

FINAL REPORT

DECEMBER 2022

CITY OF WHYALLA PATH AND TRAIL MASTER PLAN

Whyalla City Council encompasses the lands of the Barngarla People. Whyalla City Council and Tredwell acknowledge and respect the City's traditional custodians and pay respects to their Elders past and present. We acknowledge and respect the deep spiritual attachment and the relationship that Aboriginal people have to country.

Acknowledgments

Whyalla City Council and Tredwell would like to acknowledge the Traditional Custodians of this land and we pay our respects to Elders both past and present. We would also like to acknowledge our young leaders who are the Elders of today, tomorrow and our future.

Tredwell would like to thank the following people and/or organisations for their contribution to the development of the Path and Trail Master Plan:

- Whyalla City Council Staff and Elected Members
- Community Members
- Key Stakeholders
- Community Online Survey Respondents

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1	07/10/2022	Path and Trails Master Plan Draft Report	Tredwell
2	16/12/2022	Path and Trails Master Plan Final Report	Tredwell

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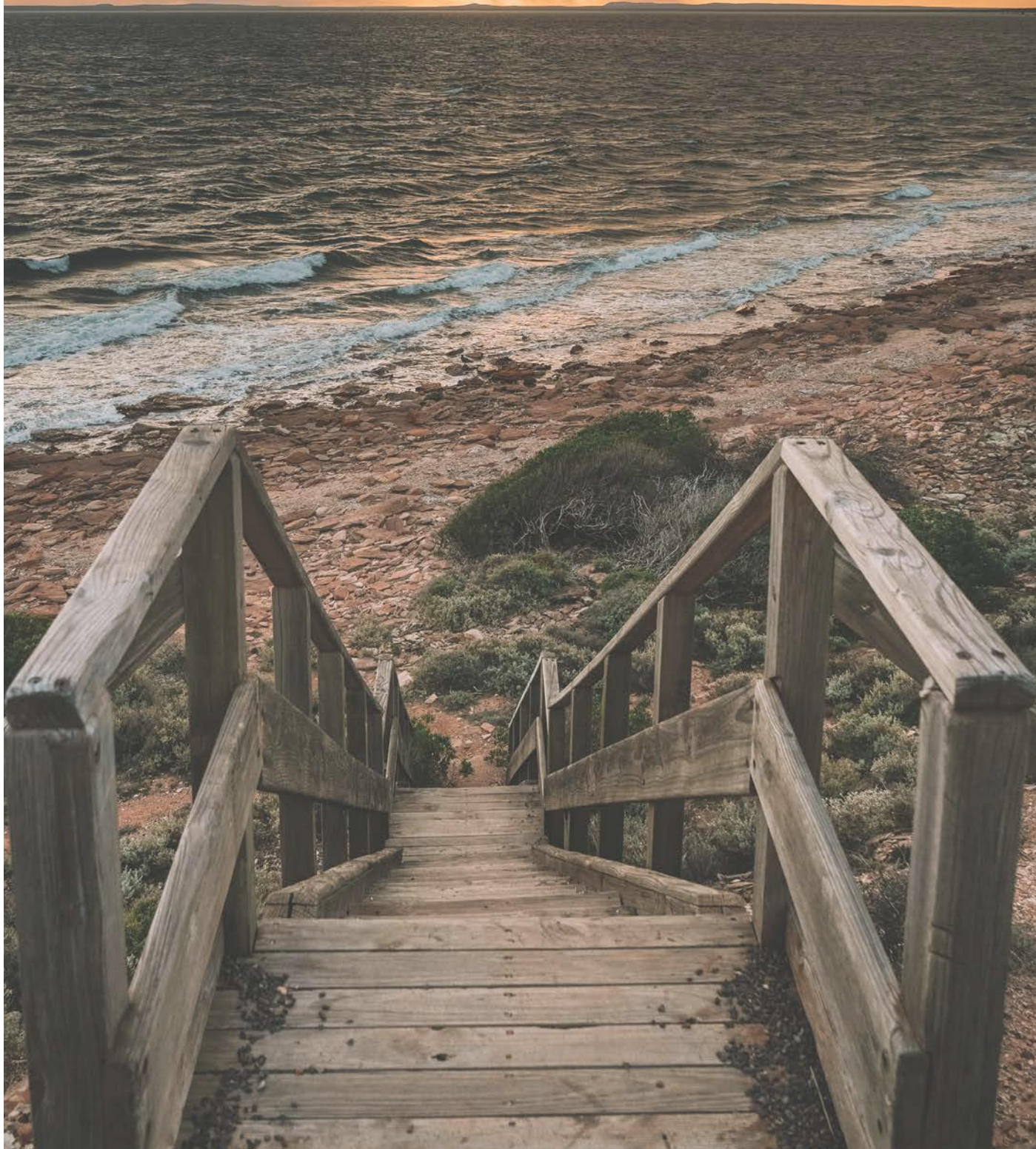
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EXECUTIVE SUMMARY



The City of Whyalla Path and Trail Master Plan has been developed to create a regionally, and nationally enticing trails experience within the region. Whyalla is located on the western shores of the Spencer Gulf, approximately 400km northwest of Adelaide and is the largest city in the Upper Spencer Gulf region.

The Master Plan considered the development of both existing and new trails that capitalise on the City's natural and built environments for various walking, running, and cycling experiences. The Master Plan focused on a range of experiences which are suited for different user groups and have the potential to attract residents and visitors alike.

Trails and natural areas are an integral component of the lifestyle on offer across the City of Whyalla and have the potential to become a key drawcard for visitors. Spending time on trails provides the opportunity to establish a connection with the natural and built environments.

Contemporary recreational path and trail development must follow a robust planning process to ensure that they are developed in line with relevant standards. This can be achieved by ensuring alignment with the 8 Stage Trail Development Process and incorporating relevant Australian Standards and trail classification systems. The operation and maintenance of paths and trails in the City of Whyalla is to be in line with Australian Standard 2156.1 - 2001: Walking Tracks Part 1 - Classification and Signage.

The audit process identified that the City of Whyalla has an extensive offering of recreational paths and trails catering for walking, running, cycling, mountain bike riding, snorkelling/diving and canoeing/kayaking. The existing path and trail networks provide access to many of the City's key natural and built assets. However, there is need for improvement of existing paths and trails and development of new paths and trails to ensure there is capacity to sustainably cater for the increasing demand and popularity of trail based activities.

Qualitative cost estimates have been prepared by Rider Levett Bucknall for all existing and proposed Council paths and trails in the City of Whyalla. The total estimated cost to develop the various existing and proposed Council paths and trails is **\$18,677,855** (excluding GST).

The development of the Master Plan has been significantly informed by consultation with key stakeholders and the community. The consultation process included a community online survey, Council workshop, community workshop and key stakeholder interviews.

The following vision has been developed for the Whyalla Path and Trail Master Plan to reflect the aspirations of key stakeholders and the community.

“Diverse, high quality, accessible and sustainable paths and trails which are effectively promoted and managed to attract visitors and locals to share in the unique and iconic experiences that Whyalla has to offer, from the hills to the sea”.

To deliver the vision, a detailed and highly considered Strategy and Action Plan has been developed. The strategies are listed below under their relevant strategic outcome. The full Strategy and Action Plan includes further detailed actions associated with each strategy.

Strategic Outcome A: Integrated Planning & Management

- A1:** Upgrade existing Council managed paths and trails, advocate for improvements to trails managed by other agencies and progress with current path and trail development projects.
- A2:** Develop and implement a robust and integrated path and trail planning and management framework for Whyalla City Council and its partners.
- A3:** Ensure public access to Council managed land is maintained and seek to secure public access to additional land where this forms a strategic corridor for potential future paths and trails.

A4: Ensure that management and maintenance structures for all current and future paths and trails are clearly defined.

Strategic Outcome B: Quality, Safe & Sustainable Existing Path & Trail Networks

B1: Enhance and progressively upgrade the Whyalla Foreshore Pathway for recreational use, provide safe connections to key points of interest and promote as a tourism drawcard.

B2: Formalise the Mount Laura Mountain Bike Trail Network to provide a regional level mountain bike park which is sustainable, safe and preserves the natural environment.

B3: Distinguish four separate loop trails at the Whyalla Wetlands and progressively upgrade these to provide a variety of recreational and educational trail experiences.

B4: Maintain and enhance the Education and Cultural Walk.

B5: Maintain and enhance the City Walk.

B6: Enhance the Freycinet Trail to provide a safe and well defined trail experience, offering spectacular coastal views.

B7: Determine the feasibility of formalising the Gulf & Ranges Trail to provide a high quality loop trail experience, offering views of the Gulf and Flinders Ranges.

B8: Determine the feasibility of formalising the First Nation Trail to provide a safe and well defined trail experience, and to connect the Freycinet Trail and Gulf & Ranges Trail.

B9: Maintain and enhance the off-road Town Path Network, including the development of key off-road path connections and road crossing points.

B10: Maintain and enhance the off-road Town Path Network, including the development of key off-road path connections and road crossing points.

Strategic Outcome C: Sustainable, Responsible & Relevant Path & Trail Developments

C1: Develop a Scenic Peaks of Whyalla drive trail.

C2: Reinststate the Hummock Hill Lookout Walk to link with and complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty.

C3: Develop a short loop trail at Tower Hill utilising existing tracks and provide appropriate support infrastructure.

C4: Develop a short loop trail at Rocky Hill utilising existing tracks and provide appropriate support infrastructure.

C5: Develop a short out and back trail to the summit of Mount Laura Walk Trail utilising an existing track and provide appropriate support infrastructure.

C6: Formalise the Mangroves Trail Network for recreational use and provide a key connection to the Whyalla Foreshore Pathway.

C7: Formalise the Jubilee Park Trail Network for recreational use.

C8: Develop a short walk loop trail experience at Port Bonython.

C9: Develop a dive and snorkel trail from Black Point to Stony Point in Port Bonython.

C10: Develop a paddle trail along Whyalla Foreshore.

Strategic Outcome D: Information, Marketing & Participation

D1: Provide consistent and reliable path and trail information and mapping across the City.

D2: Improve the promotion and marketing of path and trail opportunities across the City.

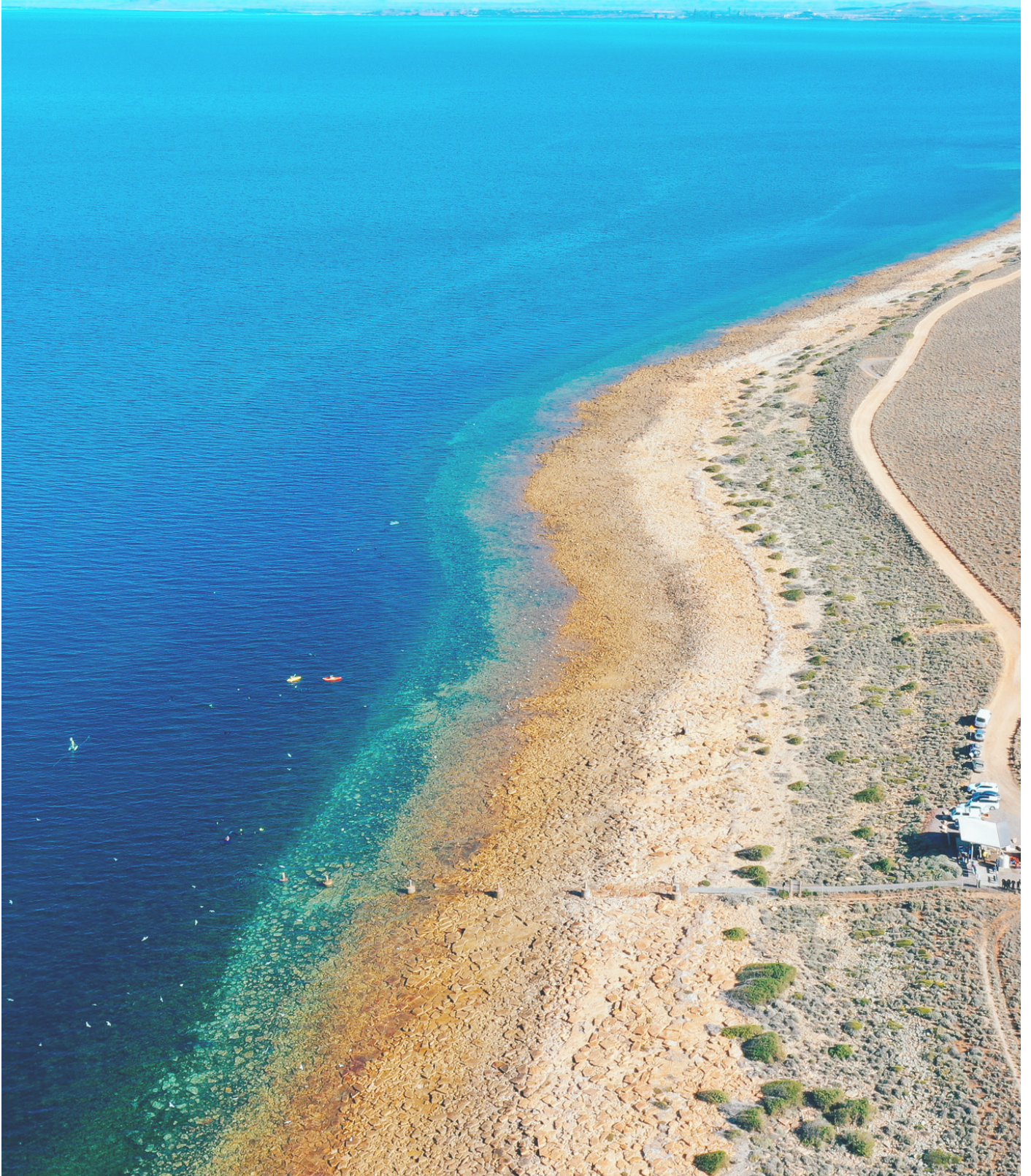
D3: Improve health and wellbeing across the City through programs and events which promote regular physical activity and active lifestyles.

Strategic Outcome E: Community, Tourism & Economic Development

E1: Use path and trail development and provision as a community, tourism and economic development tool.

01

INTRODUCTION



Project Overview

The aim of the City of Whyalla Path and Trail Master Plan (the Master Plan) is to create a regionally, and nationally enticing trails experience within the region. The City of Whyalla has a number of trails of varying difficulty and terrain that could put Whyalla on the map for a unique trails experience. This project will explore the full potential of the City of Whyalla and its surrounding area with focus on developing both existing and new trails that capitalise on the City's natural and built environments. This will include paths and trails for various walking, running, and cycling experiences.

The principle deliverable for this project is the City of Whyalla Path and Trail Master Plan for Council acceptance and adoption. The City of Whyalla Path and Trail Master Plan will identify and clearly outline a program of path and trail infrastructure to be developed across the city over a five year period. It will focus on a range of experiences suited for different user groups and have the potential to attract residents and visitors alike. It will also identify user needs and opportunities for development, and appropriate approaches to marketing and promotion.

The City of Whyalla Path and Trail Master Plan will be developed in liaison with Council and a series of community stakeholders.

Key outcomes include:

- A five year program of infrastructure delivery
- Reference to applicable Australian Standards and Guidelines
- Operation and maintenance plans for the path and trail infrastructure
- Revision of existing strategies and inclusion in final document
- Geographic Information System (GIS) mapping of all paths and trails.

Methodology

The project methodology has been developed to ensure that the project incorporates relevant consultation, research and planning processes while meeting the project brief requirements.

The three stages are:

Stage 1: Initial Master Plan

Stage 2: Infrastructure Delivery Program

Stage 3: Revision of Existing Strategies and Collation of Documents.

Regional Context

Whyalla is located on the western shores of the Spencer Gulf, approximately 400km northwest of Adelaide and is the largest city in the Upper Spencer Gulf region. Whyalla is an important hub and the region's biggest city for retail shopping. Whyalla boasts a warm climate, accessible ocean shores and saltwater fishing. Lying in an arid region, the city obtains its water from the Murray River.

Whyalla represents South Australia's foremost combination of industrial and nature based experiences. With vivid scenery, small city charm, distinctive mystic outback landscapes and year-round things to do, Whyalla offers discovery, unique Australian natural wonders and absolute contrast in nature based and industrial activities.

Whyalla was founded in 1901 by the Broken Hill Proprietary Company Ltd. (BHP) when the Spencer Gulf terminus of a tramway bringing iron ore from the Middleback Ranges for use as a flux in the lead smelters at Port Pirie. Its name was changed in 1920 from Hummock Hill to Whyalla, an Aboriginal term meaning 'place with deep water'.

Whyalla exports iron ore and steel and had the largest shipyards in Australia until their operations ceased in 1978. It has blast furnaces, steelworks, heavy engineering works, and salt evaporation facilities for the manufacture of industrial chemicals. Whyalla came under a combined company and public administration in 1945, was proclaimed a city in 1961 and adopted full local government status in 1970.



Community Profile

In order to strategically plan for paths and trails in Whyalla, an understanding is required of the City's defining characteristics. The below table provides a summary of the City's key demographic indicators and their implications on sport and recreation.

The population of Whyalla has remained relatively stable over the five year period between 2016 and 2021, though the Aboriginal and Torres Strait Islander population increased by +133. There is also a high proportion of people who reported needing assistance with core activities. Accessibility, practicality, and safety are important aspects of path and trail planning. It is important to ensure that any upgrades to existing facilities adhere to minimum universal design principles and infrastructure standards with consideration of universal access.

In 2016, Whyalla recorded a Socio-Economic Indexes for Areas (SEIFA) of 882, which indicates a medium level of socioeconomic disadvantage. It is important that path and trail opportunities are affordable and accessible to all people, regardless of their level of affluence. Investment in paths and trails should be strategically planned to ensure that resources are targeted, maximising community participation, encouraging active lifestyles and maximising community benefit. Future investment in path and trail assets should be sustainable.

Key Demographic Indicator	Statistic (2016)	Statistic (2021)
Population	21,501	21,244
Median weekly household income	\$982	\$1,188
Aboriginal and/or Torres Strait Islander	1,027	1,160
SEIFA disadvantage	882	N/A
Median age	40	41
Average number of children per family	1.8	1.8
All private dwellings	11,023	11,230
Need for assistance	1,489	N/A

Participation Rates

Understanding the rates of participation in trail related activities and trends which are likely to influence this allows for the development of a forward thinking Master Plan which can effectively plan for the future.

The AusPlay Participation Survey Results outline that, based on the period between January 2021 and December 2021, walking (recreational) is the most popular sport/physical activity among South Australian adults with a participation rate of 47.2%. This participation rate, along with those for many other individualised activities, are significantly increasing in popularity.

Fitness/gym, athletics (including jogging and running), cycling, swimming and bush walking also featured among the 10 most popular sports/physical activities. The table below displays this data with the corresponding participation rates.

No.	Activity	SA Adult Participation Rate (2022)
1	Walking (recreational)	47.2%
2	Fitness/gym	35.8%
3	Athletics*	14.6%
4	Cycling^	12.7%
5	Swimming	10.4%
6	Bush walking	10.3%
7	Yoga	7.0%
8	Tennis	6.5%
9	Australian football	5.9%
10	Football/soccer	5.1%

* Includes jogging and running

^ excludes mountain bike riding

Current Trends

A range of industry and lifestyle trends have been identified, and published by various organisations, such as Sport Australia. These will influence the needs of planning for paths and trails into the future.



Popularity of nature-based tourism

As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as ‘nature deficit’. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more valued than ever before, as holidays provide the opportunity for people to take the time to reconnect with the natural world.

Nature-based tourism, where people can immerse themselves in the natural environment, is a key tourism draw card. Recreational trails enable people to ‘escape crowds’ and reconnect with the natural environment, however, this must be curated to ensure that visitation is sustainable and does not lose the basis of its appeal. It is important that trails provide true nature-based experiences which are distinct from urban activities.

Whyalla’s extensive and unique natural areas provide great opportunity to embrace this visitation through developing trail networks which provide access to remote natural areas.



Increasing participation in individualised activities

Increasingly busy, time fragmented lifestyles mean that people are becoming more involved in individualised recreational activities (such as walking, jogging, cycling, yoga and gym) rather than traditional, structured sports. Trail activities can generally occur at any time of day, individually or in groups.

It is important for governments and planning agencies to be aware of this shift to ensure that reserves, trails and associated infrastructure can sustainably cater for demand.



Increasingly high standards & expectations

Today’s society places high expectations upon community facilities including community recreational infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures. Trail managers are required to exercise due diligence relating to trail planning, maintenance and management. There is increasing pressure to provide high quality trail experiences which meet expectations and are compliant with Australian Standards, manage risk, and protect the natural environment.



Ageing people are increasingly active

Populations across Australia are ageing. Indicators show that Australians between 60-64 years are a standout group for their elevated participation rates trail-based activities, particularly bushwalking.

Participation opportunities will need to be diversified and expanded to meet the needs of the growing cohort of older Australians. For example, bushwalking tracks that clearly identify their level of difficulty so that potential users can assess their suitability. As the ‘baby boomer’ population retire from the workforce there is potential to engage them in activities such as bushwalking, and also to embrace their skills and experience through volunteer roles associated with trails.



Need for long-term strategic planning

Community members, businesses and governments are increasingly realising the need for, and value of, long-term strategic planning. Long terms strategies are becoming more common and actions to manage tourism, not just drive growth, are emerging.



Recognising benefits of trails

Governments at all levels are increasingly utilising recreational trails as a tool to achieve policy objectives, tackling a range of issues such as childhood obesity and social inclusion.

Programs involving trail-based activities can stimulate interest in topics such as active lifestyles & protection of natural areas, as well as bring physical and mental health benefits. These opportunities should not be looked at in isolation, particularly when objectives of such initiatives can support each other.



Inactivity and obesity

Inactivity is the fourth largest cause of noncommunicable disease in Australia. Inactivity in children is growing, linked to a decline in physical activity in schools, less active commuting & changing behaviours.

Provision of active recreation opportunities is a role of all levels of governments which is becoming increasingly acknowledged and valued in the community. It is important that investment in reserves, trails and associated infrastructure is well planned to encourage maximum community participation and healthy/active lifestyles.



Loss of biodiversity & heritage

Around the world, valuable ecosystems and heritage sites are under pressure from urban expansion, unsustainable tourism practices and agricultural clearing, and the effects of climate change. It is important that trails are planned for in suitable areas and that threats to the loss of biodiversity and heritage are effectively mitigated and managed.



Technology advancements

Use of trails is continually diversifying in line with technology advancements. Social technologies have created online communities (e.g. Strava) and fitness tracking technologies (e.g. Fitbit), and users are able to share their experiences in various formats (e.g. YouTube, Instagram, Relive). Technology is allowing people to 'virtually' walk trails across the world and discover new places. For example, the promotion of trail experiences utilising 'Google Trekker' to upload routes onto Google Street View.



E-Bikes

Bikes, and the ways people use them, are changing rapidly as technology advances. The latest electric bikes (e-bikes) can generate tremendous power. Sales of e-bikes are increasing every year, and the technology behind them is advancing rapidly. With the introduction of light e-mountain bikes, e-bikes are gaining more preference in the market, and are likely to continually grow in popularity as technology advancements lead to smaller batteries and longer run time.

E-bikes make cycling more accessible to riders who may be less experienced and/or physically fit, and increase ride duration for more experienced riders. This is likely to increase rates of participation and trail usage. It is important that trail planning and management is responsive to this change.



Public critique of parks management

Management of natural areas is increasingly under analysis and in the public eye in areas from commercialisation through to fire and weed management. Building connections and understanding continues to be critical. This includes encouraging local community use and stewardship of parks and reserves and balancing the desires of locals who may wish to be able to visit quiet, undisturbed sites.



Increased intensity and frequency of bushfires

The Australian climate is changing, and warmer and longer fire danger seasons are likely. The climate is likely to become hotter and drier in the future. Rising temperatures and extreme weather events (i.e., bushfires), which are attributed to climate change, impact directly on trail management procedures and safety protocols. It is important that the region's trails are subject to regular risk mitigation measures.



Desire to stay connected

In a world of increased connectivity, individuals, communities, governments, and businesses are immersed into the virtual world to a much greater extent than ever before. There is a growing dependence on online services as people explore and connect like never before. Digital communications, user generated content and imagery will continue to play a larger role in travel planning and decision making. The blur between work and leisure, with semi-retirement becoming common, means many visitors need to stay connected to work while they travel.



Transformational travel

There is a consumer, societal, demographic and cultural megatrend towards the rising demand for experiences over products and the rising importance of social relationships. Experiences rather than things/products are the key to travel. Stories help create the experience and personalise and customise it, to make a place relevant to each individual. Visitors want to connect with locals, know they are welcome and feel their trip was positive for the community. For example, the strong trends toward 'live like a local' and 'fostering connections'. Visitors are increasingly seeking an experience that encourages personal reflection and change, such as a long-distance hike or long-distance road trip to celebrate a life milestone such as significant birthdays, overcoming illness, or retirement.

Emerging Trends

While it is impossible at this time to predict the future with a strong degree of certainty, a range of trends are becoming apparent since the beginning of the COVID19 pandemic (March 2020), relating to the following:

Renewed interest in our own states

Places with plenty of space are likely to be favoured over overcrowded places i.e., the natural environment rather than city breaks; the great outdoors rather than indoor attractions and self-catering rather than hotels. Examples from the popularity of national parks and reserves across Australia in 2019/20 have demonstrated this desire for people to focus on nature, physical activities and a stronger sense of interest in our own local areas and states.

Nature based and trail based activities

During the Covid-19 pandemic and its associated restrictions, more people have been out in nature. This trend is likely to continue, and fast-track the long term trends for increasing popularity of individualised recreational activities and the declining overall participation rates in organised team sports.

Confidence in shorter trips, local travel and last minute planning

People are now often taking safer approach of travelling closer to home, with less requirement for cross-border travel. With travel restricted, people will continue to seek travel experiences within their 'own backyards'. This will see an increase in day trips particularly to national parks and village communities. As restrictions lift, there will be a desire to reconnect with families and friends.

Drive tourism and touring trips

Travellers are likely to prefer the safety and isolation of their own private vehicle, which may mean driving holidays as opposed to flying.

Working remotely

Due to social distancing requirements many workplaces have been driven to set up the capability for employees to work remotely which has provided flexibility in working hours and location. This has further blurred the lines between work and leisure, and a result many people have more flexible arrangements with opportunity for mid-week travel or working on holidays.

International tourism markets

Restrictions on travel, higher travel costs, less disposable incomes and health concerns will all impact international travel decisions.

