and the need to understand and consider these values throughout the Trail Development Process.</p> <p>Outlines the eight stage Trail Development Process for developing trails in Western Australia.</p>
Western Australian Mountain Bike Strategy – Mountain Biking and Off Road Cycling in WA 2022-2032	<p>The purpose of this Strategy is to provide an updated strategic direction for mountain biking in Western Australia outlining strategies and recommendations under five focus areas.</p>	<p>Recommends:</p> <ul style="list-style-type: none"> • Master planning to identify and prioritise locations for mountain biking trails • Mountain bike trail developments are strategically coordinated by applying the significance hierarchy • Applying the eight stage Trail Development process to trail developments • Foster and encourage community engagement and involvement at commencement of planning for mountain bike trail developments • Establish governance models addressing management and maintenance • Determine costs of ongoing management and maintenance upfront to ensure included in trail business model • Actively support Local Government to overcome barriers to develop urban trails, pump tracks and skills park improving accessibility to mountain bike experiences • Encourage new mountain bike trail developments to cater for a variety of user riding preferences with an emphasis on trails for beginners and families • Review and continue to improve long distance off-road cycling trails • Support Local Government to identify and develop transport and recreation trails such as gravel trails and trails that connect to mountain bike trails • Continue to develop iconic and unique mountain bike experiences that capitalise on the diversity and unique features of West Australian landscape • Support the appropriate development of Aboriginal cultural experiences within the WA mountain bike experience

Publication	Summary	Key Points
Western Australian Hiking Trail Management Guidelines 2024	Provides guidelines for development and management of hike trails in WA. Aspires to be adopted by all land managers.	Outlines guidelines for the management of hike trails.
WA Cycle Tourism Strategy	This strategy identifies four priority areas that require consideration and development to support the growth of cycle tourism in Western Australia, investing in the industry, marketing and events, and delivering a great riding experience.	Identifies three types of cycle tourists, recreation, events and touring and that the travel behaviours of cycle tourists indicate they are a highly valuable visitor market due to their propensity to stay longer, travel outside of urban centres and spend more.
WA Hiking Strategy – Bushwalking and Trail Running in Western Australia 2020-2030	Provides a strategic direction bushwalking and trail running in 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. It seeks to maximise the opportunity for all Western Australians and visitors to benefit from access to an appropriate range of hiking experiences and will guide the sustainable development of hiking activities and associated trails’ infrastructure.	Outlines the health, social, cultural, environmental and economic benefits of bushwalking and trail running and strategies to maximise participation outcomes, grow the visitor economy, for sustainable trail development and maintenance and effective governance and advocacy.
Western Australian Recreational Horse Trails Strategy 2015	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.	Proposes opportunities and benefits of horse trail riding for Western Australia. Priority 2: Trails Access - Develop easily located trails with accurate and accessible information Priority 3: Facilities and infrastructure - Develop facilities appropriate for horse use and well maintained Priority 5 Trails management and governance - Establish a strong sustainable and coordinated approach



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