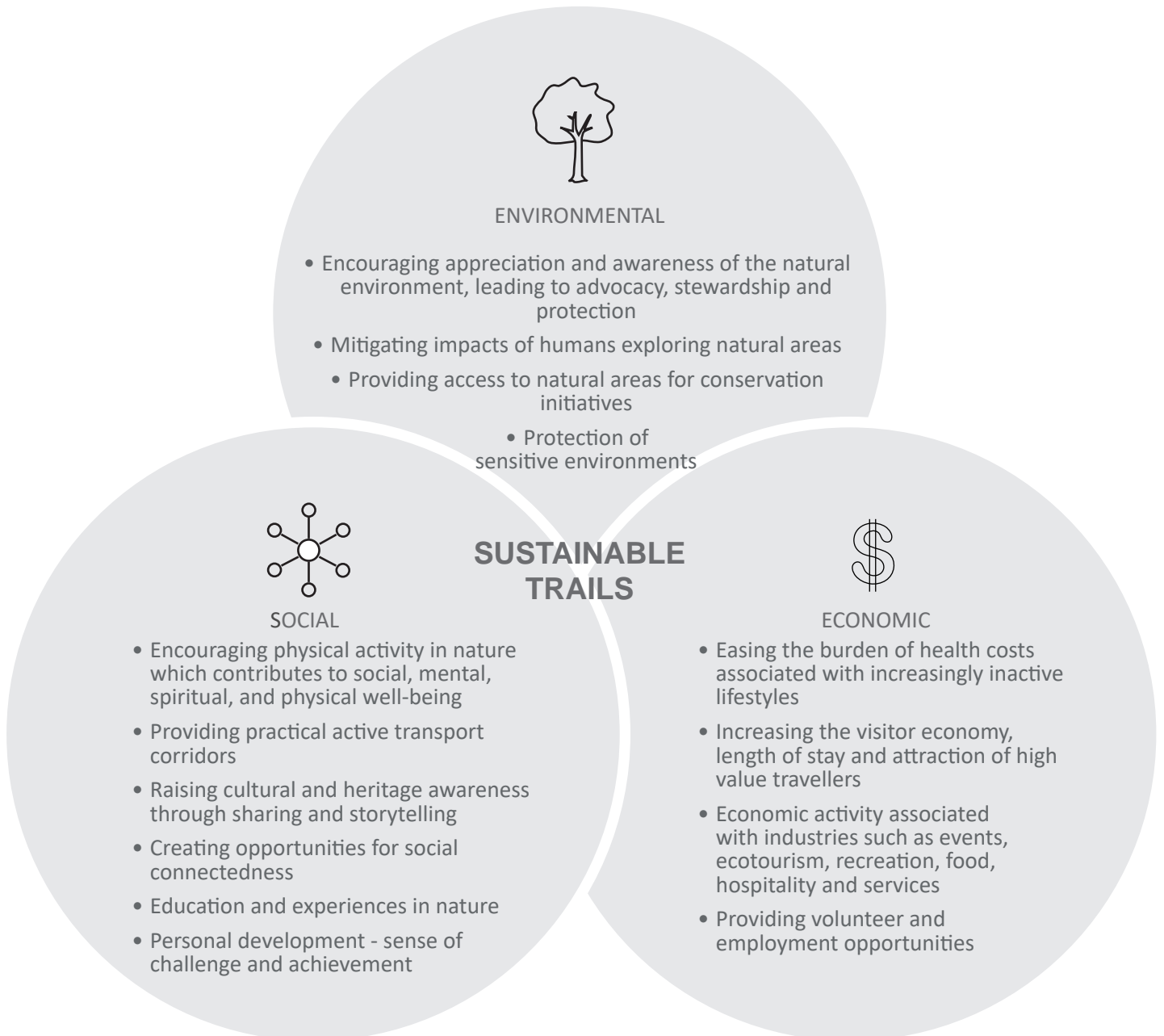
Social distancing

The pandemic will result in a range of social and behavioural changes which will change how people approach tourism and recreational experiences. This may impact the number of users at attractions with new capacities and limits. This may be a benefit to outdoor experiences such as trail-based activities where social distancing can be easily maintained.



Benefits of Trails

It is well recognised that sustainable trails networks facilitate a wide range of benefits across the triple bottom line incorporating positive environmental, economic and social outcomes.



Access to trails plays a significant role in encouraging participation in physical activity, outdoor recreation and driving economic growth. In addition, using trails can assist communities to realise important health and wellbeing benefits, to make social and cultural connections and to enhance environmental outcomes.

Specific benefits of recreational trails, with examples from Whyalla City Council's existing trails, are outlined on this page.

Health

Encourages physical activity and healthy lifestyles. For example, the Whyalla Foreshore Pathway is well used by the community as a regular fitness route, including for the Australia Day Fun Run.



Economy

Positive economic drivers. For example, the trail to Hummock Hill Lookout provides scenic views over the iconic Whyalla Jetty, which is a key tourism drawcard for the City.



Conservation

Preservation of natural areas. For example, the Freycinet Trail provides sustainable access around the sensitive shingle beach ridge system along the Northern Coastline.



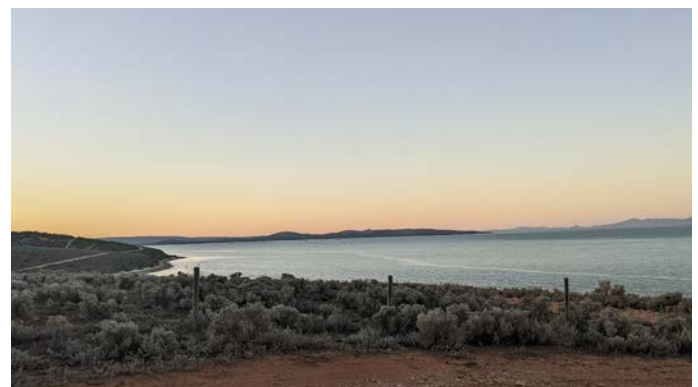
Transport

Practical transportation corridors. For example, the Town Walk/Cycle Path Network provides off-road connections around Whyalla.



Cultural Identity and Awareness

Access to and awareness of cultural features. For example, the First Nation Trail provides opportunities for access and awareness of local Indigenous heritage.



Return on Investment

High quality trails can create significant economic benefits, which is supported by case studies and economic impact statements. While the investment needed for the development of high quality trail experiences can seem high, the return on investment can be significant, particularly from a regional economic perspective.

Various studies have aimed to quantify the return on investment in trails using various quantitative methods. The following studies identify the potential for high quality trails to bring significant tourism and public health benefits.

Mountain Biking in Australia

Mountain bike riding, and cycle tourism more broadly, is one of the fastest growing recreational tourism activities globally. The popularity and increasing growth of mountain biking has been trending over recent decades and the economic impacts of this have been highlighted through the study entitled *Mountain Biking in Australia: An Economic and Participation Analysis* (2021), published by AusCycling.

The study found that the average expenditure per mountain bike ride is \$27.10. It also quantified the social values of mountain biking, as follows.

- Health benefits: The personal and health system benefits due to healthier, active individuals = \$1.58 per km ridden
- Productivity benefit: Improved workplace productivity through decreased absenteeism and presenteeism = \$7.59 per ride
- Human capital uplift: Positive association between sport and physical recreation and educational outcomes = \$2.50 per ride
- Consumer surplus: The satisfaction people derive from participating in sport and active recreation = \$25.98 per ride
- Criminal/social justice benefit: Benefits from decreased crime due to increased engagement in sport and recreation = \$0.78 per ride
- Civic/volunteering benefit: The value people place on volunteering and enjoying sport and recreation activities = \$3,214 per volunteer per year.

The Bibbulmun Track, Western Australia

The *Bibbulmun Track User Survey Report* (2015) estimated that the average user daily expenditure per person per day is \$38.71, with overnight walkers spending more than day walkers. The average total direct expenditure was estimated at \$13.1 million per year.

The Riesling Trail, Clare Valley, South Australia

A *Trails Research Report* (2004) determined that the Riesling Trail (a 35km rail trail) contributed an estimated \$1.08 million per year to the local economy, with an average of \$216 per person per visit to the region. The majority of this economic activity was generated through shopping, accommodation and food/drink expenditure.

Bike/Pedestrian Trails, Nebraska, United States

A *Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails* (2004) from the United States concluded that trail development is an effective investment to reduce health care costs associated with inactivity. The study found that every US\$1 investment in trails for physical activity led to US\$2.94 in direct public health benefit.

Murray to Mountains Rail Trail, Victoria

A *Longitudinal Study of the Murray to Mountains Rail Trail* (2009) found that average direct expenditure was \$244 per person per day on the trail over the Easter period. The majority of this expenditure is on food and beverages at venues such as the café shown in the figure below. These research findings demonstrate that cycle tourists are high yield visitors, regularly exceeding expenditure in regional areas of other visitors.



Rail Trail Cafe, Porepunkah, North East Victoria

Background Review

An important component in the development of the Master Plan is the review of a wide range of background information to ensure that the Strategy is developed in alignment with the wider objectives across the state, region, and local areas.

The following key national, state, regional and local level strategic documents have been reviewed for consideration in development of the Master Plan. The key information from each of these documents is included in Appendix A: Background Review.

National Level Documents

- *The Australian Physical Literacy Framework* (Sport Australia, 2019)
- *Blueprint for an Active Australia* (Heart Foundation, 2019)

State Level Documents

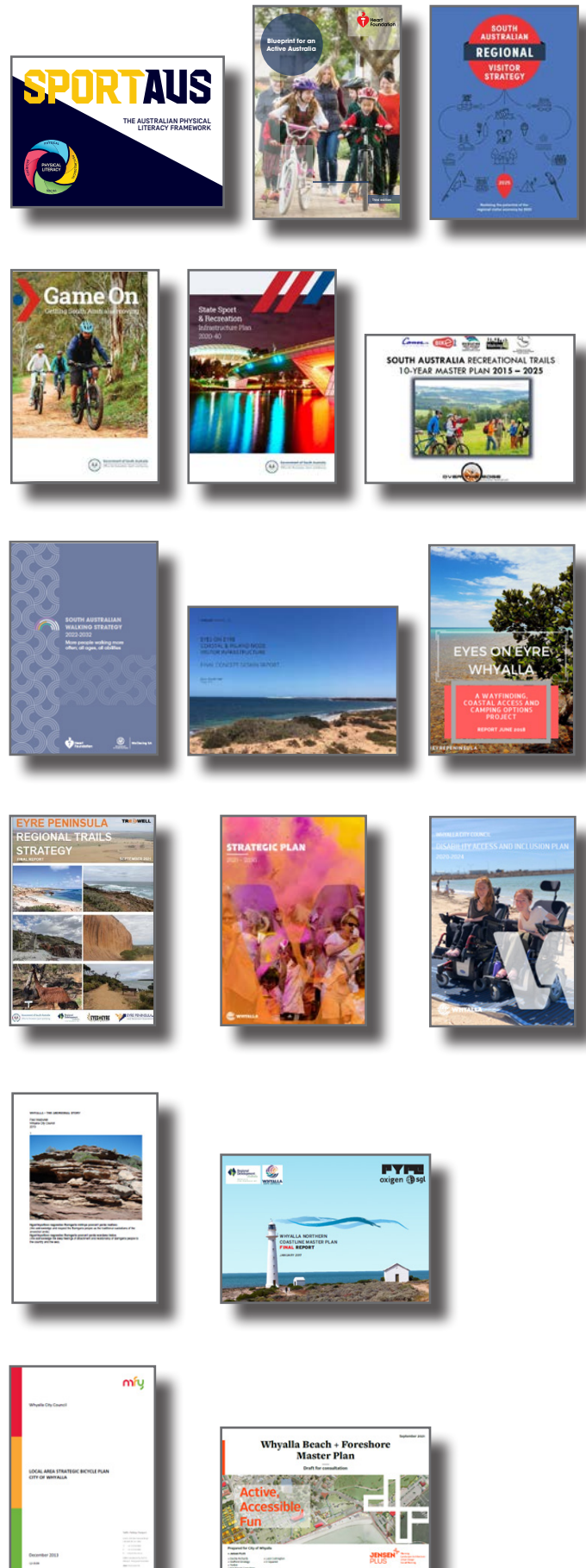
- *South Australian Regional Visitor Strategy* (2021)
- *Game On: Getting South Australia Moving* (Office for Sport, Recreation and Racing, 2020)
- *State Sport and Recreation Infrastructure Plan 2020-2040* (Office for Sport, Recreation and Racing, 2020)
- *South Australian Recreational Trails 10-Year Master Plan 2015-2025*
- *South Australian Walking Strategy 2022-2032*

Regional Level Documents

- *Eyes On Eyre Coastal and Inland Node Visitor Infrastructure Final Concept Design* (2019)
- *Eyes on Eyre: A Wayfinding Coastal Access and Camping Options Project* (2018)
- *Eyre Peninsula Master Plan* (2021)

Local Level Documents

- *Whyalla City Council Strategic Plan, 2021-2030*
- *Whyalla City Council Disability Access and Inclusion Plan 2020-2024*
- *Whyalla – the Aboriginal Story* (2019)
- *Whyalla Northern Coastline Master Plan* (2017)
- *Whyalla City Council Local Area Strategic Bicycle Plan* (2013)
- *Draft Whyalla Beach and Foreshore Master Plan* (2021)



02

**PLANNING AND
MANAGEMENT**



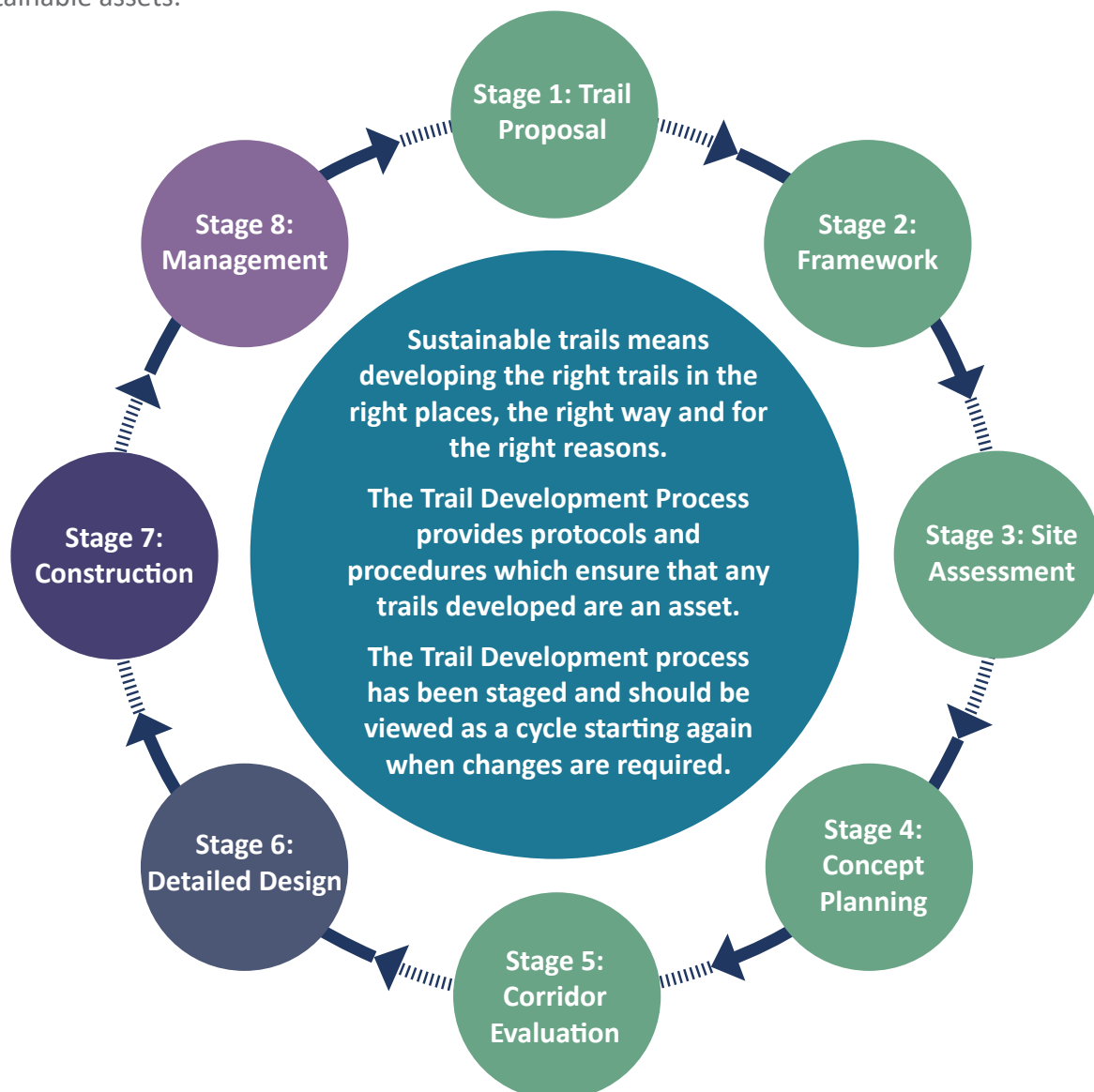
8 Stage Trail Development Process

The 8 stage trail planning process is widely considered best practice for all types of recreational trails. It is referenced in many contemporary trail planning guidelines and strategies across Australia, and applies to trails for all user types.

Trails are like any other asset or facility development and as such, are subject to a formal planning and approval process. A robust trail development process moves trail development away from a purely design and construction approach to a more considered and planned approach. Working within a standardised methodology is especially important for trails with numerous stakeholders and those in high conservation areas. Building rigour into the development process will ensure that project proposals are transformed into professionally built and sustainable assets.

The Trail Development Process encompasses a constant evaluation, review and improvement process as trails are being developed, maintained, extended or renewed.

Comprehensive details about each stage of the process are included in the *Trail Development Series*, which was published by the Western Australian Government in 2019, and is of relevance to all recreational trails across Australia.



The following 8 stage trail planning process is regarded across Australia as best-practice and has been outlined in various trail planning guidelines.

While it can be broadly applied to most trail planning projects including upgrades and formalisation of informal trails, each step is specifically relevant to the development of trails in new trail corridors.

1. Trail Proposal

The proposed area is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. Or the proposal may identify suitable areas.

2. Framework

A project outline is developed by the 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

A broad scale study of the area is undertaken which identifies constraints, soil types, vegetation etc.

4. Concept Planning

Opportunities are identified and conceptual trail plan is prepared including infrastructure requirements. Broad trail corridors are physically flagged in the field.

5. Corridor Evaluation

Detailed assessment of trail corridor.

6. Detailed Design and Approvals

Detailed trail design is produced and physically flagged in the field, including: trail classifications, technical trail features, construction types and specifications. Planning for the use of Sustainable Trail Building Techniques to mitigate potential environmental impacts.

Approval processes may include: environmental approvals (refer Legislative Context in Section 02), Development Application (DA), Construction Certificate (CC), and/or Complying Development Certificate (CDC). Where works are proposed within a road reserve, formal approval must be obtained as required under Section 138 of the *Roads Act 1993*.

7. Construction

Trail is constructed in line with the detailed design.

8. Management

The Trail Management Plan is implemented detailing maintenance and monitoring requirements.

Best Practice Trail Planning Guidelines

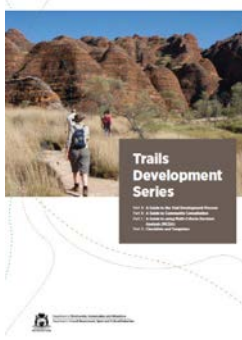
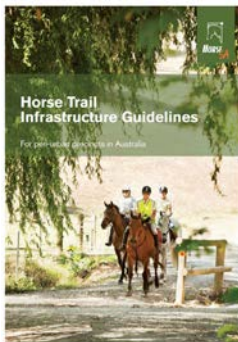
The following publications outline best-practice in the development and management of recreational trails:

- *Guidelines for the Planning, Design, Construction and Maintenance of Recreational Trails in South Australia* (2016)
- *Australian Mountain Bike Trail Guidelines* (2019)
- *Horse Trail Infrastructure Guidelines For Peri-urban Precincts in Australia* (2019)
- *Guide to Road Design Part 6A Paths for Walking and Cycling Austroads* (2021)
- *Trail Development Series* (Western Australian Government, 2021)



Sustainable Trails

It is important to develop the right trail in the right area, the right way and for the right reasons.



Trail Hierarchy

A successful trails network requires trails of different levels of significance in order to meet the needs of different user group/market segments.

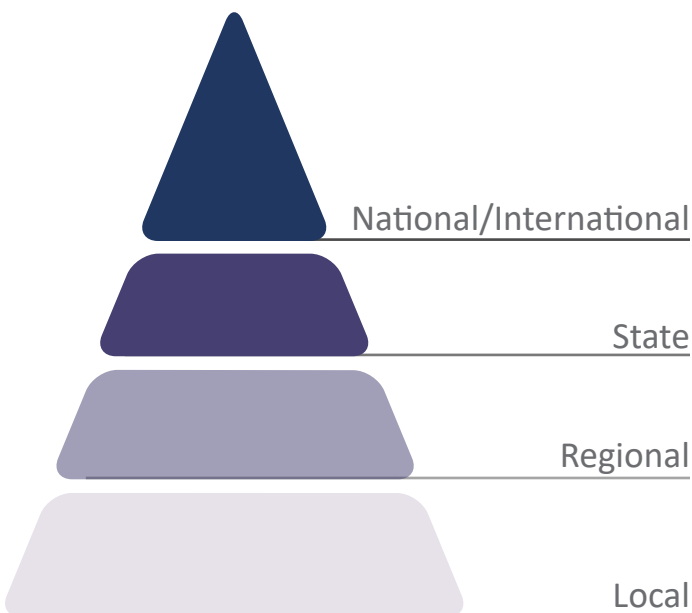
The trails hierarchy provides a guide for the level of infrastructure required for trails to meet the needs of their intended users and to ensure that an appropriate standard of facilities is provided.

A trail's level on the hierarchy indicates the partnerships required to successfully manage the trail, the level of promotion likely to be appropriate and the infrastructure which can be expected by users.



Hierarchy

The trails hierarchy provides a guide for the level of infrastructure required for trails to meet the needs of their intended users and to ensure that an appropriate standard of facilities is provided.



International/National Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • World class trail experiences located within the natural and cultural landscapes, with the highest standard of management and promotion. • Support high yield trail based tourism products including accommodation. • Destinations, attracting international and interstate visitors. • May include major trail hubs that attract high international and interstate use, high level competitions and event. 	<ul style="list-style-type: none"> • Exemplars of the competitive strengths of South Australia's and Australia as a trail destination. • Uniquely representative of South Australia's natural and cultural landscape values. • High priority government support at the state level for trail development and management and listed as a priority with state plans and strategies. • Support viable high yield trail-based accommodation and associated products and services. • Higher levels of interstate visitation than state significant trails and significant international visitation, interest and appeal. • Directly and indirectly provide economic benefits to the state. 	<p>Heysen Trail (South Australia)</p> <p>Australian Alps Walking Track (Australian Capital Territory)</p> <p>Overland Track (Tasmania)</p> <p>Great Ocean Walk (Victoria)</p>

State Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • Significant trail experiences which represent South Australia's varied landscapes, with a high standard of management and promotion. • Support a range of trail based products and a motivator for intrastate and interstate visitation. • May attract some international visitors. • May include some major trail hubs & attract high level competitions and events. 	<ul style="list-style-type: none"> • Representative of the region's and/or South Australia's natural and cultural landscapes. • Government support at a regional level within regional plans and strategies. • Support viable trail-based and associated regional tourism products, services and programs. • Significant intrastate and interstate visitation, interest and appeal. • Directly or indirectly provide economic benefits to a region and/or the State. 	<p>Waterfall Gully to Mt Lofty Summit Hike (South Australia)</p> <p>Murray to Mountains Rail Trail (Victoria)</p>

Regional Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • Trails and facilities used by people across a wider region, including intrastate visitors, for recreation, transport, health and wellbeing. • Generate significant economic benefits to the region. • May include trail hubs accommodating various trail experiences across a region. • Important regional recreational and tourism assets and when combined with other regional scale trail resources they can be state recreation or tourism assets or resources. 	<ul style="list-style-type: none"> • May be located within close proximity to residential areas and/or connected to community services and open space areas. • Representative of the region’s natural and cultural landscapes. • Provide access to a diversity of trails of varying difficulty, length and type. • Provide opportunities for different trail-user groups for active recreation, health and wellbeing. • Be recognised across the region as a popular trail and/ or trail network and frequented by people from the surrounding region. 	<p>Hummock Hill Lookout Walk (South Australia)</p>

Local Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • Trails and facilities used by residents for recreation, transport, health and wellbeing. • Mainly attract local users primarily for independent trail-based recreation activities. • Generate economic benefits to the local area. 	<ul style="list-style-type: none"> • Many are closely located to residential areas and are often connected to community services and open space areas. • Representative of the local natural and cultural landscapes. • Provide access to trails which are generally accessible by users of varying fitness and/or shorter in length. • Provide opportunities for groups for active recreation, health and wellbeing. • Be recognised by local residents as a trail and/ or trail network and frequented by people from the local area. 	<p>Whyalla Wetlands Trail (South Australia)</p>

Trail Classification Systems

Trail classification systems provide a consistent framework for land managers across Australia to develop trails that are appropriately designed for the anticipated trail users and to provide appropriate levels of service. These systems are a primary means of informing people about the features of trails and of ensuring appropriate risk management, marketing and promotion. The classification systems are designed to assist people to make informed decisions on route selection to ensure they match their skill level to the difficulty of the trail.

The relevant trail classification systems are outlined specifically as they relate to walking, mountain bike riding, horse riding and paddling trails.

Walking Trails

The following Australian Standards relate directly to walking tracks:

- AS 2156.1, Walking tracks, Part 1: Classification and signage
- AS 2156.2—2001: Walking Tracks Part 2: Infrastructure Design.






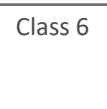
AS2156.1 provides a classification system for walking tracks, guidance for the design, fabrication and use of track markers, and information signs to be used for walking tracks. The Standard also sets out guidelines for the installation of these markers and signs to ensure that while they will be readily visible, clear, and easy to read, they will not detract from the landscape. This Standard applies to outdoor areas where the environment is the focus of recreational activity.

The objective of this Standard is to provide managing authorities with guidance for walking track classification and signage in order to provide consistency of information to users of walking tracks. This is intended to minimise risk, preserve natural features, and enhance recreation opportunities associated with the use of walking tracks.

AS2156.1 includes six classes of walking tracks. Each is described in terms of the elements used for classification and resulting management considerations.

The table on the next page outlines key relevant information from AS 2156.1 to provide an overview of each classification of walking trail. Where conditions vary along a track, it is classified in accordance with the least developed element.








Walking Trail Classifications

Class	Description	Track Conditions	Experience Level	Risk Management Recommendation
Class 1 	No bushwalking experience required. Flat even surface with no steps or steep sections. Suitable for wheelchair users with assistance. Walks no greater than 5km.	Generally, a broad, hardened surfaced track suitable for wheelchair use. Width: 1200mm or more. Well maintained with minimal intrusions. Grades in line with AS1428. Steps must have alternate ramp.	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	Tracks and adjacent natural and built elements to be inspected and maintained regularly. Inspection interval: 30 days or less.
Class 2 	No bushwalking experience required. The track is a hardened or compacted surface, may have gentle hill section or sections and occasional steps. Walks no greater than 10km.	Generally, a modified or hardened surface. Width: 900mm or more. Well maintained with minimal intrusions. Generally, no steeper than 1:10. Minimal use of steps.	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	Tracks and adjacent natural and built elements to be inspected and maintained regularly. Inspection interval: 90 days or less.
Class 3 	Suitable for most ages and fitness levels. Some bushwalking experience recommended. Tracks may have short steep hill sections a rough surface and many steps. Walks up to 20km.	Generally, a modified surface, sections may be hardened. Width: Variable and generally less than 1200mm. Kept mostly clear of intrusions/obstacles. Gradient may exceed 1:10 but generally no steeper than 1:10. Steps may be common.	Users need no bushwalking experience and a minimal level of specialised skills. May encounter natural hazards such as steep slopes unstable surfaces and minor water crossings. Users responsible for their own safety.	Built elements to be inspected and maintained regularly. Any built facilities to be managed for public risk. Inspection interval: 6 months or less.
Class 4 	Bushwalking experience recommended. Tracks may be long, rough, and very steep. Directional signage may be limited.	Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely.	Users require a moderate level of specialised skills such as navigation skills. May require maps & navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards.	Tracks to be inspected on a regular basis and after major natural events such as fires. Any built facilities to be managed for public risk. Inspection interval: 6 to 12 months.
Class 5 	Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. Walks may be more than 20km.	Limited modification to natural surfaces and track alignment may be indistinct in places. Minimal cleaning. Debris along the track.	Users require a high degree of specialised skills, may require maps and navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards.	Tracks to be inspected on a regular basis and after major natural events such as fires. Any built facilities to be managed for public risk. Inspection interval: 6 to 18 months.
Class 6 	Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. No defined track.	No modification of the natural environment.	Experience in the outdoors and a high level of specialised skills/equipment required. Need to be self-reliant, particularly for first aid/weather hazards.	Tracks will not be managed for public risk. Users will be responsible for personal safety and need to exercise appropriate care.

Mountain Bike Trails




The International Trail Marking System is used universally on ski fields and has been adapted by the International Mountain Bicycling Association (IMBA) for mountain bike trails.

The Australian Mountain Bike Management Guidelines (2019) adopted the IMBA system with some additions and further interpretations. The Mountain Biking Australia endorsed Trail Grading System is outlined in the table below.

Class		Description
Very Easy		Wide trail, no obstacles. Suitable for beginners.
Easy		Wide trail, some obstacles. Suitable for beginners with off-road bikes.
Easy with intermediate Sections		Single trail, some obstacles. Suitable for mountain bike riders.
Intermediate		Single trail, obstacles. May include steep sections. Suitable for skilled mountain bike riders.
Intermediate with Difficult Sections		Challenging & variable, some steep climbs/descents, loose surfaces, & unavoidable obstacles. Suitable for competent mountain bike riders.
Difficult		Dangerous & unavoidable obstacles, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders.
Extreme		Dangerous, severe trails & unavoidable obstacles, extreme levels of risk, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders.

Horse Riding Trails

The Horse Trail Difficulty Rating System includes a description of horse trail classifications, as outlined below.

Class		Description
Easy		Most suitable for novices seeking a relatively short distance trail requiring a basic level of skill and horse & rider fitness. Most likely to be fire roads or wide single tracks with a gentle grade (not exceeding 10%) and a relatively obstacle free, hardened natural surface. Likely to be shared-use.
Intermediate		Most suitable for riders seeking a short to medium distance trail requiring moderate levels of skill/fitness. Most likely to be a combination single trail and/or fire road with obstacles, variable surface, and a moderate slope. Likely to be shared-use.
Difficult		Suitable for riders seeking a very challenging trail requiring a high level of skill, fitness, and basic navigation skills. Most likely to consist of challenging single trail and/or fire road with many obstacles, variable surface, and steep sections. Some trail routes may not be marked at all. Likely to be shared-use, however may located in remote areas where encounters with others may be minimal.

Paddling Trails

River paddling is graded according to the International River Grading System. The following table provides a description of the first three grades (Easy, Medium and Difficult) of the rapid ratings, however it has a total of six levels including Advanced, Expert and Extreme.

Class	Description
Grade 1 (Easy)	Slow to medium flowing water with very small, regular waves or riffles. Relatively few obstacles, with an easy path to find and follow. Suitable for novices.
Grade 2 (Medium)	Rapids are straightforward with medium sized, regular waves. The path through rapids can be clearly seen from the water and is often indicated by well-defined chutes or Vs of water. There are some obstacles that require maneuvering around, but paddlers with a good command of basic strokes can easily miss them.
Grade 3 (Difficult)	Rapids have moderate, irregular waves and strong currents. Maneuvering is required to follow the preferred route. Small to medium sized stoppers may have to be negotiated. The route is difficult for inexperienced paddlers to see and scouting is advisable. Suitable for experienced Whitewater paddlers, with the ability to roll an advantage.

There is no universally accepted grading system for paddling in the sea, estuaries or large areas of open water. Sea and open water conditions vary according to many factors, which may include:

- Wind strength
- Duration the wind has been blowing
- Fetch (the distance over which the wind has blown)
- Depth of water
- Bottom type and shape
- Presence and type of shore lines
- Currents
- Air and water temperature
- Tide.

Trail Naming Conventions

Trail names play an important role in facilitating:

- Visitors to identify and understand the nature of the trail
- Management to promote and maintain the trail
- Emergency services to access the trail and identify specific locations.

Trail names are to be determined by the land manager with respect to the following considerations.

Consistency:

Trail naming should be approached consistently. A trail's name needs to be clearly determined to prevent confusion for management and users

Relevancy:

A trail's name should reflect the distinct natural and/or cultural features of the trail. Interpretive signage may be used to reinforce the relevance of the trail's name whilst educating users

Representation:

Trail names can be used to represent basic information about the trail such as location, key features and characteristics. Non-representative trail names can be misleading.

Defining Trail Names

The following definitions will assist in determining trail names which are consistent, relevant and representative to support trail promotion.

Circuit/loop trail: A trail which starts and ends at the same location. This can be communicated through the trail name and/or a corresponding symbol.

Linear trail: A trail which starts and ends at different locations. This can be communicated through a corresponding symbol.

Walking trail: A trail which permits the use of people on foot (walkers or runners).

Bridle trail or horse trail: A trail which permits the use of horse riding.

Mountain bike trail: A trail which permits the use of mountain bike riders, and usually requires a specialised mountain bike.

Cycle trail: A trail which permits the use of bike riders, and does not require a specialised bike.

Universal access trail: A trail which is accessible for persons with a disability (i.e. Class 1 in the Australian Walking Track Grading System).

Single-use trail: A trail which permits only one user type (e.g. walk, bike, horse ride).

Shared-use trail: A trail which permits use by any combination of trail users (e.g. walk, bike, horse ride)

Signage Considerations

There are a range of different types of recreational trail signs. These can be classified into the following:

- Trailhead
- Waymarking
- Directional
- Interpretive
- Management/warning.

The requirements of each type of sign are outlined on the following pages. These signage types are specific to recreational trails. It is important for the design and content of trail signage to also align with Council's strategies.

Key elements for consideration when developing signage for recreational trails are outlined below.

Adherence to Recognised Standards:

Information conveyed will comply with recognised Australian standards, thereby ensuring a high quality and safe experience for all trail users.

Consistency and Uniformity:

All signs will conform to accepted standards and will maintain a consistent theme along the entire trail.

Quality Information:

Quality on-trail information is provided as well as brochures and mapping. It is important that users are confident in the information provided.

Location:

Design and placement of signs is determined with consideration to the user's approach speed, impact on the scenic amenity and ability to be seen without obstruction of trees etc.

Visually Attractive and Simple:

Signs are visually attractive, easy to comprehend and suitable to the natural surroundings.

Materials:

Signs are designed to be resistant to factors such as vandalism and extreme weather events.

1. Trailhead Signs

A trailhead sign is the primary sign at the location where a user can access a trail and/or a network of trails. A trailhead is an important point of reference and is the appropriate location for associated trail infrastructure such as amenities, car parking and picnic facilities. As outlined in the following best practice example, it is important that trailhead signs are professionally displayed, simple to comprehend and include:

- Trail network name and map (if applicable)
- Trail name
- Trail map
- Trail grade/classification
- Trail distance and estimated time
- Trail type (loop, linear)
- Permitted trail user type/s (e.g. walk, bike, horse)
- Safety information (e.g. code of conduct, emergency contact information)
- Trail manager
- Website and/or QR code with further information.

In addition, trailhead signs can be used to enhance the trail experience through providing specific historical, cultural, geological and/or environmental features that can be found along a trail as well as to promote other recreational trails in the region.

Many trail users take digital photographs of the trailhead sign to refer to while using the trail or scan a QR code which provides the trail map on a smart phone (appropriate only where mobile network coverage is available).

Trail Head Case Study - Oyster Walk, Coffin Bay, SA



- ① Trail network name
- ② Navigation mapping including trail alignments, key trail support infrastructure (e.g. toilets, water supply, carpark, and picnic facilities)
- ③ Introduction to the area including interpretation
- ④ Individual trails and key information (distance, time, classification, permitted user types)
- ⑤ Trail classification system (generic)
- ⑥ Environmental sensitivities
- ⑦ Safety/management information, advice, trail user conduct, bush fire safety, land manager/emergency contact details
- ⑧ Land manager identification and branding
- ⑨ Interpretation and photography
- ⑩ Unique and weather resistant structure

2. Waymarking Signs

Waymarking signs provide trail users with reassurance that they are following the correct alignment. The amount of waymarking necessary is dependent on the type of trail and the target user group; difficult trails designed for experienced users often require less waymarking signage although these users tend to rely more on detailed signage at the trailhead. Waymarking signs are required at the beginning of a trail and at regular intervals along the route as well as at trail intersections. Where one section of alignment is used for multiple trails, all trails should be waymarked on the same signpost with corresponding colours or symbols, as shown in the following figure.

Waymarking Case Study - Bungendore Park, WA



- ① Loop or trail section name (remaining trail distance can be included)
- ② Loop or trail section directional arrow
- ③ Loop or trail section colour identification
- ④ Unique and weather resistant structure

3. Directional Signs

Directional signage is for directing users to or from the trailhead and other features, such as a nearby town, road or car park facility. These signs are particularly relevant at intersections where users are required to choose between a number of routes. It is usually appropriate to indicate the distance to/from the identified feature/s. Directional signage from a trail to a town can have positive economic impacts as users are more likely to impulsively visit the town if they are aware of its close proximity.

Directional Signage Case Study - Bright, VIC



- ① Trail type/name
- ② Location map
- ③ Loop or trail section directional arrow
- ④ Loop or trail section name and information (remaining trail distance can be included)
- ⑤ Unique and weather resistant structure

4. Interpretive Signs

Interpretive signage conveys educational material about the natural and/or cultural heritage features along a trail. This signage is designed to attract more users to the trail, engage trail users and provide for a well-rounded trail experience. Interpretive information can be provided at a trailhead and at points of interest along a trail.

Interpretive Case Study - Oyster Walk, Coffin Bay, SA



- ① Interpretive sign name
- ② Interpretive sign content title
- ③ Written interpretive information
- ④ Interpretation and photography images
- ⑤ Land manager identification and branding
- ⑥ Unique and weather resistant structure

5. Management/Warning Signs

Management/warning signage is used to advise trail users of dangers, risks or management policies such as trail user conduct, the temporary closure of a trail, bushfire threats or change of land management. The sign should clearly inform users of the risk and advise a precautionary action. These signs play an important role for both users and land managers in the risk and safety management of a recreational trail.

Management Sign, Kinchina Conservation Park, SA



- ① Trail type and conduct
- ② Code of practice and trail rules and recommendations
- ③ Trail warnings
- ④ Flora and fauna warnings
- ⑤ Fire warnings and restrictions
- ⑥ Emergency contact information

Risk Management

AS ISO 31000:2018 Risk Management Guidelines is an International Standard which provides principles and generic guidelines on risk management. This International Standard should be used as the basis for risk assessments relating to recreational trails.

Users of walking trails are exposed to various risks, many of which can be identified through a risk assessment process. It is important to ensure that a trail, at a minimum, provides for a reasonable standard of safety and that the level of difficulty and skills required are clearly communicated.

The level of intervention required will be based on the overall risk level determined and the classification of the track (i.e. Grade 1-5).

Risk Management is a four-step process involving:

- Step 1: Identify hazards
- Step 2: Assess risks
- Step 3: Control and manage risks
- Step 4: Review.

Trail Management Plans should be regularly updated and include assessment of risks and identification of appropriate mitigation measures.

The following Risk Assessment Matrix can be used to determine the overall risk rating for trail users.

		CONSEQUENCES					
		Health & Safety	Corporate Financial Loss	Natural Environment	Social/Cultural/Heritage	Community/Government/Reputation/Media	Legal
		Fatality or permanent disability or cost of injury more than \$100,000	Serious Injury or illness resulting in more than 31 calendar days absence from work or cost of injury between \$10,000 and \$100,000	Significant injury or illness > 7 days to < 31 calendar days absence from work or cost of injury between \$1,000 and \$10,000	Moderate injury or illness < 7 calendar days absence from work or cost of injury between \$100 and \$1,000	Minor injury or illness first aid needed not time lost or cost of injury less than \$100.	
		\$10 million to \$100 million	\$1 million to \$10 million	\$100,000 to \$1 million	\$12,000 to \$100,000	Up to \$12,000	
		Catastrophic & irreversible environmental damage. Full clean up not possible.	Major but reversible environmental damage. Full clean up extremely difficult and expensive	Significant local impact on or off work site requiring longer term clean up	Moderate environmental impact. Issue affects more than just the worksite. Quick clean-up possible	Minor environmental damage. Contained on worksite. Quick clean up possible.	
			Ongoing serious social issues. Significant damage to structures/sections of cultural significance		Ongoing social issues. Permanent damage to sections of cultural significance	Minor medium term social impacts on local population. Mostly repairable	
			Serious public or media outcry (international coverage)	Significant adverse national/media/public/Local Government attention	Attention from media and/or heightened concern by local community. Criticism by Local Government	Minor adverse local public or media attention or complaints	
		Serious breach. Prosecution including class actions and/or potential culpability/manslaughter implications. Loss of Licence to operate	Major breach of regulation. Major investigation by authority with litigation and/or potential criminal charges or major compensation implications	Significant breach of regulation with investigation or report to authority with possible prosecution and/or significant fine	Minor legal issues, non-compliance and breaches of regulation		
		A	B	C	D	E	
		Catastrophic /Fatality	Major/Serious	Significant	Moderate	Minor	
LIKELIHOOD	A	Almost Certain (at any time)	EXTREME	EXTREME	HIGH	MEDIUM	LOW
	B	Very Likely (in most circumstances)	EXTREME	HIGH	HIGH	MEDIUM	LOW
	C	Likely (may happen at some time)	HIGH	HIGH	MEDIUM	LOW	LOW
	D	Unlikely (could happen)	HIGH	MEDIUM	MEDIUM	LOW	INSIGNIFICANT
	E	Very Unlikely (probably won't happen)	MEDIUM	MEDIUM	LOW	INSIGNIFICANT	INSIGNIFICANT

Some of the identified risks associated with paths and trails across Whyalla include:

- Heights and cliff edges
- Unpotable water
- Bites/stings (e.g. snakes and spiders)
- Trips, slips and falls
- Unstable land formations (e.g. erosion)
- Trail user conflict
- Traffic (e.g. trails traversing on roads)
- Impacts on sensitive environments
- Unsafe built elements
- Getting lost in remote environments
- Unpredictable water bodies and tides
- Bushfires
- Extreme heat.

Trail construction and maintenance staff are also exposed to the following risks:

- Remote work
- Communication black spots
- Temperature extremes (hot/cold)
- Manual handling
- Plant and machinery
- Working at heights
- Failure to meet work health and safety requirements.

By understanding the potential risks and finding ways to minimise their impacts, trail managers can confidently respond should an incident occur.

Key components of risk management on walking tracks are ensuring:

- That users of are aware of the risks involved in the trail they choose to use
- That the level of risk is kept consistent with that outlined in the trail information
- That the trail manager is in a position to adequately and rapidly respond to hazards such as bushfire and flooding.

Ongoing trail and infrastructure maintenance require ongoing allocations of financial and human resources. The costs associated with maintenance will vary depending on track characteristics such as slope, weather, soil types, construction standards and usage patterns.

Trails can also be subject to natural events such as flooding and bushfires which can destroy trail surfaces and infrastructure. Future maintenance costs can be alleviated through effective design and construction of tracks, and proactive management involving a regular maintenance schedules in-line with the trail's classification (Grade 1 - 5 AS2156.1), which dictates the inspection and maintenance intervals required.

Inspections should be undertaken at a frequency in line with the inspection interval for the trail's classification level. For example, Class 1 trails require a high duty of care and so inspection intervals of 30 days or less are recommended. Whereas a Class 4 trail is recommended to be inspected every 6-12 months and after major natural events such as floods and fires.

Hazard inspections should include assessments of:

- The condition of the track surface noting erosion or damage, slippery rock or clay sections and obstructions/trip hazards
- The condition of built elements
- Adequacy of signage
- Consideration of overhanging limbs or overgrown vegetation
- Fall heights and trip hazards.

The Emergency+ app is considered the best practice emergency location system across Australia and is endorsed by state and territory governments.

To increase the safety of reserve users, it is recommended that trailhead signage advises users to download the (free) Emergency+ mobile app. The app guides users as to when they should call Triple Zero (000) and who to call in different non-emergency situations. It also helps dial the number and shows the phone's Global Positioning System (GPS) coordinates for the caller to read out to the operator. The app is available in various languages.

Understanding E-Bikes

While traditional bike technology is likely to continue to stabilise, the rapid emergence of the e-bike is likely to have a profound impact on recreation trail use. As technology improves the bikes will become a much more common feature on trails, making cycling activities more accessible to more people. Being able to cycle at higher average speeds, cover longer distances and ride up hills more easily makes e-bikes an attractive option for both recreation and commuting.

While various types of cyclists can utilise e-bikes, they are not necessarily ideal or appealing to certain types of mountain bike riders due to the compromises required on other design features, such as the additional weight of the bike.

Management of E-bikes in Natural Areas

There is no standard approach to management of e-bikes in natural areas across Australia and many existing trail management policies and signs were established prior to e-bikes being available. For example, signs which prohibit the use of 'motor vehicles', which can be ambiguous. All conditions for cycling and bicycles in wilderness areas and nature reserves also apply to e-bikes.

Power-Assisted Pedal Cycles

A power-assisted pedal cycle is a bicycle that:

- Is designed to be propelled solely by human power
- Has one or more auxiliary (electric) propulsion motors attached to assist the rider.

This means that it must be possible to propel the bicycle only by the rider pedaling it. The primary driving force should be the rider, and the motor is only intended to help the rider, such as when going uphill or cycling into a headwind, or to cycle at a speed they cannot maintain solely by pedaling.

There are two types of power assisted pedal cycles, described as follows:

1. Power-assisted pedal cycle - maximum power output 200 watts. The auxiliary motor/s must not be capable of producing a combined maximum power output exceeding 200 watts, whether or not the motor/s is operating
2. Power-assisted pedal cycle - maximum power output 250 watts (a 'pedalec') A 'pedalec' is a vehicle complying with the requirements of European Standard EN 15194: 2009 or EN 15194:2009+A1:2009: 'Cycles – Electrically power assisted cycles.'

To comply with EN 15194:

- The motor must be electric
- The maximum continuous power output of the motor cannot exceed 250 watts at the wheel
- The rider must pedal to activate the motor
- The motor must cut-off once the vehicle reaches 25 km/h, or sooner if the rider stops pedaling
- The vehicle must be certified by the manufacturer and labelled as complying with EN 15194.

03

AUDIT



Audit Process

Initial Audit Process

The first step of the path and trail audit process involved identifying existing and suitable potential paths and trails via desktop, for inclusion in the paths and trails inventory and to inform the subsequent on-ground site visits and GIS mapping. This process was informed by a range of sources including:

- Strategic background documents
- Consultation findings
- Review of existing promotional material
- Comprehensive online research.

Paths and trails with a mix of experiences have been identified, including:

- Mountain bike trails
- Walking paths and trails
- Cycling paths
- Running trails
- Hiking trails.

On-Ground Site Visits and GIS Mapping

The next step in the audit process involved an on-ground site visit to the City of Whyalla to gain a comprehensive understanding of existing paths and trail and issues and opportunities across the City. Paths and trails were ground truthed and audited, with collection of spatial information including qualitative and quantitative attributes of the path and trail network. This data was collected with ESRI's ArcGIS Collector Software, which allows for spatial data collection for each attribute, including georeferenced photographs.

These attributes included:

- Trail user types
- Trail condition
- Trail alignment and specifications
- Trail classification
- Trail support infrastructure
- Trail accessibility
- Trail hierarchy
- Signage
- Hazards
- Key points of interests.

Key Audit Findings

Key issues identified through the on-ground trail audit include:

- Lack of formalised and designated trails for mountain biking
- Lack of clear and reliable path and trail information, on the ground and online. Most paths and trails across the City did not have trail information/signage with the relevant classification according to the Australian Standard 2156.1
- Many path and trail alignments are not clearly defined on the ground (e.g. via waymarkers) and/or communicated through trail information provided (e.g. online)
- Infrastructure along trails is in varying condition or is non-existent. Support infrastructure such as seats and shelters are impacted by coastal or arid environments
- Many paths and trails do not optimise connectivity of key facilities and points of interest
- Many path and trail names are not reflective of the trail experience offered
- There is no consistent, reliable and central source of information for paths and trails in the City of Whyalla
- There is a lack of safety infrastructure for paths and trails that traverse close to roads
- Many trails lack a primary trailhead
- Unauthorised use of trails by vehicles, which poses issues such as environmental degradation, creation of illegal tracks and unsafe trail user interaction.

Formal Paths and Trails

The below table details the key formal (existing) paths and trails across the City of Whyalla which have been identified as part of the background review and audit process. The table identifies the trail network, trail name, classification, distance, duration and primary use.

Trail Network	Trail Name	Classification	Distance	Duration	Primary User/s
Centenary Trailways	Whyalla Wetlands Trail Network	Class 2	4.75km	1 hour 30 minutes	Walk/Run/Cycle
	Education and Cultural Walk	Class 2	2.1km	30 minutes	Walk/Cycle
	City Walk	Class 4	1.9km	45 minutes	Walk
Northern Coastline	Freycinet Trail	Class 4	12km	4 hours	Walk/Cycle/Drive
	Gulf & Ranges Trail	Class 4	4km	1 hour 30 minutes	Walk/Cycle
	First Nation Trail	Class 4	13km	4 hours	Walk/Cycle/Drive
Foreshore	Whyalla Foreshore Pathway	Class 2	1.5km	20 minutes	Walk/Run/Cycle
	Ada Ryan Gardens	Class 2	~700m	15 minutes	Walk/Run/Cycle
Mount Laura	Mount Laura Mountain Bike Network	Green - Black	>10km	N/A	Mountain Bike
Town Paths/Bicycle Lanes	Town Path Network (off-road)	N/A	>10km	N/A	Walk/Run/Cycle
	Town Bicycle Lanes (on-road)	N/A	>10km	N/A	Cycle

Potential Paths and Trails

The below table details the key potential future paths and trails across the City of Whyalla which have been identified throughout the background review, consultation and audit process. These trails are either key existing informal trails or current trail concepts/proposals.

Trail Name	Classification	Distance	Primary User/s
Scenic Peaks of Whyalla	N/A	N/A	Drive
Mount Laura Walk Trail	Class 4	>10km	Walk
Hummock Hill Lookout Walk	Class 4	500m	Walk
Tower Hill Walk Trail	Class 3	650m	Walk
Rocky Hill Walk Trail	Class 3	500m	Walk
Mangroves Trail Network	TBC	~5km	Walk/Run
Jubilee Park Trail Network	TBC	>10km	Walk/Run
Port Bonython Loop Trails	TBC	~4km	Walk/Run
Port Bonython Dive and Snorkel Trail	N/A	N/A	Dive/Snorkel
Whyalla Foreshore Paddle Trail	N/A	N/A	Paddle

Paths and Trails Map

The following map visually depicts the geographical location of the key formal (existing) paths and trails and the proposed paths and trails within the City of Whyalla.

LEGEND

Existing Trails

- ① Whyalla Foreshore Pathway
- ② Ada Ryan Gardens
- ③ Whyalla Wetlands Trail Network
- ④ City Walk
- ⑤ Education and Cultural Walk
- ⑥ Mount Laura Mountain Bike Network
- ⑦ Freycinet Trail
- ⑧ First Nation Trail
- ⑨ Gulf and Ranges Trail

Proposed Trails

- ① Whyalla Foreshore Paddle Trail
- ② Mangroves Trail Network
- ③ Hummock Hill Lookout Walk
- ④ Tower Hill Walk Trail
- ⑤ Rocky Hill Walk Trail
- ⑥ Jubilee Park Trail Network
- ⑦ Mount Laura Walk Trail
- ⑧ Port Bonython Dive and Snorkel Trail
- ⑨ Port Bonython Loop Trail
- Scenic Peaks of Whyalla



04

CONSULTATION



Consultation Process

Communication and Consultation Plan

The first step in the consultation process involved working with the Project Team to prepare a Communication and Consultation Plan, which identified key stakeholders and guided the consultation process to ensure effective and timely communication between all project stakeholders.

Project Information Flyer

To clearly and concisely communicate the project objectives, scope and consultation process to the project's key stakeholders and the broader community, a Project Information Flyer was developed. Below is an image of the Project Information Flyer which was distributed to the project's key stakeholders and promoted to the broader community.



Community Online Survey

A survey of the broader community including path and trail users was conducted to assist in determining the usage and demand of the existing trail network, and the issues and opportunities for consideration in the Master Plan. The information that was collected through this survey includes:

- Existing paths and trails used
- Popularity/frequency of path and trail activities
- Positives of the existing paths and trails
- Improvements and upgrades for the existing paths and trails

- Perception of trail experience, quality and user friendliness
- Future trail development opportunities
- Path and trail features (e.g. signage, connectivity, parking).

The survey was developed online through the SurveyMonkey platform.

Community Workshop

The Community Workshop was held on the 11th of May, 2022 and provided the opportunity for interested members of the broader community to provide input into the Master Plan. The Community Workshop was interactive and had a solution-based focus on the challenges and opportunities for paths and trails in the City of Whyalla.

Council Workshop

The Council Workshop was held on the 24th of May, 2020 and provided the opportunity for Executive Management and Elected Members who have an interest in paths and trails in the City of Whyalla to contribute to the Master Plan.

Key Stakeholder Interviews

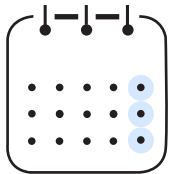
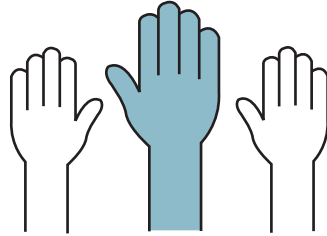
The key stakeholder interviews were conducted throughout June, 2022 to ensure that all relevant stakeholders were engaged and had the opportunity to provide input into the Master Plan. The following stakeholders were contacted to provide input:

- Elected Member, Whyalla City Council
- Tourism Assets Development Officer, Whyalla City Council
- Event Organiser/Community Member
- President, Saltbush Orienteers
- President, Whyalla Harriers
- Executive Director, Walking SA
- Tourism Development Manager, Regional Development Australia Eyre Peninsula
- Community Liaison Officer, Barngarla Determination Aboriginal Corporation
- President, U-Pedal Cycles
- Whyalla & Districts 4WD Club.

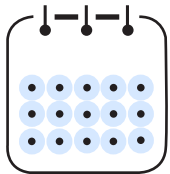
Community Online Survey Key Findings

The below data summarises the key findings from the community online survey.

220
RESPONSES



87% HAVE USED PATHS OR TRAILS WITHIN THE PAST 12 MONTHS



13% HAVE NOT USED PATHS OR TRAILS WITHIN THE PAST 12 MONTHS

Top Trail Activities



1 BUSHWALKING



2 MOUNTAIN BIKING/
OFF-ROAD CYCLING



3 ROAD CYCLING



4 NATURE APPRECIATION



5 PADDLING (CANOE/KAYAK)

Rating of Path and Trail Features

(combined % for 'good', 'very good' and 'excellent')



15% SIGNAGE



10% INFORMATION PROVISION



28% MAINTENANCE



31% NUMBER AND DIVERSITY



46% QUALITY



28% ACCESSIBILITY FOR ALL



16% SUPPORT FACILITIES



38% CAR PARKING



31% SAFETY AND SECURITY



61% TRAIL USER CONDUCT



6% PROMOTION AND AWARENESS



16% CONNECTIVITY



33% CONTRIBUTION TO TOURISM

Overall Path and Trail Experience Rating



Community Workshop Key Findings

The below table summarises the key findings from the Community Workshop.

Topic	Key Findings
<p>Centenary Trailways (City Walk, Wetlands Walk, Education and Cultural Walk)</p>	<ul style="list-style-type: none"> • The City Walk is mostly used by visitors. • The Wetlands Walk is mostly used by the local community, however visitors also use the Wetlands Walk to see the varying species of birdlife. • The Centenary Trailways were mainly developed for walking, however there are an increasing number of bikes (including e-bikes) that ride on these trails. Therefore, it is critical to link these trails to the bike paths around town. • There is a desire to see wayfinding installed in the Education Precinct. • There is potential to provide electric bike charging stations along bike paths and from the library down to the foreshore. • Opportunity to develop the Wetlands Walk into a grade one/universal access trail. • There is interesting existing historical information regarding the development of the wetlands and their environmental significance (e.g. many species of birdlife), which can be promoted on signage. • There is a need to improve signage and information around the Wetlands Walk (e.g., information about different destinations). • A link could potentially be provided to the Old Whyalla Airport Hangar. • The Whyalla City Plaza Traders would like to further develop and revamp the Plaza, possibly with artwork/statues.

Topic	Key Findings
Freycinet Trail	<ul style="list-style-type: none"> • The Freycinet Trail is difficult to follow in some sections. • The Freycinet Trail traverses on the side of the road in some sections which is potentially unsafe. • Most people generally walk certain sections rather than the full length of the Freycinet Trail. • The driving section of the Freycinet Trail would be difficult to traverse without a four-wheel drive. • The current trailhead sign doesn't meet the Australian Standard for Walking Tracks Classification and Signage (AS2156.1). • The coastline is scenic, and the views are special. Unique heritage and geologically significant sites (e.g. Shingle Dunes System). • The target market would more be caravanners/campervanners and avid hikers. The length of trail (12km each way) does not appeal to many people who are often seeking shorter walks and loop experiences. • Potential to seal the driving section of trail which would open up another market to people who do not have four-wheel drives. • Sections of the Freycinet Trail which have tidal influences may require boardwalk infrastructure. Also, sections of trail which pass through significant heritage and geological sites will require further planning and awareness. • Potential to promote a scenic drive between Fitzgerald Bay and Point Lowly.
Hummock Hill	<ul style="list-style-type: none"> • A goat track exists up the front of Hummock Hill (foreshore side) and this track has the potential to become formalised and link to the foreshore. • Potential to install a trailhead sign at the bottom of Hummock Hill. • Some people in the local community are not comfortable walking/cycling up Hummock Hill on the path that traverses on the side of the road. • Hummock Hill has a combination of European and Indigenous history as well as environmental value that can be reflected on signage. There is also an opportunity to work with local industries to install signage that provides information on the industries that operate in the area. • People in the local community believe that the offroad trail that traverses up the back of Hummock Hill (industrial side) should be improved.
Scenic Peaks of Whyalla (Hummock Hill, Tower Hill, Rocky Hill, Mount Laura)	<ul style="list-style-type: none"> • Challenge is the consideration around how this trail is delivered (e.g. full walking trail or walking/driving trail) as there are challenges with creating a full walking experience in this area. • There may be potential for a short nature walk and carpark at each hill. Links to each hill could be promoted as driving trails rather than walking/cycling trails, which would likely appeal to the 'short walk' market.

Topic	Key Findings
Mangroves Trails	<ul style="list-style-type: none"> • The Mangroves Walk has existed for many years and was previously a landfill site which was known as ‘Mount Dump’. • Important to inform trail users of the environmental significance of mangroves. The mangroves span from the edge of town down the coastline, and this is one of the most extensive areas of grey mangrove growth. • There is a long-term opportunity to link the foreshore path to the Mangroves. There is also potential to link the Wetlands to the Mangroves.
Mount Laura	<ul style="list-style-type: none"> • The trails up Mount Laura are quite steep, and the condition has deteriorated over time. • Most of the land around Mount Laura is under Council care and control. • A challenge with Mount Laura is the telecommunications infrastructure at the summit which potentially restricts development. • There are many competing trail user groups and needs in Mount Laura (e.g. motorbikes, mountain bikes, hikers) and there is a need to provide trails for all user groups. • There have been talks of linking Mount Laura to Wild Dog Hill (mainly for mountain biking), however there are a number of issues associated with this and there is a portion of the community who are unsupportive of this. • A key opportunity may be to develop a mountain bike trail network in Mount Laura as it’s a location many people pass on travels to/from other locations on the Eyre Peninsula. • Opportunity to develop a Recreation Plan for Mount Laura to identify and establish different recreational uses in different zones. • Potential to formalise the existing trails at Mount Laura and connect these into town. • Potential to establish a formalised trail care group to maintain trail infrastructure. • There are impressive views at the summit of Mount Laura. • There may be some places of Aboriginal significance in the area. • Important to establish and promote areas for conservation as well as areas for recreation/trails. • There was previously an agreement in place with the Whyalla 4WD Club to manage a portion of land behind Mount Laura for responsible four-wheel driving. • Many local community members walk their dogs on the informal trails around Mount Laura. • It appears the trails around Mount Laura are utilised by mountain bike riders and there is currently a high demand for mountain bike trails.

Council Workshop Key Findings

The below table summarises the key findings from the Council Workshop.

Topic	Key Findings
Northern Coastline	<ul style="list-style-type: none"> • There are plans to extend the Freycinet Trail (e.g. the First Nation Trail). • The Northern Coastline has Indigenous significance. • Some sections of the Freycinet Trail require trail users to walk/cycle on the road, which is potentially dangerous. • Potential to link trails with the cuttlefish area, providing a stopover and other tourism offerings/packages. • Potential to provide a trailhead at the cuttlefish area. • Potential to link trails to the new hydrogen plant. • Important to provide trail loop experiences rather than long linear trails to improve access. There is the potential to create trail loops in smaller sections of the Freycinet Trail.
Scenic Peaks of Whyalla	<ul style="list-style-type: none"> • Connects with the Seven Sisters Dreamtime Story. • There is merit to develop the Native Hills Concept as a series of 'short walks' rather than one long trail experience. • The summit of each hill provides a scenic view.
Hummock Hill	<ul style="list-style-type: none"> • Linking Hummock Hill to the Foreshore Precinct is an achievable 'low hanging fruit' project. • Formalising the goat track up Hummock Hill and linking this to the Foreshore Precinct is a key priority.
Mount Laura	<ul style="list-style-type: none"> • Potential to formalise the trails around Mount Laura, including provision of mountain bike trails, nature walks and summit walks.
Mangroves and Foreshore Precinct	<ul style="list-style-type: none"> • Potential to develop a walking trail loop from the Foreshore Precinct, around the mangroves and back to the Foreshore Precinct. • Potential to develop an exceptional boardwalk at the mangroves linking to the Foreshore Precinct. A future mangroves trail has the potential to provide a unique experience and educate users on the significance of the mangroves.
Events	<ul style="list-style-type: none"> • Opportunity for events which promote and attract people to use trails. • Potential to have trail open days, which are marketed through branding and promotions.
Trail Groups	<ul style="list-style-type: none"> • An organisation used to exist called 'Friends of Wild Dog Hill'. This organisation maintained the Wild Dog Hill Trail and the surrounding environment. There is potential to re-establish a 'friends of' or 'trail care group' in Whyalla.

Key Stakeholder Interviews Key Findings

The below table summarises the key findings from the key stakeholder interviews.

Stakeholder	Key Findings
<p>Elected Member, Whyalla City Council</p>	<p>Mangroves Walk</p> <ul style="list-style-type: none"> • There are existing usable launching areas for kayaks at the mangroves. • There is potential to formalise the trails at the mangroves for walking (likely to be a long term opportunity). • These mangroves are some of the most extensive and unique in South Australia. <p>Mount Laura</p> <ul style="list-style-type: none"> • The existing quarry at the back of Mount Laura is almost encroaching on the trails and may become a hazard in the future. • A large cave exists on the Whyalla side of Mount Laura. There is an opportunity to connect trails to this cave. Many smaller caves are also being created on the Whyalla side of Mount Laura due to erosion. • The trails and vegetation on Mount Laura are becoming eroded by four wheel drives and trailbikes. • It is important to preserve the integrity of the telecommunications tower and associated infrastructure at the summit of Mount Laura. • The trails on Mount Laura have the potential to provide for mountain biking and walking. There are good trails at the back of Mount Laura for mountain biking and these could be formalised into a mountain bike park. <p>Scenic Peaks of Whyalla</p> <ul style="list-style-type: none"> • Develop trails on each of the four hills in Whyalla (Hummock Hill, Tower Hill, Rocky Hill, Mt Laura), with the provision of infrastructure. • Develop short walks at each hill as a starting point, with an appealing map showcasing each of the peaks and the trail experience. • Provide carparking at the summit of Tower Hill and carparking at the bottom of Rocky Hill. • A key priority is to develop a strategic master plan for this concept. <p>Indigenous History</p> <ul style="list-style-type: none"> • Freshwater springs used to exist at the base of Hummock Hill. • An Indigenous sacred rock exists at the Foreshore Precinct.
<p>Tourism Assets Development Officer, Whyalla City Council</p>	<p>Trail User Market</p> <ul style="list-style-type: none"> • The largest share of the trail user market is generally seeking short, loop trails, rather than long distance one-way trails. Opportunity to showcase the ‘best’ locations, for example through ‘short walks’. <p>Northern Coastline</p> <ul style="list-style-type: none"> • There are plans for broader development of the Northern Coastline with campsites and entry statement signage. The development of the First Nation Trail and Gulf and Ranges Trail are the first steps for this project. • The Northern Coastline is all Crown Land (Council manages the roads).

Stakeholder	Key Findings
<p>Event Organiser/ Community Member</p>	<p>Mountain Biking</p> <ul style="list-style-type: none"> • Unsanctioned trail network, many informal trails being developed. • Volunteers keep the mountain bike trails tidy. • Key issue is motorbikes using the trails which have been developed for mountain bikes. There is a need to distinguish between trails for mountain bikes and trails for motorbikes. • Potential to formalise a mountain bike trail network, which will require an assessment of the existing tracks and consolidation of many tracks. • There is likely to be interest in developing a Mountain Bike Club. <p>Events</p> <ul style="list-style-type: none"> • A triathlon is held at the foreshore. • The Wild Dog Enduro Event and the Howling Dog Trail Running Event are held at Mount Laura. The Wild Dog Enduro attracts 100+ people per year. <p>Freycinet Trail</p> <ul style="list-style-type: none"> • The four wheel drive track is not attractive for walking, running or cycling. • Potential for a purpose built mountain bike trail (loop) in this area. <p>Foreshore and Mangroves</p> <ul style="list-style-type: none"> • Upgrade the foreshore path, creating access into the mangroves (will require access in front of caravan park) and through to the wetlands. <p>Ada Ryan Gardens</p> <ul style="list-style-type: none"> • Potential to complete a footpath in the gardens. <p>Walking and Cycling Routes</p> <ul style="list-style-type: none"> • Roberts Terrace footpath to be improved and widened. • Need for walk/cycle connectivity along Nicholson Avenue and Elliot Street
<p>President, Saltbush Orienteers</p>	<p>Saltbush Orienteers</p> <ul style="list-style-type: none"> • The Club is seeking opportunity for fixed course orienteering in Whyalla. • The Club runs a series of bush events across the year. These events are held in locations up to 1 hour and 30 minutes drive from Whyalla. • The Club has lost access to some bush areas with the expansion of the army land to the north and west of Whyalla. • The Club organises 'street events' in summer (foreshore, parks etc.). <p>Mount Laura</p> <ul style="list-style-type: none"> • Existing recreation is not very well managed at Mount Laura. • There is a hill across from the Visitor Information Centre which may provide opportunity for trails linked with Mount Laura. • Improved management of Mount Laura should be a key priority for Council. The environment is degraded from unmanaged four wheel drives. <p>Scenic Peaks of Whyalla</p> <ul style="list-style-type: none"> • Scenic views are worth highlighting/showcasing. It is difficult to link the peaks (unless via footpath which is not very appealing as a 'trail'). • Visitors would likely use a short 'loop trail' at the peaks if they could drive there and park.

Stakeholder	Key Findings
President, Whyalla Harriers	<p>Whyalla Harriers Events</p> <ul style="list-style-type: none"> • The Australia Day Fun Run event attracts several hundred participants. • Whyalla Harriers have previously trialled the parkrun at the Whyalla Wetlands, however, this location would need to be universally accessible. <p>Hummock Hill and Foreshore Precinct</p> <ul style="list-style-type: none"> • There are some surface issues present on the paths along the Foreshore. • The interface between people and vehicles at the Foreshore is a major issue. • Recommended that the Foreshore is developed into an accessible area. • The goat track up Hummock Hill has potential to become formalised. • The current lighting is poor at Hummock Hill. <p>Mangroves Trails</p> <ul style="list-style-type: none"> • The mangrove trails are located on Crown Land. • There is rubbish in the soil from when the mangrove area used to be a tip. • People use the mangrove trails for four wheel driving or trailbiking. • Potential to provide a thoroughfare through the caravan park linking the Foreshore to the mangrove trails. <p>Scenic Peaks of Whyalla</p> <ul style="list-style-type: none"> • The Scenic Peaks Concept would be difficult to develop as a connected trail due to the availability of paths and the vast area between each hill. • Tower Hill is not very user friendly due to the telecommunications tower. • Potential to provide an area for mountain biking and an area for four wheel driving at Mount Laura. • There is a good triangular track out the back of Mount Laura which has the potential to become formalised. • Environmental degradation is an issue at Mount Laura. <p>Freycinet Trail</p> <ul style="list-style-type: none"> • The 12km Freycinet Trail is suitable for experienced trail runners only. • There is a lack of awareness of risk management in isolated areas. • There is an existing walking trail which traverses into the sandhills, past Santos and along the coast to Fitzgerald Road. <p>Civic Park and Ada Ryan Gardens</p> <ul style="list-style-type: none"> • Civic Park is ideally located close to the centre of town. There is currently no distinct pathway through Civic Park. • There is an existing pathway which traverses around Ada Ryan Gardens and there is potential to extend and formalise this path. <p>Jubilee Park</p> <ul style="list-style-type: none"> • Whyalla Harriers have a clubhouse at Jubilee Park (located on Crown Land). Land to the west of Jubilee Park provides a unique environment and is home to some of the best off-road running tracks in Whyalla, however, signage is poor.

Stakeholder	Key Findings
<p>Executive Director, Walking SA</p>	<p>Paths and Trails</p> <ul style="list-style-type: none"> • Link recreational paths into transport opportunities. • Dedicated on-road bike paths with hard separation from traffic adjacent and off-road pedestrian paths (best practice). • Create and highlight connections. • Link multiple trails from trailhead with differing difficulties and lengths. • Tie in trails to highlights of the region. <p>Trail Culture</p> <ul style="list-style-type: none"> • Target positive media releases and education rather than rigid rules and regulations for path use. • Great signage, wayfinding and maps increases engagement.

05

VISION AND PRINCIPLES



Planning Pyramid

A common vision for paths and trails across Whyalla City Council provides a goal for Council, organisations and the wider community to coordinate initiatives.

As illustrated below, the vision facilitates the development of associated strategic outcomes, which in turn provide the framework for the development of Strategies (specific approaches to achieve the strategic outcomes and fulfill the vision).

Individual actions are then identified to deliver on each of the strategies and address the relevant issues and opportunities identified through research, on-ground audits and consultation.

Utilising this approach produces a clear and actionable implementation plan toward the achievement of the overall vision.

Vision

The vision for the Whyalla Path and Trail Master Plan is:



“Diverse, high quality, accessible and sustainable paths and trails which are effectively promoted and managed to attract visitors and locals to share in the unique and iconic experiences that Whyalla has to offer, from the hills to the sea”.



Planning Principles

The following principles have been developed to guide the planning and management of trails across the City of Whyalla. These principles underpin strategic outcomes, strategies and actions which are detailed in the Action Plan.



Access

Consideration is given to ease of access for all members of the community, including local residents and visitors.



Sustainability

Trail planning and development takes into account short and long term community, health, social, economic and environmental considerations.



Community Benefit

Trails offer economic, health, wellbeing and community connection outcomes for residents.



Quality Trails

Good planning, maintenance and support networks result in a diverse network of fit-for purpose, sustainable and high quality trails.



Consumer Focus

Trails are planned and developed to match current community and market needs and respond to future change.



Evidence Base

Effective monitoring and evaluation are undertaken to contribute to planning.



Visitor Economy Contribution

Opportunities are realised for trails to support growth in tourism resulting in increased visitors, spend, new business enterprises and job creation.



Aboriginal Participation

Opportunities are realised that contribute to awareness of Aboriginal culture and values through trail initiatives.



Consistency

Lead agencies and relevant stakeholders enact consistent change.



Innovation

Global advances in trail development and emerging relevant technologies (such as media, measurement, research) are reflected in trail improvements.



Engagement

The community and user groups have the opportunity to become ambassadors for the trail sector through consultation, feedback and active participation in trail use and events.

Strategic Outcomes

In order to deliver the vision, the following series of Strategic Outcomes have been developed.

A. Integrated Planning & Management

Underpinning a sustainable, integrated and accessible trails network in a strategic and coordinated approach to trail planning through key stakeholder collaboration and prioritised & targeted investment.

B. Quality, Sustainable & Accessible Paths & Trails Network

Initial focus on upgrading the existing trails network to deliver sustainable and accessible trails within identified existing trail activity areas. Build upon the improved existing trail network to provide additional recreational trail opportunities, maximising the potential of the region to cater for a wide range of recreational trail users and aiming to deliver outstanding trail experiences.

C. Information, Marketing & Participation

Encourage strong local community and visitor participation in recreational trail activities through effective promotion and marketing of the region's trails and the associated programs and experiences available.

D. Management & Maintenance

Underpinning a sustainable, integrated and accessible trails network is a strategic and coordinated approach to trail planning through key stakeholder collaboration and prioritised & targeted investment.

E. Community, Tourism & Economic Development

Capitalise on the opportunities presented by a well-designed trails network for health, environmental, cultural, economic and transportation/livability benefits.

06

IMPLEMENTATION



Overview

Prioritisation

Strategies have been prioritised as 'High', 'Medium', or 'Low', based on:

- **Benefit:** Overall benefit to the region and community (social, environmental, economic)
- **Need/Demand:** field observation, requirement to mitigate existing levels of risk, consultation findings, contribution to broader Council objectives
- **Feasibility:** project size, resource requirements/ cost, social, economic or environmental constraints, likelihood of successful implementation
- **Location:** Proximity to residential populations, proximity to existing trails networks, identified gaps in current provision, connectivity, proximity to significant visitor/tourist attractions.

It is anticipated that implementation of many actions will include further consultation with stakeholders and the wider community. Levels of community interest in a project should further inform prioritisation. A potential project that generates a high level of public interest and is considered to be relatively easy to implement at reasonable cost should be prioritised above a project which requires substantial funding, has significant constraints and/or limited public interest.

Cost Estimates

An estimate of the resources required to implement each action has been identified to inform Council with its budget processes. These are broad estimates and should be reviewed prior to implementation or as part of annual business and budget planning. The following indicative cost estimates have been used in the Strategy & Action Plan:

- Low: <\$50,000
- Medium: \$50,000 - \$100,000
- High: \$100,000 - \$500,000
- Major: >\$500,000.

Indicative Timeframes

Actions have been identified with indicative timeframes acknowledging that it is not feasible to deliver all of the identified actions at the same time. Timeframes are indicated as follows:

- Immediate: 2023
- Short: 2024 - 2027
- Medium: 2028 - 2030
- Long: 2031 – 2033.

These timeframes should be reviewed periodically acknowledging that the schedule of implementation will be influenced by funding priorities. Key projects requiring initial feasibility studies, design development and/or cross-agency collaboration will likely take multiple years. Some actions will be reliant on successful completion of other actions.

Partners

Partnerships will be required for the implementation of this Master Plan and ongoing trail management, maintenance and funding. These will be especially crucial where complexities surround the planning and development of trails. Key partners are likely to include:

- Whyalla City Council
- National Parks and Wildlife Service (NPWS)
- Department for Infrastructure and Transport (DIT)
- Traditional Owners
- Private Landowners
- Neighbouring Local Governments
- Developers
- Landscapes SA
- Walking SA
- Regional Development Australia
- Environmental Groups
- Community Groups
- Trails Working Group
- Whyalla Harriers
- Local Community
- Businesses
- Police
- Visitor Information Centre.

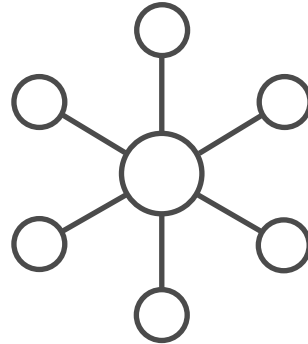
Strategy and Action Plan

A Strategy and Action Plan has been prepared to enable a staged approach for the enhancement of paths and trails across the City of Whyalla and to achieve the vision.

The below table provides an overview of each strategic outcome and the associated strategies.

Strategic Outcome A: Integrated Planning & Management		Overall Priority
A1	Upgrade existing Council managed paths and trails, advocate for improvements to trails managed by other agencies and progress with current path and trail development projects.	High
A2	Develop and implement a robust and integrated path and trail planning and management framework for Whyalla City Council and its partners.	High
A3	Ensure public access to Council managed land is maintained and seek to secure public access to additional land where this forms a strategic corridor for potential future paths and trails.	Medium
A4	Ensure that management and maintenance structures for all current and future paths and trails are clearly defined.	High
Strategic Outcome B: Quality, Safe & Sustainable Existing Path & Trail Networks		Overall Priority
B1	Enhance and progressively upgrade the Whyalla Foreshore Pathway for recreational use, provide safe connections to key points of interest and promote as a tourism drawcard.	High
B2	Formalise the Mount Laura Mountain Bike Trail Network to provide a regional level mountain bike park which is sustainable, safe and preserves the natural environment.	High
B3	Distinguish four separate loop trails at the Whyalla Wetlands and progressively upgrade these to provide a variety of recreational and educational trail experiences.	High
B4	Maintain and enhance the Education and Cultural Walk.	Low
B5	Maintain and enhance the City Walk.	Low
B6	Enhance the Freycinet Trail to provide a safe and well defined trail experience, offering spectacular coastal views.	Medium
B7	Determine the feasibility of formalising the Gulf & Ranges Trail to provide a high quality loop trail experience, offering views of the Gulf and Flinders Ranges.	Medium
B8	Determine the feasibility of formalising the First Nation Trail to provide a safe and well defined trail experience, and to connect the Freycinet Trail and Gulf & Ranges Trail.	Medium
B9	Maintain and enhance the off-road Town Path Network, including the development of key off-road path connections and road crossing points.	Medium
B10	Maintain and enhance the on-road Town Bicycle Lanes to provide a safe and well connected network of bicycle lanes.	Medium

Strategic Outcome C: Sustainable, Responsible & Relevant Path & Trail Developments		Overall Priority
C1	Develop a Scenic Peaks of Whyalla drive trail.	High
C2	Reinstate the Hummock Hill Lookout Walk to link with and complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty.	High
C3	Develop a short loop trail at Tower Hill utilising existing tracks and provide appropriate support infrastructure.	Medium
C4	Develop a short loop trail at Rocky Hill utilising existing tracks and provide appropriate support infrastructure.	Medium
C5	Develop a short out and back trail to the summit of Mount Laura Walk Trail utilising an existing track and provide appropriate support infrastructure.	High
C6	Formalise the Mangroves Trail Network for recreational use and provide a key connection to the Whyalla Foreshore Pathway.	High
C7	Formalise the Jubilee Park Trail Network for recreational use.	Low
C8	Develop a short walk loop trail experience at Port Bonython.	Medium
C9	Develop a dive and snorkel trail from Black Point to Stony Point in Port Bonython.	Medium
C10	Develop a paddle trail along Whyalla Foreshore.	Low
Strategic Outcome D: Information, Marketing & Participation		Overall Priority
D1	Provide consistent and reliable path and trail information and mapping across the City.	High
D2	Improve the promotion and marketing of path and trail opportunities across the City.	High
D3	Improve health and wellbeing across the City through programs and events which promote regular physical activity and active lifestyles.	Medium
Strategic Outcome E: Community, Tourism & Economic Development		Overall Priority
E1	Use path and trail development and provision as a community, tourism and economic development tool.	Medium



Strategic Outcome A: Integrated Planning & Management

Underpinning a sustainable, integrated and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.

Strategy A1: Existing Paths & Trails & Current Projects

Upgrade existing Council managed paths and trails, advocate for improvements to trails managed by other agencies and progress with current path and trail development projects.

Priority

High

Rationale

It is recommended that future path and trail development initially focuses on formalising the existing path and trail network, particularly at locations where opportunities exist to encourage increased physical activity, appreciation of the City's bushland areas and/or stimulation of economic activity.

Multiple Council managed paths and trails have been identified across the City. These paths and trails are in varying condition, with some being formalised, defined paths and trails and others being informal routes providing opportunity for further development. In addition to trails in natural areas, the Town Centre and Foreshore Precinct also features trails and paths which display the City's heritage and cultural features or provide connections to various points of interest.

The *Whyalla City Council Strategic Plan, 2021-2030* identifies the need for protection of the natural environment and enhancement of the built environment to ensure the environmental, social, physical and economic needs are met. Improvements to the paths and trails network and progression of trail development projects will support these objectives.

Consistent naming and branding will raise the profile of the City's path and trail network and help to identify paths and trails so that users can see the connections and differences across the various path and trail experiences offered.

Actions

No.	Action	Timeframe	Cost	Partner/s
A1.1	Upgrade the existing network of Council managed paths and trails across the City, in line with Strategies B1 - B10.	Medium	Major	Whyalla City Council Traditional Owners Private Landowners Landscapes SA Walking SA Environmental Groups Community Groups
A1.2	Deliver new path and trail development projects across the City, in line with Strategies C1 - C10.	Long	Major	Whyalla City Council Traditional Owners Private Landowners Developers Landscapes SA Walking SA Environmental Groups Community Groups

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
A1.3	Formalise, develop and enhance strategic links between key tourism precincts, key activity areas, population centres, points of interest and regionally important trails.	Medium	Medium	Whyalla City Council Traditional Owners Private Landowners Developers Landscapes SA Walking SA Environmental Groups Community Groups
A1.4	Ensure that trail signage, mapping and information across the City is up to date, with trail names which are consistent, relevant and representative of the trail experience.	Short	Medium	Whyalla City Council Traditional Owners Walking SA Community Groups Visitor Information Centre
A1.5	Ensure that information for trails across the City is consistent and up to date, with a coordinated branding and marketing approach.	Short	Low	Whyalla City Council Walking SA Community Groups Visitor Information Centre

Strategy A2: Planning & Management Framework

Develop and implement a robust and integrated path and trail planning and management framework for Whyalla City Council and its partners.

Priority

High

Rationale

It is important that an integrated approach to planning for paths and trails is undertaken, coordinating efforts between various government agencies, community groups and individual path and trail users. Integrated path and trail networks offer synergies to achieve positive outcomes across various sectors such as health, recreation, transport, environment, culture and heritage and there is a need to ensure that effective and coordinated path and trail planning and management approaches are facilitated.

Regular collaboration will need to be maintained, and path and trail planning and implementation adequately resourced. The establishment of a Trails Working Group will be a key step to ensure a collaborative approach is taken. The establishment of a Trail Planning and Development Officer role will be a key resource to drive implementation in collaboration with relevant council staff and stakeholders.

There is likely be increased demand over time for further strategic path and trail developments across the City as interest in trail related activities continues to grow, particularly along strategic corridors which link to points of interest and attractions (e.g. coastline, education precinct). The viability of these future projects will rely upon the preservation of public access to these corridors.

Actions

No.	Action	Timeframe	Cost	Partner/s
A2.1	Establish a Trails Working Group to aid with and oversee the implementation of the Master Plan (including ongoing maintenance and funding acquisition), inviting key representatives from Council, NPWS, Traditional Owners, Landscapes SA, Walking SA, Regional Development Australia, Environmental Groups, Community Groups, Trail User Groups and Traditional Owners.	Immediate	Low	Whyalla City Council NPWS Traditional Owners Landscapes SA Community Groups
A2.2	Advocate and seek funding for a designated Trail Planning and Development Officer to coordinate the implementation of the Master Plan, working closely with the Trails Working Group.	Immediate	Medium	Whyalla City Council
A2.3	Incorporate path and trail planning into broader community planning such as strategic plans, development plans, tourism strategies and initiatives of other relevant organisations.	Ongoing	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
A2.4	Strengthen partnerships and cross-border collaboration with Councils and Regional Development Areas of the Eyre Peninsula and Far North to implement mutually beneficial trail development projects.	Ongoing	Low	Whyalla City Council Regional Development Australia
A2.5	Establish and maintain collaborative and informative working relationships with other trail managers (e.g. NPWS) to ensure that Council is informed about initiatives and synergies can be embraced.	Ongoing	Low	Whyalla City Council NPWS Regional Development Australia Neighbouring Local Governments
A2.6	Establish and maintain positive and collaborative working relationships with private landowners where consent is required to allow path or trail related activities or works.	Ongoing	Low	Whyalla City Council Private Landowners
A2.5	Incorporate cultural, educational and heritage interests into trail development initiatives where relevant and feasible and identify and utilise the Indigenous names of key sites across the path and trail network where supported by Traditional Owners.	Ongoing	Low	Whyalla City Council Traditional Owners Community Groups
A2.6	Embrace opportunities for the path and trail network to build community awareness of the region's biodiversity value, which may include interpretation signage at key locations and programs/ events.	Ongoing	Low	Whyalla City Council Traditional Owners Environmental Groups Community Groups
A2.7	Ensure that all of Council's path and trail developments (including signage, infrastructure, maintenance and communication) adhere to applicable standards and integrate sustainable design principles (e.g. <i>Australian Standard AS2156.1 Walking Tracks Part 1: Classification and Signage, Australian Mountain Bike Trail Guidelines (2019)</i>).	Ongoing	Low	Whyalla City Council
A2.8	Undertake Aboriginal Cultural Heritage and Environmental Assessments of paths and trails where appropriate, particularly when upgrades or developments occur.	Ongoing	Low	Whyalla City Council Traditional Owners Environmental Groups

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
A2.9	Utilise the Master Plan to collaboratively advocate for allocation of funding and resources towards the upgrade and development of paths and trails.	Ongoing	Low	Whyalla City Council
A2.10	Work cooperatively with NPWS to encourage the provision of high quality and sustainable recreational trails in National Parks and Conservation Reserves across the City.	Ongoing	Low	Whyalla City Council NPWS

Strategy A3: Public Access of Path & Trail Corridors

Ensure public access to Council managed land is maintained and seek to secure public access to additional land where this forms a strategic corridor for potential future paths and trails.

Priority

Medium

Rationale

As the City's population continues to grow in the future, there will likely be increased demand over time for further strategic path and trail developments. There may be significant opportunities for the future development of paths and trails which link key points of interest along existing strategic corridors. The viability of these future projects will rely upon the preservation of public access to these corridors, as well as alternative proposals for this land.

Future requests to Council to restrict/close public access along such corridors (e.g. easements and undeveloped road reserves) must be considered in the context of delivering path and trail projects. There may be opportunity for Council to acquire land along strategic corridors, particularly once no longer required for its initial use (e.g. mines/railway closure).

Actions

No.	Action	Timeframe	Cost	Partner/s
A3.1	Prepare and endorse a Council policy to preserve strategic corridors of land where there is potential for future path and trail projects.	Short	Low	Whyalla City Council
A3.2	Advocate for the public acquisition of land which has the potential to contribute to strategic trail projects into the future and ensure that development requests are considered in the context of the existing and potential future path and trail network, preventing loss of public land and providing strategic connections for paths and trails (e.g. road reserves, foreshore).	Ongoing	Low	Whyalla City Council Developers

Strategy A4: Management & Maintenance

Ensure that management and maintenance structures for all current and future paths and trails are clearly defined.

Priority

High

Rationale

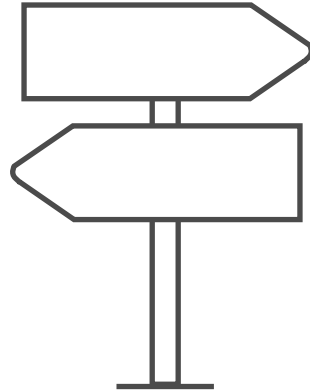
To ensure that all paths and trails are managed and maintained appropriately, management responsibilities must be clearly identified alongside the development of maintenance schedules. Where paths and trails cross multiple land tenures it is essential that management and maintenance responsibilities are assigned to a designated body, which may be a government agency (local or state) or an established community group with the necessary resources and expertise.

Actions

No.	Action	Timeframe	Cost	Partner/s
A4.1	Engage and support the Trails Working Group to assist with path and trail management and maintenance.	Ongoing	Low	Whyalla City Council Trails Working Group
A4.2	Prepare a Whyalla Path and Trail Management Plan to ensure that all management roles and responsibilities are clearly defined.	Short	Low	Whyalla City Council Trails Working Group
A4.3	Based upon the roles outlined in the Whyalla Path and Trail Management Plan, ensure adequate trail maintenance schedules and procedures are defined, resourced and adhered to.	Short	Low	Whyalla City Council Trails Working Group
A4.4	Integrate trail audits and assessments into regular ongoing programs of works and inspections, in line with the inspection intervals for each grade outlined in AS2156.1 or the IMBA Standards.	Short	Low	Whyalla City Council Trails Working Group
A4.5	Develop a Management and Maintenance Manual as a guide for all trail managers, community and volunteer groups.	Short	Low	Whyalla City Council Trails Working Group Local Community Community Groups
A4.6	Establish and maintain trail stewardship programs across the City in order to increase capacity for volunteers to meaningfully and continually contribute to path and trail management and maintenance activities.	Ongoing	Low	Whyalla City Council Trails Working Group Local Community Community Groups

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
A4.7	Monitor and evaluate the success of paths and trails through usage monitoring (e.g. trail counters), user experience surveys and the achievement of trail management objectives.	Ongoing	Low	Whyalla City Council
A4.8	Investigate the feasibility of, and requirement for, Council staff to facilitate meetings with police and land managers of natural areas to support the effective management of unauthorised activities (e.g. illegal off-road vehicle use).	Short	Low	Whyalla City Council NPWS Police
A4.9	Where possible, support Indigenous input into trail management and maintenance.	Ongoing	Low	Whyalla City Council Traditional Owners



**Strategic Outcome B:
Quality, Safe & Sustainable Existing Path & Trail
Networks**

Existing paths and trails are enhanced to provide high quality, safe and sustainable opportunities for residents and visitors with a range of interests and abilities.

Whyalla Foreshore Pathway



Distance

Path ~1.5km
Beach ~350m



Classification

Class 2
Class 4



Location

Foreshore Path
Beach



Surface

Modified
Sand



Key Features

Whyalla Beach
Whyalla Foreshore
Hummock Hill
Ada Ryan Gardens

Trail Map



Strategy B1: Whyalla Foreshore Pathway

Priority

Enhance and progressively upgrade the Whyalla Foreshore Pathway for recreational use, provide safe connections to key points of interest and promote as a tourism drawcard.

High

Rationale

The iconic Whyalla Jetty, with its unique circular design, was opened in 2020 and is a key attraction for Whyalla and the region. The Whyalla Foreshore Precinct is a large leisure and recreation area which is popular for events, family fun and relaxation. The *Draft Whyalla Beach and Foreshore Master Plan (2021)* has identified that consistent wayfinding and interpretative signage and defined trails will improve the connection between the beach, marina and Hummock Hill. It was identified during the consultation process that there is also a key long term opportunity to provide a link from the Whyalla Foreshore Pathway through to the Mangroves Trail Network.

It was identified through the site audit process that there are various safety issues present at the Whyalla Foreshore, such as surface issues, interruption of the path due to beach access and interactions between vehicles and pedestrians. It is recommended that the Whyalla Foreshore Pathway is developed into a safe and accessible recreational path, with surface upgrades and pedestrian management.

There are a number of events currently held at the Whyalla Foreshore, with many of these utilising the Whyalla Foreshore Pathway (e.g. triathlon). It is important to continue to support these events.

Actions

No.	Action	Timeframe	Cost	Partner/s
B1.1	Install a wayfinding sign at Beach Road to indicate the end of the pathway and access to the Mangroves Trail Network is via the beach.	Immediate	Low	Whyalla City Council
B1.2	Undertake a comprehensive accessibility audit of the Whyalla Foreshore Pathway to ensure compliance with the <i>Disability Discrimination Act 1992</i> and to seek opportunities to enhance access for people of all abilities.	Short	Low	Whyalla City Council
B1.3	Repair and upgrade the pathway surface in sections where hazards are present or degradation has occurred.	Short	Low	Whyalla City Council
B1.4	As per the <i>Draft Whyalla Beach and Foreshore Master Plan (2021)</i> , consider extending the remaining section of the boardwalk path for walking and cycling, with upgrades to lighting and seating.	Medium	Medium	Whyalla City Council
B1.5	Install viewing decks along the Whyalla Foreshore Pathway, as recommended in the <i>Draft Whyalla Beach and Foreshore Master Plan (2021)</i> .	Medium	Medium	Whyalla City Council
B1.6	Consider pedestrian management around the foreshore precinct, the jetty and the potential trailhead.	Short	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
B1.7	Enhance the trail experience by installing wayfinding and directional signage along the pathway, including promoting links into the town centre, points of interest (e.g. Jetty, Mangroves) and other recreational trails (e.g. Hummock Hill, Wetlands).	Short	Low	Whyalla City Council
B1.8	Progressively install interpretation signage at key points along the pathway.	Short	Low	Whyalla City Council Local Community
B1.9	Install a trailhead sign to meet AS2156.1 at Buttlingarra Way (refer Action C2.3).	Short	Low	Whyalla City Council
B1.10	Inspect trail in line with recommended maintenance intervals in AS2156.1.	Ongoing	Low	Whyalla City Council
B1.11	Develop and maintain high quality promotional materials (including online and printed).	Ongoing	Low	Whyalla City Council Visitor Information Centre
B1.12	Seek opportunities to support commercial services which will enhance the trail user experience and contribute to the ongoing sustainability of the trail network. For example, food and beverage providers, equipment hire services, transport services, commercial tour operators, events.	Ongoing	Low	Whyalla City Council Businesses
B1.13	Continue to support the existing events and seek new events that utilise and activate the Whyalla Foreshore Precinct.	Ongoing	Low	Whyalla City Council Businesses Local Community Whyalla Harriers
B1.14	As per the <i>Draft Whyalla Beach and Foreshore Master Plan (2021)</i> , provide a town centre link via Cudmore Terrace/ Jamieson Street by upgrading the pathways and crossings.	Medium	Medium	Whyalla City Council
B1.15	Provide a safe connection from the Whyalla Foreshore Pathway through to Ada Ryan Gardens.	Short	Low	Whyalla City Council
B1.16	Work with key stakeholders to provide a formalised trail link into the Whyalla Mangroves.	Long	Medium	Whyalla City Council Private Landowners Local Community
B1.17	Support the recommendations outlined in the <i>Draft Whyalla Beach and Foreshore Master Plan (2021)</i> .	Ongoing	Low	Whyalla City Council

Mount Laura Mountain Bike Network



Distance
>10km



Classification
Green - Black



Location
Mount Laura



Surface
Unmodified/
Natural



Key Features
Scenic Views

Trail Map



Mountain Bike Trail information for Mount Laura has been sourced from Trailforks. There are 31 trails, with three rated as access trails or double tracks, one white track, 10 green tracks, 14 blue tracks and three black tracks a total distance of 43km. The names of trails are creative and reflective of the area and terrain (i.e. Saltbush and Sandy Berms, Mt Laura Downhill Run, Rake Bite, Shovels, Slow Climb West etc). Refer to www.trailforks.com for a interactive map of Whyalla’s Mountain Bike Trail Network.

Strategy B2: Mount Laura Mountain Bike Network

Formalise the Mount Laura Mountain Bike Trail Network to provide a regional level mountain bike park which is sustainable, safe and preserves the natural environment.

Priority

High

Rationale

Whyalla is a location many visitors pass when travelling to or from the Eyre Peninsula or Far North. There is a key opportunity to formalise a mountain bike trail network in Mount Laura to provide a regional level mountain bike park for the region.

Numerous informal and unsanctioned trails are currently being utilised and developed within Mount Laura. It is recommended that the most suitable tracks are identified and formalised, with the remaining tracks decommissioned. The environment is becoming degraded due to increased off-road vehicle use and it's important that a recreation plan is developed for Mount Laura to identify and establish different recreational uses in different zones (e.g. off-road vehicles use, mountain biking, walking/running). It was identified during consultation that an agreement was previously in place for the Whyalla 4WD Club to manage a portion of land at Mount Laura for responsible four-wheel driving and it's recommended that a designated area for registered off-road vehicle use is reinstated. It is also important to review and update the existing *Mount Laura Conservation Reserve Native Vegetation Management Plan (2007)* to establish and protect areas for conservation.

Several trail events are held at Mount Laura, including the Wild Dog Enduro Event and the Howling Dog Trail Running Event, which attracts a large number of participants. It is important to continue to support these events. There is potential to establish a formalised TrailCare Program to maintain the trail infrastructure on Mount Laura.

Actions

No.	Action	Timeframe	Cost	Partner/s
B2.1	Review and update the existing <i>Mount Laura Conservation Reserve Native Vegetation Management Plan (2007)</i> .	Short	Low	Whyalla City Council Traditional Owners Landscapes SA Environmental Groups
B2.2	Develop a Recreation Management Plan for the Mount Laura Reserve to establish zoning for permitted land uses.	Short	Low	Whyalla City Council Landscapes SA Environmental Groups
B2.3	In line with the 8 Stage Trail Development Process, work collaboratively with key stakeholders to formalise a sustainable and quality mountain bike trail network (i.e. Mount Laura Mountain Bike Park) utilising the most suitable existing trails in Mount Laura Reserve.	Medium	Medium	Whyalla City Council Traditional Owners Landscapes SA Environmental Groups Trails Working Group Local Community

No.	Action	Timeframe	Cost	Partner/s
B2.4	Prior to any recreational trail development, establish and protect Environmentally Sensitive Areas and Aboriginal Heritage Sites.	Short	Low	Whyalla City Council Traditional Owners Landscapes SA Environmental Groups
B2.5	Decommission unsustainable trails and rehabilitate.	Short	Medium	Whyalla City Council Landscapes SA Environmental Groups
B2.6	In line with the 8 Stage Trail Development Process, work collaboratively with key stakeholders to plan and develop a designated area for registered off-road vehicle use.	Medium	Low	Whyalla City Council Whyalla 4WD Club Landscapes SA Environmental Groups
B2.7	Consider the most suitable location for a primary trailhead (e.g. the existing clearing near the Iron Knob Road and McDouall Stuart Avenue intersection). Install a trailhead sign with classification with IMBA trail difficulty rating system.	Medium	Low	Whyalla City Council
B2.8	Enhance the trail experience by installing wayfinding and directional signage.	Medium	Low	Whyalla City Council
B2.9	Work with the Whyalla Cycling Club to formalise the Mountain Biking component of the club.	Short	Low	Whyalla City Council Whyalla Cycling Club Local Community
B2.10	Develop and maintain high quality promotional materials (including online, printed and app-based) for the Mount Laura Mountain Bike Park. Promote the Mount Laura Mountain Bike Park as the premier mountain biking destination in the region. Ensure information on third party platforms (e.g. Trailforks) is correct and maintained.	Ongoing	Low	Whyalla City Council Visitor Information Centre
B2.11	Install directional signage at key points throughout Whyalla (e.g. Whyalla Visitor Information Centre) promoting the Mount Laura Mountain Bike Park.	Medium	Low	Whyalla City Council Visitor Information Centre

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
B2.12	Develop a Visitor Strategy for Mount Laura Reserve, with consideration of appropriate areas and zoning for recreational trails.	Short	Low	Whyalla City Council Regional Development Australia Visitor Information Centre Businesses
B2.13	Seek opportunities to support commercial services which will enhance the trail user experience and contribute to the ongoing sustainability of the trail network. For example, food and beverage providers, equipment hire services, transport services, commercial tour operators, events.	Ongoing	Low	Whyalla City Council Businesses Local Community
B2.14	Continue to support the existing events (e.g. Wild Dog Enduro) and seek new events that utilise Mount Laura Reserve.	Ongoing	Low	Whyalla City Council Businesses Local Community
B2.15	Establish a TrailCare Program to support the ongoing maintenance requirements of the recreational trail network (i.e. Mount Laura Mountain Bike Park, Off-Road Vehicle Area and bushwalking trail).	Medium	Low	Whyalla 4WD Club Trails Working Group Local Community Whyalla City Council

Whyalla Wetlands Trail Network



Distance

Trail 1: 1.25km
Trail 2: 800m Loop
Trail 3: 700m Loop
Trail 4: 2km Loop



Classification

Class 2



Location

Whyalla Wetlands



Surface

Modified surface



Key Features

Wetlands
Flora
Fauna

Trail Map



Strategy B3: Whyalla Wetlands Trail Network

Distinguish four separate loop trails at the Whyalla Wetlands and progressively upgrade to provide a variety of recreational and educational trail experiences.

Priority

High

Rationale

The Whyalla Wetlands trail network was established as part of the Whyalla Heritage Trailways in 2001. The network provides four trail experiences, catering for walkers, runners and cyclists. The loops provide a popular fitness circuit, with distance indications painted onto the bitumen surface. Facilities across the wetlands include interpretive signs, park benches, a footbridge, and a gazebo on top the central hill with fitness equipment and an adventure playground.

The trail network does not currently promoted distinct trail experiences, and there is an opportunity to distinguish and name four separate loop trail experiences suitable for different levels of fitness and ability. This includes the assessment of Trail 1 against the requirements of Australian Standard 1428 Suite to determine the feasibility of converting this trail to Class 1.

It was identified through the site audit process that the existing trailhead signs do no meet AS2156.1 (e.g. lack of safety information) and require upgrade. The Whyalla Wetlands Trail Network would also benefit from the installation of new interpretation signage and colour coded waymarking for each trail loop.

A long term opportunity to provide a link from the Whyalla Wetlands Trail Network through to the Mangroves Trail Network has been identified

Actions

No.	Action	Timeframe	Cost	Partner/s
B3.1	Consolidate the trail network and determine names for four separate trail experiences to allow for classification and calculation of distance in line with AS2156.1.	Immediate	Low	Whyalla City Council
B3.2	Communicate current classification of each trail as Class 2 (Note: Trail 1 has significant potential to meet the requirements of Class 1).	Short	Low	Whyalla City Council
B3.3	Replace existing trailhead signs (3no.) to meet AS2156.1.	Short	Low	Whyalla City Council
B3.4	Assess Trail 1 against the requirements of Australian Standard 1428 Suite (Disability Standards). Implement changes as required for classification as a Class 1 Trail.	Short	Low	Whyalla City Council
B3.5	Establish a colour coded waymarking system to distinguish between trails and provide directions/distances to key points (i.e. café, playground, car park).	Medium	Low	Whyalla City Council

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
B3.6	Install interpretation signage along the trail at key locations (i.e. stormwater retention, aerodrome heritage, flora, fauna).	Medium	Low	Whyalla City Council Environmental Groups Community Groups
B3.7	Incorporate safety information into trailhead and progressively upgrade existing safety signage to meet AS2156.1.	Short	Low	Whyalla City Council
B3.8	Progressively upgrade trail and reserve infrastructure (i.e. seats, picnic facilities/shelters, trail surfaces etc.).	Ongoing	Low	Whyalla City Council
B3.9	Actively encourage stewardship by key community groups to enhance and maintain trails and surrounding environment.	Short	Low	Whyalla City Council Environmental Groups Community Groups Trails Working Group
B3.10	Inspect trail in line with recommended maintenance intervals in AS2156.1 (Class 2: 90 days or less).	Ongoing	Low	Whyalla City Council
B3.11	Identify the most suitable route and investigate the feasibility of providing a link from the Whyalla Wetlands Trail Network through to the Mangroves Trail Network (refer Action C6.12).	Medium	Medium	Whyalla City Council Trails Working Group Environmental Groups Local Community

Education and Cultural Walk



Distance
~2.1km



Classification
Class 2



Location
Whyalla Norrie



Surface
Modified



Key Features
Educational
Institutions

Trail Map



Strategy B4: Education and Cultural Walk

Priority

Maintain and enhance the Education and Cultural Walk.

Low

Rationale

The Education and Cultural walk is situated geographically in the centre of Whyalla and encompasses the main education and cultural precinct of Whyalla including the campus of the University of SA, TAFE SA, Leisure Centre, Regional Development Australia and Middleback Art Centre. The trail starts and finishes at the Whyalla Leisure Centre.

The Education and Cultural Walk can be further improved with regular inspections and installation of trail signage which meets the requirements of AS2156.1, including directional signage to key points of interest (e.g. educational institutions) and a new trailhead sign.

Actions

No.	Action	Timeframe	Cost	Partner/s
B4.1	Review the names for the Centenary Trailways to ensure trail names are contemporary, consistent, reflective and representative of the trail experiences.	Immediate	Low	Whyalla City Council
B4.2	Undertake an accessibility audit of the Education and Cultural Walk to ensure compliance with the <i>Disability Discrimination Act 1992</i> and to seek opportunities to enhance access and promotion for people of all abilities.	Short	Low	Whyalla City Council
B4.3	Install a new trailhead sign for the Education and Cultural Walk with classification in line with AS2156.1.	Short	Low	Whyalla City Council
B4.4	Enhance the trail experience by upgrading the waymarking signage.	Short	Low	Whyalla City Council
B4.5	Enhance the trail experience by installing directional signage to key points of interest (e.g. educational institutions).	Short	Low	Whyalla City Council
B4.6	Maintain and progressively upgrade trail support infrastructure along the Education and Cultural Walk (i.e., seating, interpretive signage).	Ongoing	Low	Whyalla City Council
B4.7	Inspect the Education and Cultural Walk in line with maintenance intervals recommended in AS2156.1 (Class 2: 90 days or less).	Ongoing	Low	Whyalla City Council
B4.8	Include the Education and Cultural Walk on promotional materials (online and printed). Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council

City Walk



Distance
~1.9km



Classification
Class 4



Location
Whyalla

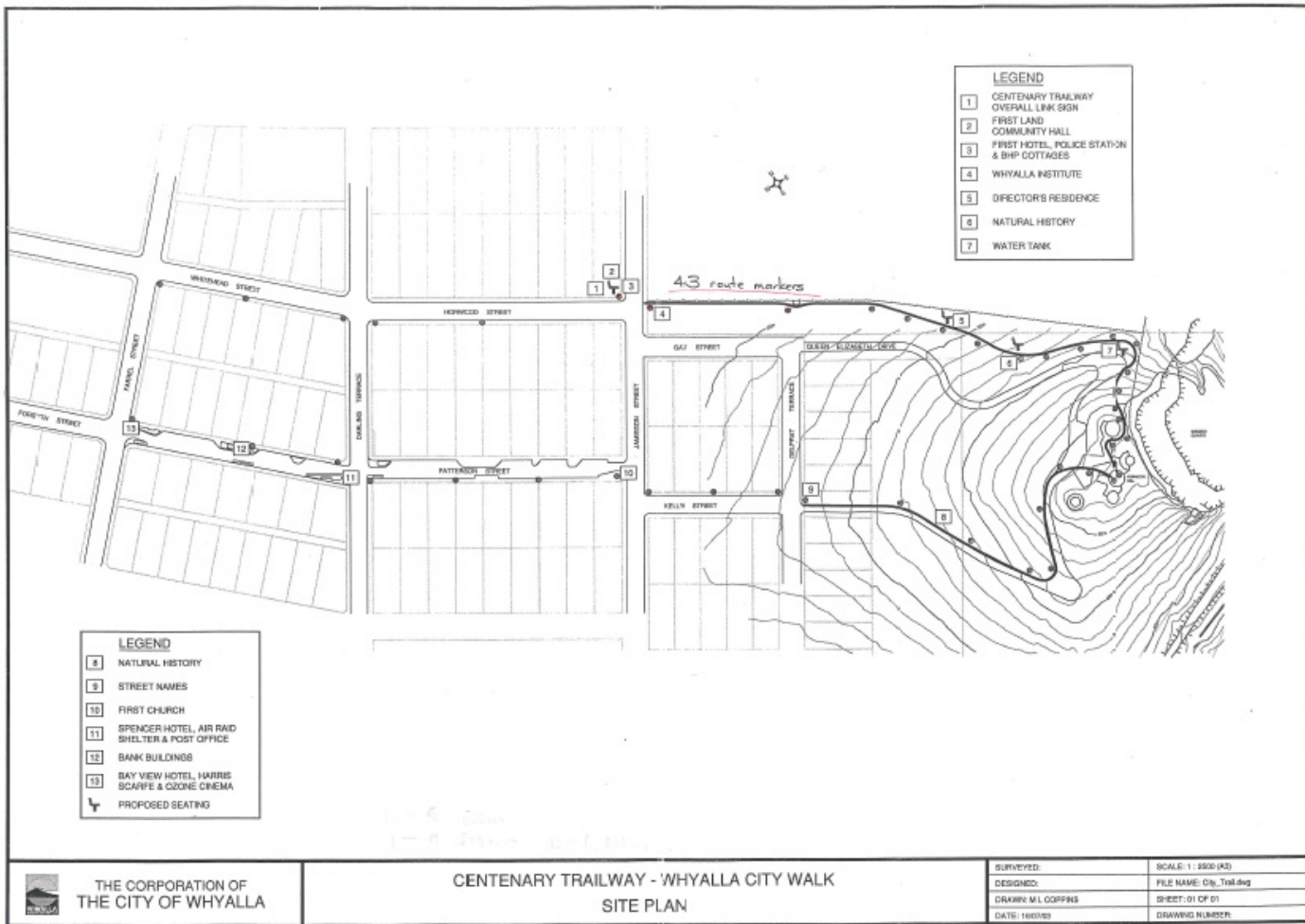


Surface
Modified &
Unmodified/
Natural



Key Features
Hummock Hill
Whyalla City Plaza

Trail Map



THE CORPORATION OF
THE CITY OF WHYALLA

CENTENARY TRAILWAY - WHYALLA CITY WALK
SITE PLAN

SURVEYED:	SCALE: 1:500 (A3)
DESIGNED:	FILE NAME: City_Trail.dwg
DRAWN: M.L COPPING	SHEET: 01 OF 01
DATE: 16/03/20	DRAWING NUMBER:

Strategy B5: City Walk

Priority

Maintain and enhance the City Walk.

Low

Rationale

The City Walk is located at the north-eastern side of Whyalla, encompassing many of Whyalla’s historical sites including some of its first buildings. The City Walks starts/ends at the corner of Jamieson Street and Horwood Street, follows the fenceline on the northern side of Hummock Hill to the lookout and then winds down to the Whyalla City Plaza. Hummock Hill provides panoramic views of Whyalla Foreshore and surrounding areas.

It was identified during the site audit process that the existing trailhead at the corner of Jamieson Street and Horwood Street as well as the existing waymarking (i.e. directional arrow not on square background) do not meet AS2156.1 and requires upgrade. It was also identified that hazards (i.e. fallen debris) exist along the easternmost section of the City Walk which traverses along the fenceline. It is recommended that waymarking is improved for this section and that the debris is cleared from the trail.


The City Walk traverses alongside and across many roads, causing potential conflict between vehicles and trail users. It is recommended that warning/safety signage is installed to raise awareness for both drivers and trail users. It is important to seek future opportunities to integrate the City Walk with the Hummock Hill Lookout Walk to enhance and extend the trail network.

Actions

No.	Action	Timeframe	Cost	Partner/s
B5.1	Review the names for the Centenary Trailways to ensure trail names are contemporary, consistent, reflective and representative of the trail experiences.	Immediate	Low	Whyalla City Council
B5.2	Improve the waymarking signage and remove the fallen debris at the easternmost section of the City Walk.	Immediate	Low	Whyalla City Council
B5.3	Upgrade the existing trailhead sign for the City Walk at the corner of Jamieson Street and Horwood Street with classification in line with AS2156.1.	Short	Low	Whyalla City Council
B5.4	Enhance the trail experience by upgrading the existing waymarking signage.	Short	Low	Whyalla City Council
B5.5	Install warning/safety signage where the City Walk intersects with and traverses alongside roads to raise awareness for both drivers and trail users (e.g. ‘Trail Ahead’ and ‘Road Ahead’).			Whyalla City Council
B5.6	Maintain and progressively upgrade trail support infrastructure along the City Walk (i.e. seating, lookout, interpretive signage).	Ongoing	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
B5.7	Work with Whyalla City Plaza Traders to investigate ways to enhance the City Walk (e.g. installation of artwork/statues).	Short	Low	Whyalla City Council Whyalla City Plaza Traders
B5.8	Improve safety on the existing shared use path which traverses around Queen Elizabeth Drive (refer Action C2.12).	Short	Medium	Whyalla City Council
B5.9	Inspect the City Walk in line with maintenance intervals recommended in AS2156.1 (Class 4: 6 to 12 months).	Ongoing	Low	Whyalla City Council
B5.10	Include the City Walk on promotional materials (online and printed). Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council
B5.11	Consider future opportunities to integrate the City Walk with the wider trail network (e.g. Hummock Hill Lookout Walk).	Short	Low	Whyalla City Council


Freycinet Trail


Distance
~12km


Classification
Class 4


Location
Northern Coastline


Surface
Unmodified/
Natural


Key Features
Coastline
Spencer Gulf
Shingle Ridge

Trail Map



Strategy B6: Freycinet Trail

Enhance the Freycinet Trail to provide a safe and well defined trail experience, offering spectacular coastal views.

Priority

Medium

Rationale

The Freycinet Trail provides views over the Spencer Gulf and the Southern Flinders Ranges. On the northern section of the Freycinet Trail, there are views of the geologically significant Shingle Ridge. These were formed about 7000 years ago and are the only ones in South Australia. There are also identified Aboriginal Heritage Sites located in close proximity to the Freycinet Trail. It is important to raise awareness and protect both Aboriginal Heritage Sites and Environmentally Sensitive Areas.

It was identified during the site audit process that the two existing trailhead signs do not meet AS2156.1 (i.e. no trail classification) and require upgrades. The waymarking signage also does not meet AS2156.1 (i.e. no directional arrow) and is lacking in sections.

Several sections of the Freycinet Trail traverse on or alongside roads (e.g. Fitzgerald Bay Road) with no management measures in place. It is recommended that safety measures (e.g. bollards, speed reduction) are implemented for these sections.

The Freycinet Trail is 12km one way and is only suitable for experienced hikers. During the consultation process, an opportunity was identified to develop a short walk loop option which utilises a section of the existing alignment and starts/finishes at the primary trailhead off Gulf View Road.

The *Whyalla Northern Coastline Master Plan (2017)* has identified the opportunity to formalise a loop trail which traverses from the end of the Freycinet Trail in Point Lowly, along the coast past Stony Point and Black Point and along Fitzgerald Road, linking back up with the Freycinet Trail. It is recommended that Council determine the feasibility of formalising this trail.

Actions


No.	Action	Timeframe	Cost	Partner/s
B6.1	Install warning/safety signage where the Freycinet Trail traverses alongside roads to raise awareness for both drivers and trail users (e.g. 'Trail Ahead' and 'Road Ahead').	Immediate	Low	Whyalla City Council
B6.2	Upgrade the two existing trailhead signs for the Freycinet Trail (off Gulf View Drive and on Fitzgerald Bay Road) providing risk management information and with classification in line with AS2156.1.	Immediate	Low	Whyalla City Council
B6.3	Enhance the trail experience by ensuring that waymarking signage meets AS2156.1 (e.g. inclusion of waymarking arrows and trail name on all waymarking signage).	Immediate	Low	Whyalla City Council
B6.4	Enhance the primary trailhead off Gulf View Drive and the trail end point at Point Lowly by providing further key trail infrastructure (e.g. seating, shelters, drinking water etc.) and links to camping areas.	Short	Medium	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
B6.5	Enhance the Freycinet Trail by providing trail infrastructure at key points (e.g. seating, shelters).	Short	Medium	Whyalla City Council
B6.6	Seek options to enhance off-road connectivity for the sections of trail which traverse alongside roads (e.g. on Fitzgerald Bay Road) and consider traffic management measures (e.g. bollards, speed reduction).	Short	Medium	Whyalla City Council Traditional Owners Private Landowners Local Community
B6.7	Provide directional signage at the primary trailhead off Gulf View Drive and the trail end point at Point Lowly alerting trail users of the trail start/end point.	Immediate	Low	Whyalla City Council
B6.8	Investigate the opportunity to provide a short walk loop option which starts/finishes at the primary trailhead off Gulf View Road and utilises sections of the Freycinet Trail.	Medium	Low	Whyalla City Council Traditional Owners Private Landowners Local Community
B6.9	As per the <i>Whyalla Northern Coastline Master Plan (2017)</i> , investigate the feasibility of providing a loop trail (and associated camping areas) from the end of the Freycinet Trail in Point Lowly, along the coast past Stony Point and Black Point and along Fitzgerald Road, linking back up with the Freycinet Trail.	Medium	Medium	Whyalla City Council Traditional Owners Private Landowners Local Community
B6.10	Determine the feasibility of formalising the First Nation Trail, linking the Freycinet Trail north-east to connect with the Gulf and Ranges Trail (refer Action B8.1).	Medium	Medium	Whyalla City Council Traditional Owners Private Landowners Local Community
B6.11	Raise awareness and protect the identified Aboriginal Heritage Sites and Environmentally Sensitive Areas (e.g. Shingle Ridge) by installing signage and restricting access to these areas.	Ongoing	Low	Whyalla City Council Traditional Owners Environmental Groups
B6.12	Progressively upgrade trail infrastructure (i.e. seats, shelters, trail surface etc.).	Ongoing	Low	Whyalla City Council
B6.13	Include the Freycinet Trail on promotional materials (online and printed). Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
B6.14	As per the <i>Whyalla Northern Coastline Master Plan (2017)</i> , improve regional awareness with signs in appropriate locations (e.g. Eyre Highway, Lincoln Highway).	Medium	Low	Whyalla City Council Neighbouring Local Governments Regional Development Australia
B6.15	Inspect the Freycinet Trail in line with maintenance intervals recommended in AS2156.1 (Class 4: 6 to 12 months).	Ongoing	Low	Whyalla City Council Trails Working Group


Gulf & Ranges Trail


Distance
4km


Classification
Class 4


Location
Northern Coastline


Surface
Unmodified/
Natural


Key Features
Coastline
Gulf
Flinders Ranges
Cultana Range

Trail Map



Strategy B7: Gulf & Ranges Trail

Priority

Determine the feasibility of formalising the Gulf & Ranges Trail to provide a high quality loop trail experience, offering views of the Gulf and Flinders Ranges.

Medium

Rationale


The Gulf and Ranges Trail is an initiative of Whyalla City Council to promote the spectacular landscape of the Northern Coastline and Cultana Range. The Gulf and Ranges Trail is a hiking and cycling trail and offers views of the Gulf, Flinders Ranges and Cultana Range. It is important to determine the feasibility of formalising the Gulf and Ranges Trail, with assessment of various factors such as land tenure, environmental impact, Native Title and safety. There is a future opportunity to link the Gulf and Ranges Trail with the Freycinet Trail by formalising the First Nation Trail.

As recommended in the *Whyalla Northern Coastline Master Plan (2017)*, the Northern Coastline would benefit from the installation of signage at key locations (e.g. Eyre Highway, Lincoln Highway) to increase regional awareness of the available trail opportunities. It is important to work with neighbouring local governments and Regional Development Australia to install the signage.


Actions


No.	Action	Timeframe	Cost	Partner/s
B7.1	Investigate options to provide a trailhead (e.g. off Gulf View Drive), with appropriate support facilities (e.g. carparking, seating etc.), with classification of trails in line with AS2156.1.	Short	Low	Whyalla City Council
B7.2	Install waymarking at key intersections and regular intervals along the trail in line with AS2156.1.	Short	Low	Whyalla City Council
B7.3	Progressively upgrade trail infrastructure (i.e. seats, shelters, trail surface etc.).	Ongoing	Low	Whyalla City Council
B7.4	Include the Gulf and Ranges Trail on promotional materials (online and printed). Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council
B7.5	As per the <i>Whyalla Northern Coastline Master Plan (2017)</i> , improve regional awareness with signs in appropriate locations (e.g. Eyre Highway, Lincoln Highway).	Medium	Low	Whyalla City Council Neighbouring Local Governments Regional Development Australia
B7.6	Inspect the Gulf and Ranges Trail in line with maintenance intervals recommended in AS2156.1 (Class 4: 6 to 12 months).	Ongoing	Low	Whyalla City Council
B7.7	Determine the feasibility of linking the First Nation Trail, Gulf and Ranges Trail and the Freycinet Trail (i.e. promote as a cluster of trails on the Northern Coastline, drive trail).	Medium	Medium	Whyalla City Council Traditional Owners Private Landowners Local Community

First Nation Trail


Distance
13km


Classification
Class 4


Location
Northern Coastline


Surface
Unmodified/
Natural


Key Features
Coastline
Indigenous History

Trail Map



Strategy B8: First Nation Trail

Priority

Determine the feasibility of formalising the First Nation Trail to provide a safe and well defined trail experience, and to connect the Freycinet Trail and Gulf & Ranges Trail.

Medium

Rationale

The First Nation Trail is an initiative of the Whyalla City Council to celebrate and acknowledge the heritage of the First Nation People. The First Nation Trail is a hiking, cycling, and driving trail and offers views of the Gulf, Flinders Ranges and Cultana Range. It is important to determine the feasibility of formalising the First Nation Trail, with assessment of various factors such as land tenure, environmental impact, Native Title and safety. There is an opportunity to continue working with Traditional Owners to develop and install interpretation signage which provides information on the Indigenous history of the Northern Coastline and determine the most suitable location for a trailhead along with the provision of appropriate support facilities. As recommended in the *Whyalla Northern Coastline Master Plan (2017)*, the Northern Coastline would benefit from the installation of signage at key locations (e.g. Eyre Highway, Lincoln Highway) to increase regional awareness of the available trail opportunities. It is important to work with neighbouring local governments and Regional Development Australia to install the signage.

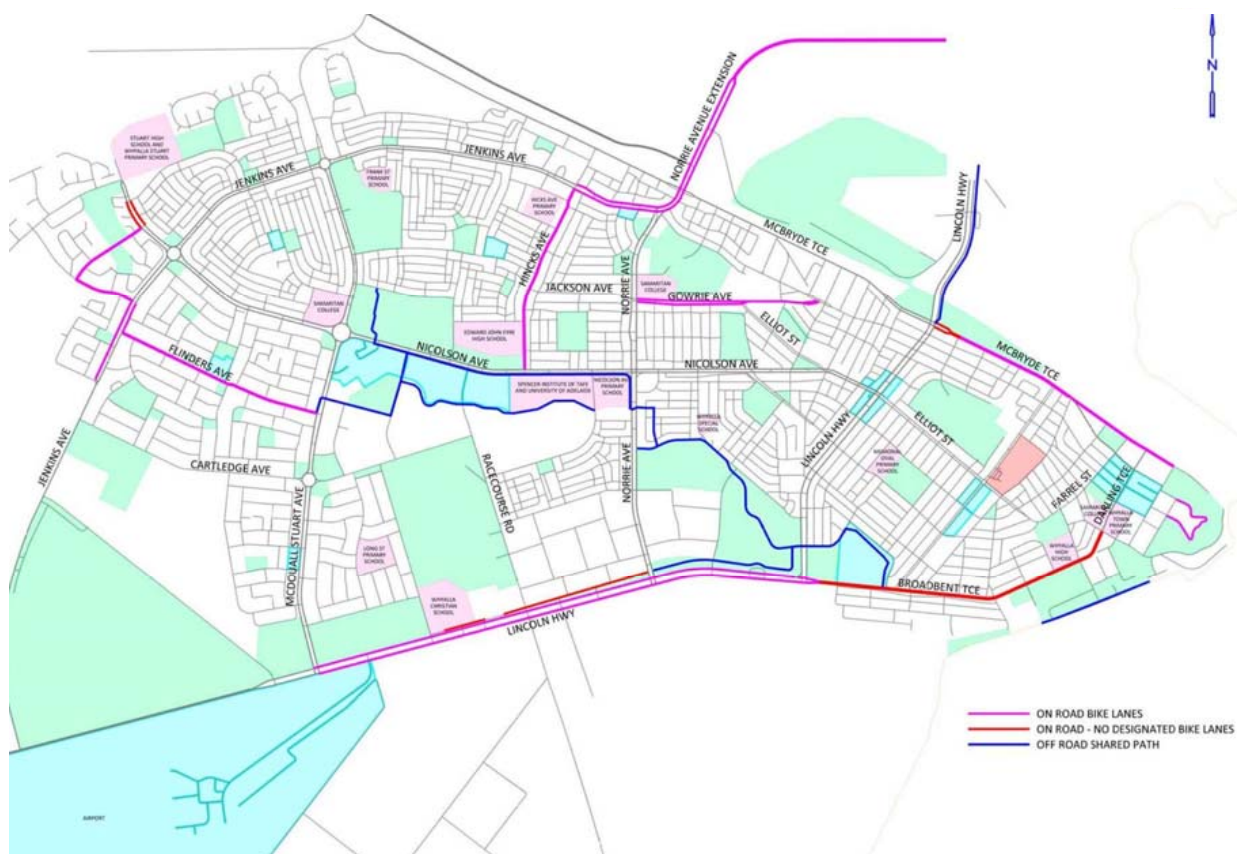
Actions

No.	Action	Timeframe	Cost	Partner/s
B8.1	Investigate options to provide a trailhead for the First Nation Trail (e.g., off Gulf View Drive), with appropriate support facilities (e.g. carparking, seating etc.), with classification of trails in line with AS2156.1.	Medium	Low	Whyalla City Council
B8.2	Install waymarking at key intersections and regular intervals along the trail in line with AS2156.1.	Medium	Low	Whyalla City Council
B8.3	Work with key stakeholders to design and install interpretation signage with information regarding the Indigenous history of the local area.	Medium	Medium	Whyalla City Council Traditional Owners Environmental
B8.4	Progressively upgrade trail infrastructure (i.e. seats, shelters, trail surface etc.).	Ongoing	Low	Whyalla City Council
B8.5	Include the First Nation Trail on promotional materials (online and printed). Ensure information on third party platforms is correct and maintained.	Medium	Low	Whyalla City Council
B8.6	As per the <i>Whyalla Northern Coastline Master Plan (2017)</i> , improve regional awareness with signs in appropriate locations (e.g. Eyre Highway, Lincoln Highway).	Medium	Low	Whyalla City Council Neighbouring Local Governments Regional Development Australia
B8.7	Inspect the First Nation Trail in line with maintenance intervals recommended in AS2156.1 (Class 4: 6 to 12 months).	Ongoing	Low	Whyalla City Council

Town Path Network (Off-Road)

				
Distance >10km	Classification N/A	Location Whyalla City	Surface Modified	Key Features Parks

Trail Map



Strategy B9: Town Path Network (Off-Road)

Maintain and enhance the off-road Town Path Network, including the development of key off-road path connections and road crossing points.

Priority

Low

Rationale

The off-road Town Path Network in Whyalla uses a combination of shared paths, lower order local roads (including service roads) and advisory bicycle lanes to provide a relatively continuous path. A large component of the off-road Town Path Network is the network of shared use paths located in parks and natural areas including Ada Ryan Gardens and Civic Park. These locations host events throughout the year and it's important to work with event organisers to continue the existing events and to seek new events to activate the off-road Town Path Network.






The *Whyalla City Council Local Area Strategic Bicycle Plan (2013)* identified numerous missing off-road path connections, with many of these connections still undeveloped. It is recommended that an accessibility audit of the off-road Town Path Network is undertaken to ensure compliance with the *Disability Discrimination Act 1992*.

Actions

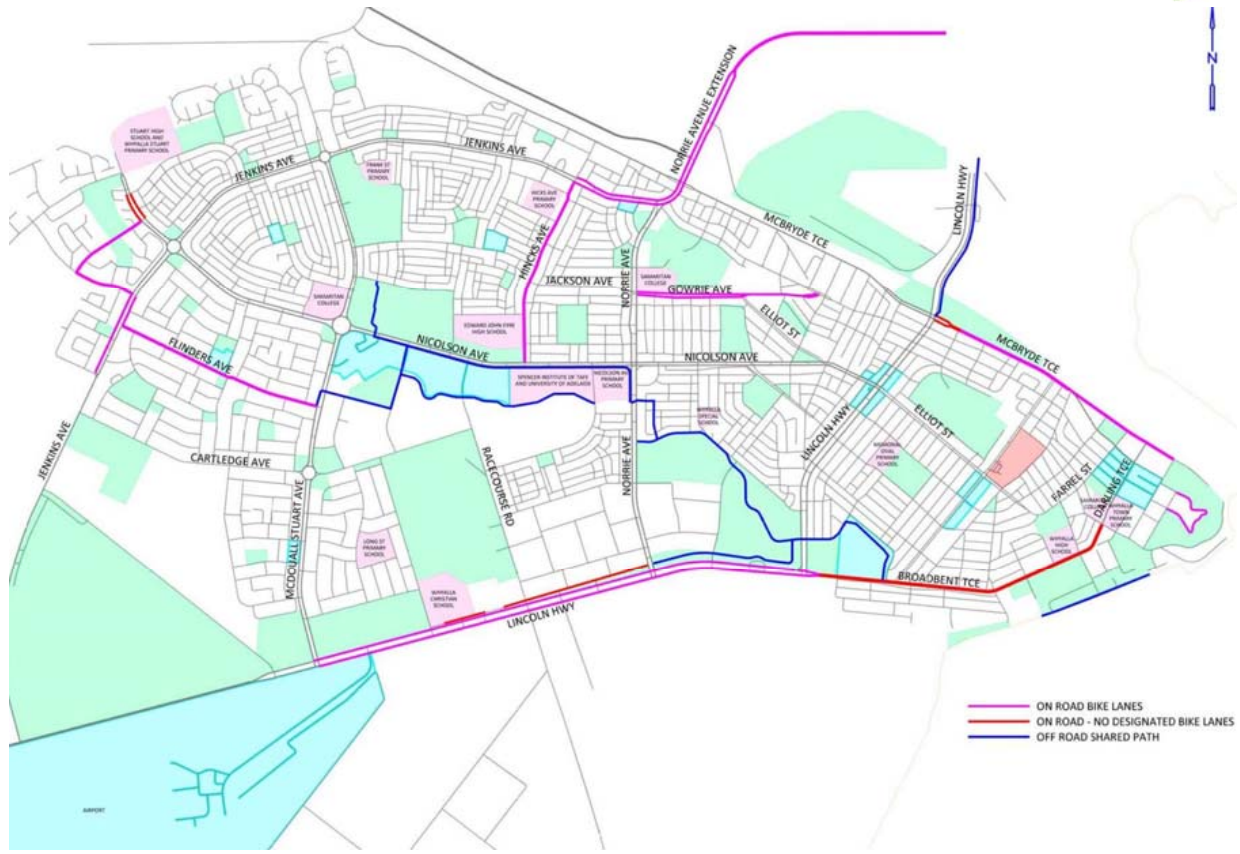
No.	Action	Timeframe	Cost	Partner/s
B9.1	<p>As per the <i>Whyalla City Council Local Area Strategic Bicycle Plan (2013)</i>, provide off-road path connections at the following locations:</p> <ul style="list-style-type: none"> Broadbent Terrace to Newton Street (formalise existing access) Broadbent Terrace between Roberts Terrace and Walker Crescent to (formalise existing access/convert to sealed path) Broadbent Terrace between McDouall Stuart Avenue and Heurich Terrace Broadbent Terrace between McDouall Stuart Avenue and Jenkins Avenue Jenkins Avenue between Cartledge Avenue and Jubilee Park. <p>Also provide off-road path connections at other key locations, such as Risby Avenue and Flinders Avenue.</p>	Long	Major	Whyalla City Council
B9.2	<p>Undertake an accessibility audit of the off-road Town Path Network to ensure compliance with the <i>Disability Discrimination Act 1992</i> and to seek opportunities to enhance access for people of all abilities.</p>	Short	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
B9.3	Install management signage and markings at entry points to a bike path, road junctions and crossing points (e.g. across Lincoln Highway) in accordance with the relevant Austroads Guidelines.	Short	High	Whyalla City Council
B9.4	Enhance the experience by installing waymarking at key points to provide easy identification of the off-road Town Path Network route and to improve safety.	Short	Medium	Whyalla City Council
B9.5	Enhance the experience by installing distance markers at key points to provide guidance to destinations within Whyalla.	Short	Medium	Whyalla City Council
B9.6	Maintain and progressively upgrade trail support infrastructure along the off-road pathways throughout Whyalla (i.e., seating, fitness equipment).	Ongoing	Medium	Whyalla City Council
B9.7	Update the <i>Whyalla City Council Local Area Strategic Bicycle Plan (2013)</i> based on the outcomes of this Master Plan.	Immediate	Low	Whyalla City Council
B9.8	<p>Activate the off-road Town Path Network for programs and events, including:</p> <ul style="list-style-type: none"> • Ada Ryan Gardens 2km Run/Walk • Australia Day Fun Run (refer Strategy D3.5) • Civic Park Run • Parkrun at Whyalla Wetlands (refer Strategy D3.2). <p>Work collaboratively with event organisers to ensure appropriate scheduling for use of facilities.</p>	Ongoing	Low	Whyalla City Council Whyalla Harriers Businesses Local Community
B9.9	Include the off-road Town Path Network on promotional materials (online and printed). Ensure promotional materials (e.g. Visitor Guide) are updated to include the correct alignments for pathways. Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council Visitor Information Centre
B9.10	Ensure that inspections and maintenance of the off-road Town Path Network and associated facilities are undertaken on a regular basis, including inspections of paths for uneven surfaces and vegetation management.	Ongoing	Medium	Whyalla City Council Trails Working Group

Town Bicycle Lanes (On-Road)

				
Distance	Classification	Location	Surface	Key Features
>10km	N/A	Whyalla City	Modified	Connections to Points of Interest

Trail Map



Strategy B10: Town Bicycle Lanes (On-Road)

Maintain and enhance the on-road Town Bicycle Lanes to provide a safe and well connected network of bicycle lanes.

Priority

Medium

Rationale

On-road Town Bicycle Lanes in Whyalla are generally limited to advisory type facilities located adjacent to existing on-road parking, although some designated on-road bicycle facilities are provided. The *Whyalla City Council Local Area Strategic Bicycle Plan (2013)* identified that the most significant deficiency was the lack of wayfinding signage associated with the Town Bicycle Lanes and the missing links between on-road and off-road paths.

The lack of crossing facilities and signage at road intersections was another key issue identified in the *The Whyalla City Council Local Area Strategic Bicycle Plan (2013)*. Several on-road Town Bicycle Lanes were identified during the site audit process as requiring enhanced connectivity. There were also locations such as Broadbent Terrace where the width of the bicycle lane did not meet Austroads Guidelines and therefore presented significant safety issues.

It is also important to consider developing appropriate end of trip facilities to increase utilisation of the Town Bicycle Lanes.

Actions

No.	Action	Timeframe	Cost	Partner/s
B10.1	Undertake an audit of existing on-road Town Bicycle Lanes to ensure they meet standard. Assess the width of each bicycle lane, and increase width where required (e.g. the bicycle lane on Arthur Glennie Drive near Iron Knob Road). Ensure bicycle lane on-road symbols are visible (e.g. the bicycle lane on Jenkins Avenue).	Medium	Major	Whyalla City Council DIT
B10.2	As per the <i>Whyalla City Council Local Area Strategic Bicycle Plan (2013)</i> , widen the shoulders of the bicycle lane on Broadbent Terrace to provide at least a 2m wide lane in each direction over the length of the existing treatment, in accordance with the Austroads Guidelines. Investigate traffic management measures where the road speed increases to 110km/h.	Short	Major	Whyalla City Council DIT
B10.3	Install management signage and markings at entry points to a bicycle lane, road junctions and crossing points in accordance with the relevant Austroads Guidelines.	Short	High	Whyalla City Council
B10.4	Enhance the experience by installing waymarking at key points to provide easy identification of the on-road Town Bicycle Lanes route and to improve safety.	Short	Medium	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
B10.5	Enhance the experience by installing distance markers at key points to provide guidance to destinations within Whyalla.	Short	Medium	Whyalla City Council
B10.6	Ensure that on-road Town Bicycle Lanes are well connected, for example: <ul style="list-style-type: none"> • Intersection of Arthur Glennie Drive and Lincoln Highway (bicycle lane terminates) • McBryde Terrace near Lincoln Highway (bicycle lane terminates) • Risby Street (no dedicated bicycle lane exists) • Flinders Avenue (no dedicated bicycle lane exists) • Parfitt Street (no dedicated bicycle lane exists). 	Medium	High	Whyalla City Council
B10.7	Consider developing appropriate end of trip facilities (e.g. showers, changing facilities, secure lockers, bike racks, drinking water), particularly for longer journeys to encourage cycling.	Short	Medium	Whyalla City Council
B10.8	Update the <i>Whyalla City Council Local Area Strategic Bicycle Plan (2013)</i> based on the outcomes of this Master Plan (refer Strategy B9.7).	Immediate	Low	Whyalla City Council
B10.9	Include the on-road Town Bicycle Lanes on promotional materials (online and printed). Ensure promotional materials (e.g. Visitor Guide) are updated to include the correct alignments for pathways. Ensure information on third party platforms is correct and maintained.	Short	Low	Whyalla City Council Visitor Information Centre
B10.10	Ensure that inspections and maintenance of the on-road Town Bicycle Lanes are undertaken on a regular basis.	Ongoing	Low	Whyalla City Council Trails Working Group
B10.11	As per the <i>Whyalla City Council Local Area Strategic Bicycle Plan (2013)</i> , investigate future opportunities to develop dedicated on-road bicycle lanes and road crossing infrastructure across the major collector road network.	Long	Major	Whyalla City Council DIT



Strategic Outcome C: Sustainable, Responsible & Relevant Path & Trail Developments

New path and trail developments are strategic, well-considered, responsive to community needs and considerate of key stakeholders.

Scenic Peaks of Whyalla Concept



Distance
N/A



Classification
Drive



Location
Hummock Hill
Tower Hill
Rocky Hill
Mount Laura



Surface
Unmodified/
Natural



Key Features
Lookouts
Scenic Views

Concept Map



Strategy C1: Scenic Peaks of Whyalla Concept

Develop a Scenic Peaks of Whyalla Drive Trail.

Priority

High

Rationale

The Scenic Peaks of Whyalla Concept involves developing a series of short walks at the four main peaks in Whyalla. Each number on the above concept map correlates to the following:

- ① Hummock Hill Lookout Walk (Peak 1)
- ② Tower Hill Walk Trail (Peak 2)
- ③ Rocky Hill Walk Trail (Peak 3)
- ④ Mount Laura Walk Trail (Peak 4)

The initial idea of the Scenic Peaks of Whyalla Concept was to link each of the four peaks via a series of paths/trails, creating one long trail experience. However, throughout the consultation and background review process it was identified that there would be numerous challenges associated with developing a long distance path/trail experience in this area. In addition to this, the largest share of the trail user and visitor market are generally seeking short, loop trails, rather than long distance one-way trails.

Therefore, to ensure the future viability of these trails and to appeal to the trail user and visitor market, the Scenic Peaks of Whyalla Concept has been developed to showcase the best locations through a series of short nature walks at each peak (Hummock Hill, Tower Hill, Rocky Hill and Mount Laura), with each peak featuring unique and iconic views of the surrounding area. It is recommended that the links between each peak are promoted as drive trails to further capture the trail user and visitor market.

Actions

No.	Action	Timeframe	Cost	Partner/s
C1.1	In line with the 8 Stage Trail Development Process, progress with the Scenic Peaks of Whyalla Concept.	Short	Low	Whyalla City Council Community Groups
C1.2	Develop a concept plan for the Scenic Peaks of Whyalla Drive Trail. Key considerations: <ul style="list-style-type: none"> • Site assessment • Key stakeholder consultation • Trail alignment (use of existing trails where possible) • Connecting to existing or planned trail networks and trailhead precincts • Attracting the target market. 	Medium	Medium	Whyalla City Council Community Groups

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
C1.3	Design and construct each of the trails: 1. Mount Laura 2. Hummock Hill 3. Tower Hill Walk 4. Rocky Hill Walk.	Ongoing	Major	Whyalla City Council
C1.4	Activate and promote the Scenic Peaks of Whyalla Drive Trail.	Short	Low	Whyalla City Council Visitor Information Centre Walking SA
C1.5	Ensure that annual budget resources are allocated to appropriately resource implementation and maintenance requirements of the Scenic Peaks of Whyalla to a high standard for trail users.	Ongoing	Low	Whyalla City Council

Hummock Hill Lookout Walk



Distance

Lookout Walk:
~500m



Classification

Class 4



Location

Hummock Hill,
Whyalla



Surface

Unmodified/
Natural



Key Features

Lookout
Scenic Views
Heritage

Concept Map



Strategy C2: Hummock Hill Lookout Walk

Reinstate the Hummock Hill Lookout Walk to link with and complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty

Priority

High

Rationale

The proposed Hummock Hill Lookout Walk forms part of the Scenic Peaks of Whyalla Concept and features a short walk offering panoramic views of the town, jetty, Spencer Gulf and the Flinders Ranges. The lookout has existing shelters, picnic facilities and interpretation signage relating to the region's heritage. It is also a key feature of the City Walk which is one of the walks developed in 2001 as part of the Whyalla Heritage Trailways. The iconic Whyalla Jetty, with its unique circular design, was opened in 2020 and is a key attraction for the city and the region. The Whyalla Foreshore Precinct is a large leisure and recreation area which is popular for events, family fun and relaxation on the foreshore. There is a significant opportunity to complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty through reinstating and formalising the existing goat track from Buttinggarra Way to the Hummock Hill Lookout. It is evident that people are trekking up the hill and due to the condition underfoot the risk of trips, falls and injuries is heightened.






Actions

No.	Action	Timeframe	Cost	Partner/s
C2.1	In line with the 8 Stage Trail Development Process, re-establish the Hummock Hill Lookout Walk with consideration of: <ul style="list-style-type: none"> • Land tenure • Impact on environment and nearby industry • Safety. 	Short	Medium	Whyalla City Council Traditional Owners Environmental Groups Community Groups
C2.2	Determine a suitable name for the trail (i.e. Hummock Hill Lookout Walk).	Short	Low	Whyalla City Council Traditional Owners Community Groups
C2.3	Install a Trailhead Sign to meet AS2156.1 at: <ul style="list-style-type: none"> • Buttinggarra Way • Hummock Hill Lookout Upper Car Park • Queen Elizabeth Drive Lower Car Park. 	Short	Low	Whyalla City Council
C2.4	Upgrade the trail surface and support infrastructure to provide a safe and sustainable trail experience.	Medium Short	Medium	Whyalla City Council Traditional Owners

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
C2.5	Install waymarking at key intervals along the Hummock Hill Lookout Walk in line with AS2156.1.	Short	Low	Whyalla City Council
C2.6	Consider pedestrian management around the foreshore precinct, jetty and the trailhead areas.	Short	Low	Whyalla City Council
C2.7	Consider future opportunities to integrate Hummock Hill Lookout Walk with the wider trail network (i.e. City Walk)	Medium	Low	Whyalla City Council
C2.8	Progressively upgrade interpretation signage at Hummock Hill Lookout with consideration of opportunities to incorporate Indigenous context.	Medium	Low	Whyalla City Council
C2.9	Progressively upgrade infrastructure (i.e. seats, lookout etc.).	Ongoing	Medium	Whyalla City Council
C2.10	Formalise a Trail Management Agreement to clearly articulate roles and responsibilities for trail management.	Short	Low	Whyalla City Council Community Groups
C2.11	Inspect the Hummock Hill Lookout Walk in line with recommended maintenance intervals (in AS2156.1). (Class 4: 6-12 months or less).	Ongoing	Low	Whyalla City Council
C2.12	Improve safety on the existing shared use path which traverses around Queen Elizabeth Drive (e.g. ensure effective barriers are provided separating pedestrians from vehicles).	Short	Medium	Whyalla City Council
C2.13	Review and improve the current lighting on Queen Elizabeth Drive and at the Hummock Hill Lookout.	Short	Low	Whyalla City Council

Tower Hill Walk Trail

				
Distance ~650m Return	Classification Class 3	Location Tower Hill, Whyalla	Surface Unmodified/ Natural	Key Features Lookout Scenic Views

Concept Map



Strategy C3: Tower Hill Walk Trail

Develop a short loop trail at Tower Hill utilising existing tracks and provide appropriate support infrastructure.

Priority

Medium

Rationale

The proposed Tower Hill Walk Trail forms part of the Scenic Peaks of Whyalla Concept and features a short walk with views of Whyalla Beach and the broader coastline. The Tower Hill Walk Trail begins/ends at the proposed car park and loops around on existing tracks. The Tower Hill Walk Trail and proposed infrastructure are located on Council Land and Crown Land and avoids the existing telecommunications infrastructure. The proposed lookout is strategically located at the summit of Tower Hill to provide unspoilt views of Whyalla Town, Hummock Hill, Whyalla Beach and the broader coastline. A car park is proposed on the cleared area where the old SA Water Tank used to exist. A seat/picnic table is proposed to be installed adjacent to the proposed lookout, with an additional seat/picnic table proposed on the eastern side of the telecommunications tower. A trailhead sign is proposed to be installed adjacent to the trail start/end point. The formal road at Gebhardt Street is the main access point to/from the Tower Hill Walk Trail.

Actions

No.	Action	Timeframe	Cost	Partner/s
C3.1	In line with the 8 Stage Trail Development Process, develop the Tower Hill Walk Trail with consideration of <ul style="list-style-type: none"> • Land tenure • Impact on environment and nearby private land • Topography/ Safety • Key features/ POI / View. 	Short	Low	Whyalla City Council Environmental Groups Community Groups Private Landowners
C3.2	Determine a suitable name for the trail that is consistent, relevant and representative of the experience.	Short	Low	Whyalla City Council Traditional Owners Community Groups
C3.3	Install a Trailhead Sign to meet AS2156.1 at the summit of Tower Hill.	Short	Low	Whyalla City Council
C3.4	Install relevant support infrastructure (i.e. seat/picnic table) adjacent to the proposed lookout and on the eastern side of the telecommunications tower.	Medium	Medium	Whyalla City Council
C3.5	Install interpretation signage at the Tower Hill Walk Trail with consideration of opportunities to incorporate Indigenous context.	Medium	Low	Whyalla City Council Traditional Owners

06 Implementation

No.	Action	Timeframe	Cost	Partner/s
C3.6	Install waymarking at key intersections and regular intervals along the Tower Hill Walk Trail in line with AS2156.1.	Short	Low	Whyalla City Council
C3.7	Decommission and rehabilitate tracks that are either not part of the trail or not management tracks.	Medium	Medium	Whyalla City Council Environmental Groups
C3.8	Develop a formal car parking area where the former SA Water Tank used to exist.	Medium	Medium	Whyalla City Council
C3.9	Install a lookout at the summit of Tower Hill.	Short	Medium	Whyalla City Council
C3.10	Upgrade the trail surface to provide a safe trail experience.	Short	Medium	Whyalla City Council
C3.11	Formalise a Trail Management Agreement to clearly articulate roles and responsibilities for trail management.	Short	Low	Whyalla City Council Community Groups
C3.12	Inspect the Tower Hill Walk Trail in line with recommended maintenance intervals (in AS2156.1). (Class 3: 6 months or less).	Ongoing	Low	Whyalla City Council
C3.13	Promote access and egress from the Tower Hill Walk Trail and lookout via Gebardt Street.	Ongoing	Low	Whyalla City Council

Rocky Hill Walk Trail



Distance
~500m
Return



Classification
Class 3



Location
Rocky Hill, Whyalla



Surface
Unmodified/
Natural



Key Features
Lookout
Scenic Views

Concept Map



Strategy C4: Rocky Hill Walk Trail

Develop a short loop trail at Rocky Hill utilising existing tracks and provide appropriate support infrastructure.

Priority

Medium

Rationale

The proposed Rocky Hill Walk Trail forms part of the Scenic Peaks of Whyalla Concept and features a short walk which traverses around interesting rock formations. The Rocky Hill Walk Trail begins/ends at the proposed car park (existing cleared area) at the base of the hill (off Norrie Avenue) and loops around on existing tracks. A trailhead sign is proposed at this car park. A lookout is proposed at the summit of Rocky Hill which provides a close up view of the large rock formation as well as views of Whyalla Town, Tower Hill, Hummock Hill, Whyalla Beach and the broader coastline. The Rocky Hill Walk Trail and proposed infrastructure are located on Council Land and Crown Land. An additional car park is proposed on the cleared area where the old SA Water Tank used to exist (access off Beatty Street) to provide an alternative for people who are unable to traverse the trail. Two seats/picnic tables are proposed to be installed; one adjacent to the proposed lookout and one at the eastern edge of the trail.

Actions

No.	Action	Timeframe	Cost	Partner/s
C4.1	In line with the 8 Stage Trail Development Process, develop the Rocky Hill Walk Trail with consideration of: <ul style="list-style-type: none"> • Land tenure • Impact on environment and nearby private land • Topography/ Safety • Key features/ POI / View. 	Short	Low	Whyalla City Council Environmental Groups Community Groups Private Landowners
C4.2	Determine a suitable name for the trail that is consistent, relevant and representative of the experience.	Short	Low	Whyalla City Council Traditional Owners Community Groups
C4.3	Install a Trailhead Sign to meet AS2156.1 at the base of Rocky Hill.	Short	Low	Whyalla City Council
C4.4	Install relevant support infrastructure (i.e. seat/picnic table) adjacent to the proposed lookout and at the eastern edge of the trail.	Medium	Medium	Whyalla City Council
C4.5	Install interpretation signage at the Rocky Hill Trail with consideration of opportunities to incorporate Indigenous context and geological history of the area.	Medium	Low	Whyalla City Council Traditional Owners Environmental Groups

No.	Action	Timeframe	Cost	Partner/s
C4.6	Install waymarking at key intersections and regular intervals along the Rocky Hill Walk Trail in line with AS2156.1.	Short	Low	Whyalla City Council
C4.7	Decommission and rehabilitate tracks that are either not part of the trail or not management tracks.	Medium	Medium	Whyalla City Council Environmental Groups
C4.8	Develop two formal car parking areas; one at the base of Rocky Hill and one at the summit where the former SA Water Tank used to exist.	Medium	Medium	Whyalla City Council
C4.9	Install a lookout at the summit of Rocky Hill.	Short	Medium	Whyalla City Council
C4.10	Upgrade the trail surface to provide a safe trail experience.	Short	Medium	Whyalla City Council
C4.11	Formalise a Trail Management Agreement to clearly articulate roles and responsibilities for trail management.	Short	Low	Whyalla City Council Community Groups
C4.12	Inspect the Rocky Hill Trail in line with recommended maintenance intervals (in AS2156.1). (Class 3: 6 months or less).	Ongoing	Low	Whyalla City Council
C4.13	Promote access to/from the Rocky Hill Trail off Norrie Avenue and promote access to/from the lookout view Beatty Street.	Ongoing	Low	Whyalla City Council

Mount Laura Walk Trail



Distance
~2.8km
Return



Classification
Class 4



Location
Mount Laura,
Whyalla

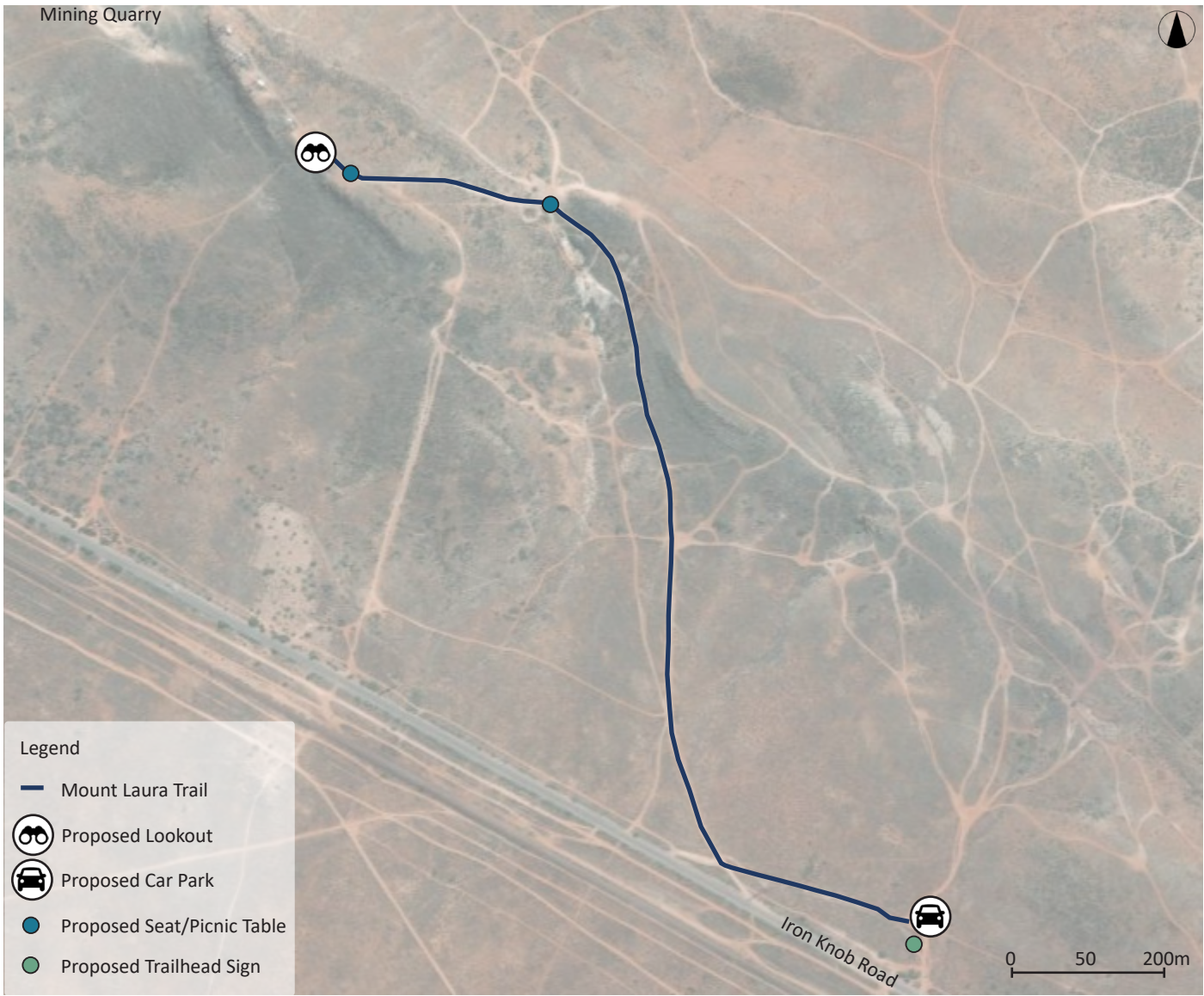


Surface
Unmodified/
Natural



Key Features
Lookout
Scenic Views

Concept Map



Strategy C5: Mount Laura Walk Trail

Priority

Develop a short out and back trail to the summit of Mount Laura Walk Trail utilising an existing track and provide appropriate support infrastructure.

High

Rationale


The proposed Mount Laura Walking Trail forms part of the Scenic Peaks of Whyalla Concept and features a short but steep out and back trail which traverses on an existing track to the summit of Mount Laura. The Mount Laura Walking Trail begins/ends at the proposed car park (existing cleared area) at the base of the mountain (off Iron Knob Road) and a trailhead sign is proposed at the entry to this car park. A lookout is proposed at the highest elevation (164m), with sweeping views of Whyalla Town, Rocky Hill, Tower Hill, Hummock Hill, various industries and the broader coastline. The majority of the Mount Laura Walking Trail and proposed infrastructure is located on Council Land with a small portion located on Crown Land. The Mount Laura Walking Trail ceases just prior to the telecommunications infrastructure and mining quarry (fall risk). Two seats/picnic tables are proposed to be installed, including one at the summit of Mount Laura. The broader Mount Laura reserve will be separately addressed in the next stage of the Master Plan.

Actions

No.	Action	Timeframe	Cost	Partner/s
C5.1	In line with the 8 Stage Trail Development Process, realign the Mount Laura Walk Trail to create a sustainable alignment with consideration of: <ul style="list-style-type: none"> • Topography/Safety • Impact on the Environment • Erosion control. 	Short	Low	Whyalla City Council Environmental Groups Community Groups
C5.2	Determine a suitable name for the Mount Laura Walk Trail.	Short	Low	Whyalla City Council Traditional Owners Community Groups
C5.3	Install a Trailhead Sign to meet AS2156.1 at the base of Mount Laura (off Iron Knob Road).	Short	Low	Whyalla City Council
C5.4	Install relevant support infrastructure (i.e. seat/picnic table) towards the summit of Mount Laura and at the summit of Mount Laura.	Medium	Medium	Whyalla City Council
C5.5	Install interpretation signage at the Mount Laura Walk Trail with consideration of opportunities to incorporate Indigenous context and environmental significance of the area.	Medium	Low	Whyalla City Council Traditional Owners Environmental Groups

No.	Action	Timeframe	Cost	Partner/s
C5.6	Install waymarking at key intersections and regular intervals along the Mount Laura Walk Trail in line with AS2156.1.	Short	Low	Whyalla City Council
C5.7	Develop a formal car parking area at the base of Mount Laura.	Medium	Medium	Whyalla City Council
C5.8	Install a lookout at the summit of Mount Laura (before the telecommunications infrastructure).	Short	Medium	Whyalla City Council
C5.9	Upgrade the trail surface to provide a safe trail experience.	Medium	Medium	Whyalla City Council
C5.10	Decommission unsustainable trails and rehabilitate.	Medium	Medium	Whyalla City Council
C5.11	Progressively upgrade infrastructure (i.e. seats, lookout etc.).	Ongoing	Medium	Whyalla City Council
C5.12	Formalise a Trail Management Agreement to clearly articulate roles and responsibilities for trail management.	Short	Low	Whyalla City Council Community Groups
C5.13	Inspect the Mount Laura Walk Trail in line with recommended maintenance intervals (in AS2156.1). (Class 4: 6-12 months or less).	Ongoing	Low	Whyalla City Council
C5.14	Promote access to/from the Mount Laura Walk Trail off Iron Knob Road.	Ongoing	Low	Whyalla City Council
C5.15	Install barriers at key trail intersections to deter unauthorised use.	Medium	Medium	Whyalla City Council
C5.16	Promote the Mount Laura Walk Trail as a designated walking trail and raise awareness/educate other trail users.	Ongoing	Low	Whyalla City Council


Mangroves Trail Network


Distance
~5km


Classification
TBC


Location
Whyalla
Mangroves


Surface
Unmodified/
Natural


Key Features
Mangroves

Trail Map



Strategy C6: Mangroves Trail Network

Formalise the Mangroves Trail Network for recreational use and provide a key connection to the Whyalla Foreshore Pathway.

Priority

High

Rationale

An informal trail network currently exists at the Whyalla Mangroves. A concept plan will firstly need to be developed to determine the most suitable route for the development of a formal trail network, in collaboration with the Trails Working Group and key stakeholders. The Whyalla Mangroves are environmentally significant and are some of the most unique and extensive mangroves in South Australia. Once the Mangroves Trail Network is developed, it is recommended that interpretation signage is installed to inform and educate trail users of the significance of the mangroves. Additional measures will need to be in place to protect the mangroves, such as establishing areas for conservation.

Illegal off-road vehicle use is currently a major issue at the Whyalla Mangroves. It is recommended that warning signage is installed at access points to deter off-road vehicle use and existing tracks which are not included in the concept plan are decommissioned. The Whyalla Mangroves were previously used as a landfill site. Prior to any trail development, it is recommended that a new contaminated land assessment is undertaken to ascertain the suitability of developing a trail network.






It was identified during consultation that there is a future long term opportunity to develop an important link from the Mangroves Trail Network through to the Whyalla Foreshore Pathway, which will extend the trail network and enhance the trail experience. There is also an opportunity of developing a link from the Mangroves Trail Network through to the Whyalla Wetlands Trail Network. It is important to determine the feasibility of these links and to identify the most suitable routes.

Actions

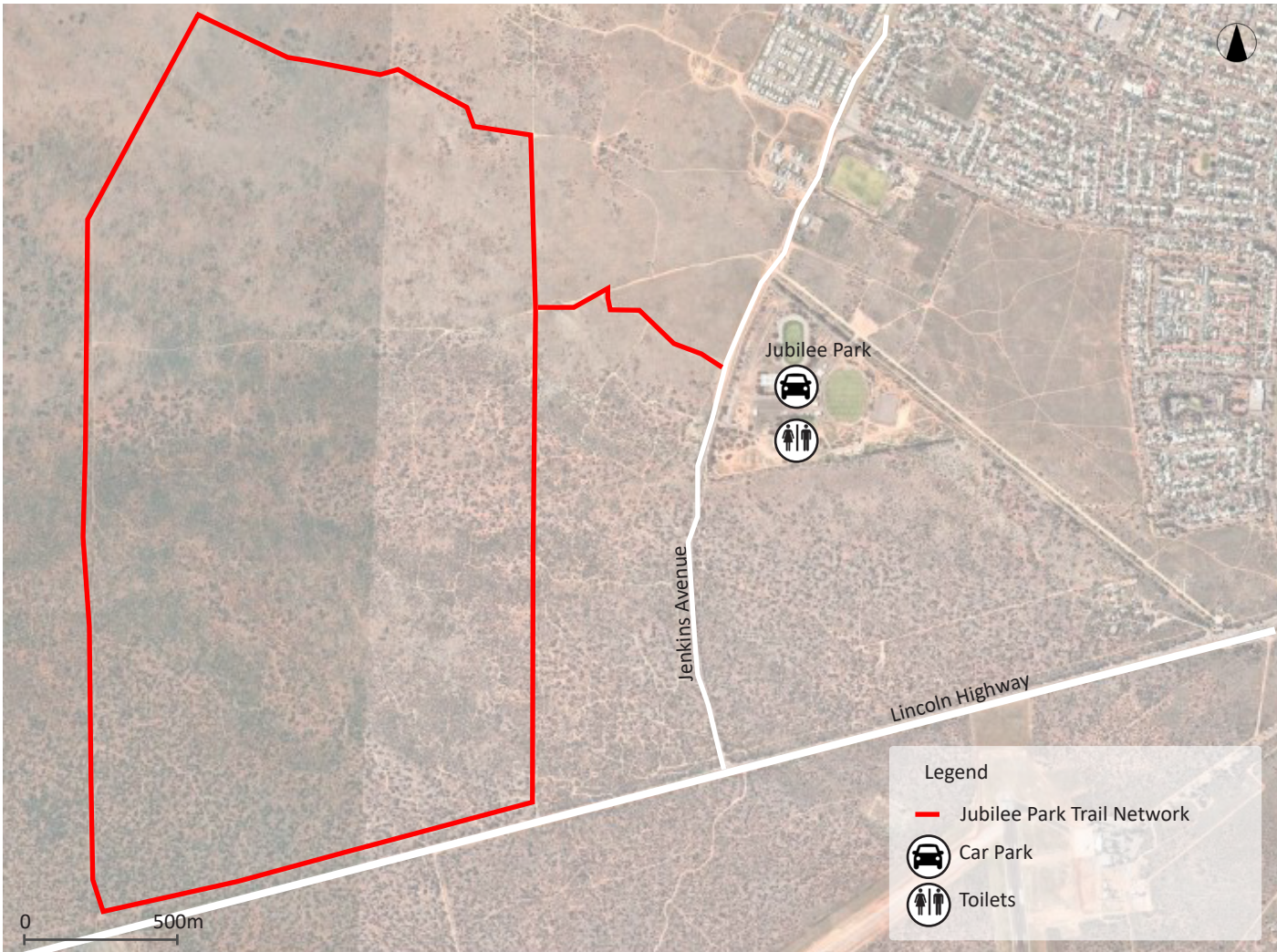
No.	Action	Timeframe	Cost	Partner/s
C6.1	Undertake a contaminated land assessment of the mangroves area to ascertain the suitability of developing a trail network.	Short	Low	Whyalla City Council Environmental Groups
C6.2	Seek in-principle support from key stakeholders and engage the Trails Working Group to develop a Concept Plan for the Mangroves Trail Network in line with the 8 Stage Trail Development Process.	Short	Low	Whyalla City Council Trails Working Group Environmental Groups Local Community
C6.3	Ensure the sustainability of the Mangroves Trail Network by: <ul style="list-style-type: none"> Establishing and protecting areas for conservation Decommissioning tracks not included in the concept plan (except where required for alternative function) Restricting illegal off-road vehicles at access points. 	Short	Medium	Whyalla City Council Landscapes SA Environmental Groups

No.	Action	Timeframe	Cost	Partner/s
C6.4	In line with the 8 Stage Trail Development Process, develop a sustainable and high quality trail loop around the mangroves utilising the most suitable existing trails.	Medium	Medium	Whyalla City Council Environmental Groups Trails Working Group Local Community
C6.5	Install warning signs at access points to deter illegal off-road vehicle use.	Short	Low	Whyalla City Council
C6.6	Upgrade the trail surface in areas which are eroded to provide a safe trail experience.	Short	Low	Whyalla City Council
C6.7	Consider the most suitable location for a primary trailhead and install a trailhead sign with classification in line with AS2156.1.	Short	Low	Whyalla City Council
C6.8	Enhance the trail experience by installing wayfinding signage along the Mangroves Trail Network.	Short	Low	Whyalla City Council
C6.9	Install interpretation signage at key points along the Mangroves Trail Network to inform users about the significance of the mangroves.	Short	Low	Whyalla City Council
C6.10	Install an interpretive node/viewing platform with trail support infrastructure at a suitable location along the Mangroves Trail Network.	Medium	Medium	Whyalla City Council
C6.11	Develop and maintain high quality promotional materials (including online and printed) for the Mangroves Trail Network.	Short	Low	Whyalla City Council
C6.12	Investigate the feasibility of providing a link from the Mangroves Trail Network through to the: <ul style="list-style-type: none"> Whyalla Foreshore Pathway (e.g. along the beach) Whyalla Wetlands Trail Network (refer Action B3.11). 	Medium	Medium	Whyalla City Council Trails Working Group Environmental Groups Local Community
C6.13	Promote a suitable launching area for the Whyalla Foreshore Paddle Trail and install signage to promote opportunities available for 'multi-discipline trail experiences' (refer Strategy C10).	Short	Low	Whyalla City Council
C6.14	Inspect trail in line with recommended maintenance intervals in AS2156.1.	Ongoing	Low	Whyalla City Council

Jubilee Park Trail Network

				
Distance	Classification	Location	Surface	Key Features
>10km	TBC	Jubilee Park	Unmodified/ Natural	Jubilee Park Nature

Trail Map



Strategy C7 Jubilee Park Trail Network

Priority

Formalise the Jubilee Park Trail Network for recreational use.

Low

Rationale

The trail network located adjacent to Jubilee Park was identified for its ability to facilitate off-road trail running. The trail network is also linked to the Whyalla Harriers Clubhouse which is located at Jubilee Park. A concept plan will firstly need to be developed for the Jubilee Park Trail Network to ascertain the most viable route, in collaboration with key stakeholders and the Trails Working Group. There is a significant opportunity to provide trail running events which utilise this trail network in the future.






The trail network is located within a natural area which contains important woodland vegetation. It is important that this vegetation is protected into the future by implementing measures such as establishing and protecting areas for conservation and decommissioning tracks not included in the concept plan. The area has also experienced significant erosion and it's also recommended that mitigation measures (e.g. swales) are in place.

Actions

No.	Action	Timeframe	Cost	Partner/s
C7.1	Seek in-principle support from key stakeholders and engage the Trails Working Group to develop a Concept Plan for the Jubilee Park Trail Network in line with the 8 Stage Trail Development Process.	Short	Low	Whyalla City Council Trails Working Group Traditional Owners Environmental Groups Whyalla Harriers Local Community
C7.2	Ensure the sustainability of the Jubilee Park Trail Network by: <ul style="list-style-type: none"> Establishing and protecting areas for conservation Decommissioning tracks not included in the concept plan (except where required for alternative function) Incorporating erosion control measures (e.g. swales). 	Short	Medium	Whyalla City Council Landscapes SA Environmental Groups
C7.3	In line with the 8 Stage Trail Development Process, work collaboratively with key stakeholders to develop a sustainable and quality trail network, utilising the most suitable existing trails.	Medium	Medium	Whyalla City Council Landscapes SA Environmental Groups Trails Working Group Whyalla Harriers Local Community

No.	Action	Timeframe	Cost	Partner/s
C7.4	Consider the most suitable location for a primary trailhead and install a trailhead sign with classification of trails in line with AS2156.1.	Medium	Low	Whyalla City Council
C7.5	Enhance the trail experience by installing wayfinding and directional signage along the Jubilee Park Trail Network in line with AS2156.1.	Medium	Low	Whyalla City Council
C7.6	Develop and maintain high quality promotional materials (including online, printed and app-based) for the Jubilee Park Trail Network. Promote the Jubilee Park Trail Network for trail running. Ensure information on third party platforms (e.g. AllTrails) is correct and maintained.	Ongoing	Low	Whyalla City Council Visitor Information Centre
C7.7	Seek opportunities to support commercial services which will enhance the trail user experience and contribute to the ongoing sustainability of the trail network. For example, food and beverage providers, equipment hire services, transport services, commercial tour operators, events.	Ongoing	Low	Whyalla City Council Businesses Local Community
C7.8	Seek new events that utilise the Jubilee Park Trail Network (e.g. trail running events).	Ongoing	Low	Whyalla City Council Whyalla Harriers Businesses Local Community
C7.9	Establish a TrailCare Program to support the ongoing maintenance requirements of the recreational trail network.	Medium	Low	Whyalla Harriers Trails Working Group Local Community Whyalla City Council
C7.10	Inspect trail in line with recommended maintenance intervals in AS2156.1.	Ongoing	Low	Whyalla City Council

Port Bonython Loop Trails

				
Distance ~4km	Classification TBC	Location Port Bonython	Surface Unmodified/ Natural	Key Features Cuttlefish Coast Black Point Stony Point Point Lowly

Trail Map



Strategy C8 Port Bonython Loop Trails

Priority

Develop a short walk loop trail experience at Port Bonython.

Medium

Rationale

It was identified during the site audit process that there is potential for a short walk loop trail experience at Port Bonython for its proximity to the Cuttlefish Dive Sites and Point Lowly. The first step in the development of the Port Bonython Loop Trails is to work with key stakeholders and the Trails Working Group to develop a trail proposal to determine the most viable route.






Once the Port Bonython Loop Trails are developed, it will be important to provide key connections to other strategic locations, such as the Black Point Cuttlefish Dive Site, Stony Point Cuttlefish Dive Site, Point Lowly and the Freycinet Trail. It is recommended that interpretation signage is installed to inform and educate trail users on the importance of the cuttlefish.

Actions

No.	Action	Timeframe	Cost	Partner/s
C8.1	Seek in-principle support from key stakeholders to develop a proposal for the Port Bonython Loop Trails.	Medium	Low	Whyalla City Council Trails Working Group Local Community
C8.2	In line with the 8 Stage Trail Development Process, work collaboratively with key stakeholders to develop a sustainable and quality trail network, utilising the most suitable existing trails.	Medium	Medium	Whyalla City Council, Landscapes SA, Environmental Group, Trails Working Group, Whyalla Harriers, Local Community
C8.3	Consider the most suitable location for a primary trailhead and install a trailhead sign with classification of trail in line with AS2156.1.	Medium	Low	Whyalla City Council
C8.4	Enhance the trail experience by installing wayfinding and directional signage along the Port Bonython Loop Trails.	Medium	Low	Whyalla City Council
C8.5	Identify the key features and points of interest along the Port Bonython Loop Trails to install interpretation signage (e.g. information about cuttlefish).	Medium	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
C8.6	<p>Develop strategic connections between the Port Bonython Loop Trails and other key locations, such as:</p> <ul style="list-style-type: none"> • Black Point Cuttlefish Dive Site • Stony Point Cuttlefish Dive Site • Point Lowly • Freycinet Trail (refer Action B6.9). 	Medium	High	<p>Whyalla City Council Traditional Owners Private Landowners Local Community</p>
C8.7	<p>Develop and maintain high quality promotional materials (including online, printed and app-based) for the Port Bonython Loop Trails. Promote the Port Bonython Loop Trail for it's proximity to the Cuttlefish Dive Site. Ensure information on third party platforms (e.g. AllTrails) is correct and maintained.</p>	Ongoing	Low	<p>Whyalla City Council Visitor Information Centre</p>

Port Bonython Dive and Snorkel Trail

				
Distance	Classification	Location	Surface	Key Features
N/A	Dive/Snorkel	Port Bonython	Ocean	Cuttlefish Coast Black Point Stony Point Point Lowly

Trail Images



Image: Black Point Cuttlefish Dive Site



Image: Stony Point Cuttlefish Dive Site

Strategy C9 Port Bonython Dive and Snorkel Trail

Priority

Develop a dive and snorkel trail from Black Point to Stony Point in Port Bonython.

Medium

Rationale

As identified in the *Eyre Peninsula Regional Trails Strategy (2021)*, there is significant potential to formalise a number of dive and snorkel trail experiences across the Eyre Peninsula (including Black Point and Stony Point) to provide safe and sought-after experiences which are accessible to both locals and visitors. Each year between May and August, tens of thousands of Australian Giant Cuttlefish descend on the coastline of Whyalla. This phenomenon attracts thousands of divers from all over the world and the development of a dive and snorkel trail would further increase demand.

The most feasible route for this trail is between the two Cuttlefish Dive Sites in Black Point and Stony Point. To develop this trail, it's recommended that waymarkers and interpretation plaques are installed on the seabed to guide trail users and enhance the trail user experience.

There is existing support infrastructure (e.g. toilets, seating, shelter etc.) located at Stony Point but limited infrastructure exists at Black Point. The existing staircase at Black Point is outdated, with the stairs and handrail requiring upgrades.

There is an opportunity to develop strategic connections from the Port Bonython Dive and Snorkel Trail to the Port Bonython Loop Trails and Point Lowly.

Actions

No.	Action	Timeframe	Cost	Partner/s
C9.1	Formalise the diving and snorkelling opportunities at Black Point and Stony Point into a dive and snorkel trail to highlight the best underwater experiences.	Short	Medium	Whyalla City Council Businesses Environmental Groups
C9.2	Upgrade the beach access stairs and handrail at Black Point.	Immediate	Low	Whyalla City Council
C9.3	Install waymarkers on the seabed for divers and snorkelers between Black Point and Stony Point.	Short	Low	Whyalla City Council
C9.4	Install interpretation plaques on the seabed between Black Point and Stony Point for divers and snorkelers to read about the cuttlefish and other sea life.	Short	Low	Whyalla City Council
C9.5	Progressively upgrade existing infrastructure (i.e. seats, shelter, signage etc.) at Stony Point and install trail support infrastructure at Black Point.	Ongoing	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
C9.6	Develop strategic connections between the Port Bonython Dive and Snorkel Trail and other key locations, such as: <ul style="list-style-type: none"> Port Bonython Loop Trails (refer Strategy C8) Point Lowly. 	Medium	Medium	Whyalla City Council
C9.7	Install directional signage at key points (e.g. Port Bonython Road, Point Lowly) to promote the Port Bonython Dive and Snorkel Trail.	Medium	Low	Whyalla City Council
C9.8	Develop and maintain high quality promotional materials (including online, printed and app-based) for the Port Bonython Dive and Snorkel Trail. Promote the Port Bonython Dive and Snorkel Trail in conjunction with the Cuttlefish Dive Experience.	Short	Low	Whyalla City Council
C9.9	Seek opportunities to support commercial services which will enhance the trail user experience and contribute to the ongoing sustainability of the trail network. For example, food and beverage providers, equipment hire services, transport services, commercial tour operators.	Ongoing	Low	Whyalla City Council Businesses Local Community
C9.10	Inspect and maintain the trail support infrastructure.	Ongoing	Low	Whyalla City Council

Whyalla Foreshore Paddle Trail



Distance
N/A



Classification
Easy - Moderate



Location
Whyalla Foreshore

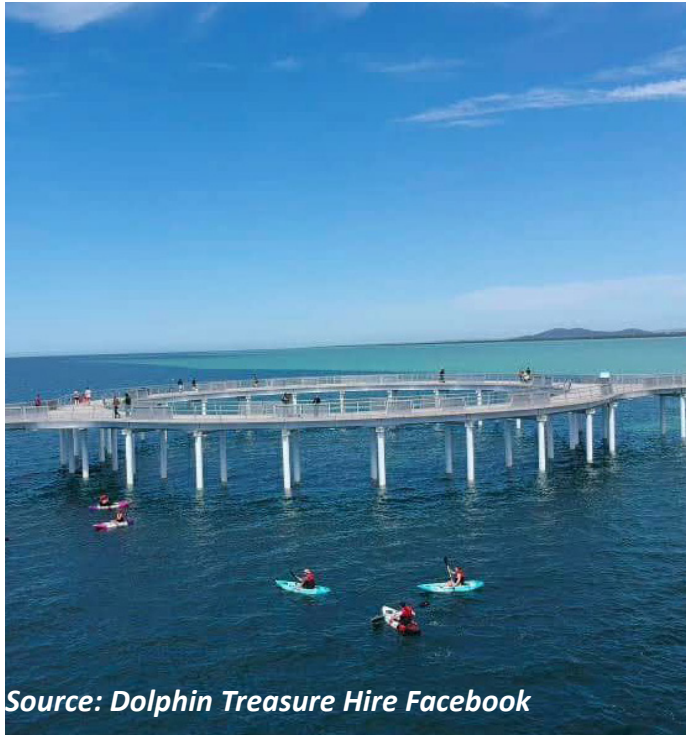


Surface
Ocean



Key Features
Sea Life
Jetty
Whyalla Foreshore
Mangroves

Trail Images



Strategy C10 Whyalla Foreshore Paddle Trail

Priority

Develop a paddle trail along the Whyalla Foreshore.

Low

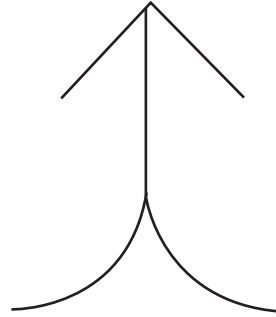
Rationale

There is a key opportunity to develop a paddle trail (e.g. kayak, canoe, stand-up paddle board etc.) along the Whyalla Foreshore incorporating the Whyalla Jetty and Mangroves. The water channels along the Whyalla Foreshore are ideal for paddling activities. Across the Eyre Peninsula, the only location advertised widely for paddling is Yangie Bay in Coffin Bay National Park, so there is potential to provide and widely promote a unique paddle trail experience in Whyalla.

It will be important to install trail support infrastructure such as launch pads/pontoons both at the Whyalla Foreshore and the Whyalla Mangroves. It will also be important to work with businesses (e.g. Dolphin Treasure Hire) to provide commercial services such as equipment hire.

Actions

No.	Action	Timeframe	Cost	Partner/s
C10.1	Formalise the Whyalla Foreshore Paddle Trail between the Whyalla Foreshore and Whyalla Mangroves to provide a unique paddling destination that can be promoted widely, including via Paddling Trails SA.	Short	Low	Whyalla City Council
C10.2	Install trail support infrastructure at both launch points (e.g. signage, launch pads/pontoons).	Short	Low	Whyalla City Council
C10.3	Develop and maintain high quality promotional materials (including online, printed and app-based) for the Whyalla Foreshore Paddle Trail. Provide reliable and accessible trail information and mapping.	Short	Low	Whyalla City Council
C10.4	Promote the opportunities available for 'multi-discipline trail experiences', for example incorporation of the Whyalla Foreshore Paddle Trail with the Whyalla Foreshore Pathway and Mangroves Trail Network.	Short	Low	Whyalla City Council
C10.5	Seek opportunities to support commercial services which will enhance the trail user experience and contribute to the ongoing sustainability of the trail network. For example, food and beverage providers, equipment hire services, transport services, commercial tour operators.	Ongoing	Low	Whyalla City Council Businesses Local Community
C10.6	Inspect and maintain the trail support infrastructure.	Ongoing	Low	Whyalla City Council



**Strategic Outcome D:
Information, Marketing & Participation**

Consistent and reliable path and trail information and marketing encourages recreational path and trail users to confidently, safely and sustainably explore the region's natural areas.

Strategy D1: Consistent & Reliable Path & Trail Information

Priority

Provide consistent and reliable path and trail information and mapping across the City.

High

Rationale

The consistency and quality of path and trail information and mapping has been identified as a key issue across the City through the consultation and site audits undertaken in the development of the Master Plan. Installing effective signage is a key component to enhancing each of the paths and trails to provide more appealing, enjoyable and safe experiences. *AS2156.1 Walking Tracks Classification and Signage* provides details of the requirements for signage on walking tracks. Much of the existing path and trail signage across the City is not compliant with *AS2156.1 Walking Tracks Classification and Signage* or *IMBA Trail Difficulty Rating System* and requires upgrade.

Prior to the development of path and trail information and signage, an important first step is to determine the appropriate classification of a path or trail in line with the relevant classification system. This system assists trail managers to determine the appropriate level of signage and the required information. It is particularly important that safety signage is installed at potentially hazardous locations. It is important that safety information is provided on trailhead signage at the beginning of a trail.

The availability and quality of path and trail related information is highly variable across the City, and the information that is available is not always current, nor does it always reflect existing conditions on the ground. There is no single, comprehensive source that provides a consistent level of information suitable to inform prospective path and trail users and promote the existing path and trail network to residents and visitors.

A wide range of websites promote trails across the City, such as Walking SA, Trailforks, PaddleSA and user generated sites such as Strava, MapMyRun or Ride, Instagram etc provide information and inspiration to trail users. However, it is important to ensure that trail information is up to date and that outdated information is removed from circulation.

It is also important that path and trail information is effectively conveyed at the Whyalla Visitor Information Centre. This relies upon the availability of up to date brochures, maps and information, and ensuring that staff are familiarised with path and trail experiences offered across the City.

Actions

No.	Action	Timeframe	Cost	Partner/s
D1.1	Ensure that all trail information sources use the correct Trail Classification System to inform users about the path or trail's level of difficulty and key features.	Ongoing	Low	Whyalla City Council NPWS Walking SA
D1.2	Ensure that appropriate budget levels and staff resources are available to update trail information sources on a regular basis (i.e. annually or sooner if required).	Ongoing	Low	Whyalla City Council
D1.3	Maintain the ground truthed GIS data prepared as part of this Master Plan to ensure that accurate GIS files remain available for the preparation of path and trail maps, and for use in management and planning.	Ongoing	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
D1.4	Develop and maintain a website hosted by Council that provides comprehensive details of all authorised path and trail opportunities within the City, including downloadable resources with links to other websites where relevant (e.g. Walking SA), interactive mapping and an access via a mobile app.	Short	Low	Whyalla City Council Walking SA
D1.5	Develop and maintain a booklet/brochure (print and downloadable) which details the paths and trails from around the City (in line with the City's branding), with supporting photographs and clearly articulated maps.	Short	Low	Whyalla City Council Visitor Information Centre
D1.6	Ensure the updated maps and path and trail information is included in the Whyalla Visitor Guide.	Immediate	Low	Whyalla City Council Visitor Information Centre
D1.7	Ensure that the Whyalla Visitor Information Centre staff are comprehensively informed and regularly updated to provide accurate and up to date path and trail information to visitors.	Ongoing	Low	Whyalla City Council Visitor Information Centre
D1.8	Update and maintain reliable information about the City's paths and trails on third party information platforms (e.g. Walking SA, Strava, Trailforks). Continually assess the reliability of information provided by users, and engage with new and emerging platforms as appropriate.	Ongoing	Low	Whyalla City Council Walking SA Community Groups
D1.9	Include information about the City's paths and trails on visitor information signage at key points across the City.	Short	Low	Whyalla City Council
D1.10	Seek opportunities for dual place naming of paths and trails and inclusion of information about Indigenous context and history on signage where relevant.	Ongoing	Low	Whyalla City Council Traditional Owners
D1.11	Install signage to raise driver awareness and enhance the safety of paths and trails which share sections of alignment with roads or verges, including popular on-road cycling routes.	Short	Medium	Whyalla City Council
D1.12	Ensure that safety signage is installed at hazardous locations along paths and trails and infrastructure aligns with AS2156.2.	Short	Low	Whyalla City Council

Strategy D2: Promotion & Marketing

Improve the promotion and marketing of path and trail opportunities across the City.

Priority

High

Rationale

The development of a co-ordinated approach to marketing of the City’s path and trail network will greatly assist with promotion, including clear conveying of information to the local community and visitors. Consistent branding across the path and trail network is recommended, with consideration given to the development of a trail logo that could be included on promotional material, signage and provide a consistent image that is recognisable across the City, in line with *Whyalla Brand Guidelines* (2016).

Successful and effective marketing and promotion will rely upon the enhancement of the trail infrastructure, services and experiences as outlined under Strategic Outcome B. This is important to ensure that there is not a significant gap between the high quality experience promoted and an inferior on-ground experience.

As recognised in the *South Australian Regional Visitor Strategy* (2021), supporting and continuing to attract the drive tourism market and developing packaged tourism offerings are key opportunities for the development of the City’s visitor economy.

Actions

No.	Action	Timeframe	Cost	Partner/s
D2.1	Develop a coordinated approach to the marketing of Council’s path and trail network through the development of a Path and Trail Marketing Strategy.	Short	Low	Whyalla City Council
D2.2	Develop a path and trail logo for inclusion on all future Council managed path and trail signage.	Short	Low	Whyalla City Council
D2.3	Ensure that appropriate path and trail information and promotional signage is placed at strategic locations to ensure locals and visitors are aware of the path and trail experiences offered across the City.	Medium	Medium	Whyalla City Council Regional Development Australia
D2.4	Integrate the City’s most distinct and iconic trails (e.g. Hummock Hill Lookout Walk, Mount Laura Walk Trail) into packaged tours and day trips bringing visitors into the City.	Medium	Low	Whyalla City Council Regional Development Australia

Strategy D3: Programs & Events

Improve health and wellbeing across the City through programs and events which promote regular physical activity and active lifestyles.

Priority

Medium

Rationale

The City is home to trail related programs and events, such as the Wild Dog Enduro Event, the Howling Dog Trail Running Event and the Australia Day Fun Run Event. Programs and events play an important role in promoting trail activities to residents and visitors. It is important that programs and events which encourage physical activity, healthy lifestyles and appreciation of the natural environment are supported and promoted.

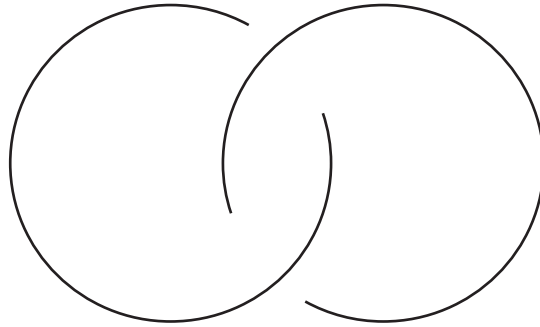
There is an increasing need to provide and promote accessible and affordable physical activity opportunities to encourage regular exercise and healthy lifestyle habits. There is also a need to continue to raise awareness in the community about the conservation value of the bushland areas and address broader societal issues which contribute to illegal rubbish dumping and creation of illegal tracks.

A number of existing organisations offer low cost, regular physical activity programs which could be introduced into the City, with Council and community support. For example, the Heart Foundation Walking Groups, or the establishment of parkrun events. Such programs are designed to be implemented by proactive community members and volunteers, however Council can support these events by providing the required infrastructure and promoting participation. There are also a number of online platforms and mobile apps which are promoting physical activity programs, setting physical challenges for users and offering a level of virtual competition.

Actions

No.	Action	Timeframe	Cost	Partner/s
D3.1	Provide a supportive framework for service providers to grow and diversify new and existing path and trail related programs and events promoting healthy lifestyles, nature appreciation and visitation.	Ongoing	Low	Whyalla City Council Businesses Local Community
D3.2	Work with organisations and local communities to establish regular fitness programs (e.g. Heart Foundation Walking Group, parkrun) utilising paths and trails in the City.	Ongoing	Low	Whyalla City Council Businesses Local Community Whyalla Harriers
D3.3	Ensure that the existing calendar of events on Council's website is updated with the date/time of new and existing path and trail events and programs.	Ongoing	Low	Whyalla City Council
D3.4	Encourage and promote the use of virtual challenges utilising apps and online platforms and integrate these technologies into community events.	Ongoing	Low	Whyalla City Council

No.	Action	Timeframe	Cost	Partner/s
D3.5	Work with event organisers to ensure the ongoing sustainability of existing programs and events occurring in the City (e.g. Wild Dog Enduro Event, the Howling Dog Trail Running Event, Australia Day Fun Run Event). Consider opportunities to host programs and events more frequently.	Ongoing	Low	Whyalla City Council Businesses Local Community Whyalla Harriers



**Strategic Outcome E:
Community, Tourism & Economic
Development**

Paths and Trails contribute significantly to the region's community, tourism and economic development.

Strategy E1: Community, Tourism & Economic Development

Priority

Use path and trail development and provision as a community, tourism and economic development tool.

Medium

Rationale

Established path and trail networks and their associated activities can provide significant benefits to local communities, particularly from an economic and tourism perspective. Hosting of special events that utilise path and trail networks should be supported to assist in raising the profile of the existing and future path and trail networks in the City of Whyalla and to provide sustained economic benefits to the local community. There is opportunity to create vibrant recreational trail precincts across the City of Whyalla, which over the long-term could provide significant economic and tourism benefits to the region. Implementation of the Master Plan will contribute to the City’s tourism and event offerings. It will be important to collaborate with the private sector and local businesses to ensure that path and trail experiences are well supported, such as through food/beverage, accommodation, transport, tours and events.

Actions

No.	Action	Timeframe	Cost	Partner/s
E1.1	Support and encourage the development of path and trail related special events (Refer Action C3.5).	Ongoing	Low	Whyalla City Council Businesses Local Community
E1.2	Encourage the local community and businesses who are connected to the existing/future path and trail networks to become walk and bicycle friendly.	Ongoing	Low	Whyalla City Council Businesses Local Community
E1.3	Encourage and support businesses (e.g. tour operators, retail outlets, hospitality venues, accommodation providers) to promote and capitalise on tourism initiatives which complement the path and trail networks.	Ongoing	Low	Whyalla City Council Businesses
E1.4	Encourage path and trail managers and interest groups to collaborate and share path and trail information, such as GIS data and asset management resources (Refer Action C1.3).	Ongoing	Low	Whyalla City Council NPWS Businesses Local Community
E1.5	Consider opportunities to enhance accessibility to the City’s natural areas through supporting operators to hire off-road mobility devices (e.g. TrailRider) which provide access to natural areas for people who require mobility support.	Ongoing	Low	Whyalla City Council Businesses
E1.6	Support and encourage initiatives which promote conservation and appreciation of the City of Whyalla’s distinct natural landscapes, flora, fauna, environmental value and cultural heritage.	Ongoing	Low	Whyalla City Council NPWS Businesses

07

COST ESTIMATES



Cost Estimates Summary

A qualitative cost estimate was undertaken by specialist quantity surveying firm, Rider Levett Bucknall for all existing and proposed Council paths and trails. The cost estimates were prepared for the various path and trail types based upon a standard pavement design, a proposed length of the path or trail and allowances for specific challenges with topography, existing site conditions, proposed nodes and interfaces with public roads.

Each item included in the cost estimates relates to a specific item in the Strategy and Action Plan, such as the installation of trail signage and/or support infrastructure. It is noted that, prior to any development, the following paths and trails require further planning/assessment:

- Mount Laura Mountain Bike Network
- Scenic Peaks of Whyalla Concept
- Mangroves Trail Network
- Jubilee Park Trail Network

The total estimated cost to develop the various existing and proposed Council paths and trails is \$18,677,855 (excluding GST). The preliminaries, professional fees, contingencies and escalation are included in the total cost, however these amounts can vary depending on whether the contingencies are required and the level of professional fees charged at the detailed design stage.

The following table provides a summary of the total estimated cost to develop each of the existing and proposed Council paths and trails. The full breakdown of the cost estimates are detailed in Appendix C: Cost Estimates.

Ref	Title	Total Cost
1A	Whyalla Foreshore Pathway	\$4,014,487
1B	Mount Laura Mountain Bike Network	\$105,000
1C	Whyalla Wetlands Trail Network	\$218,800
1D	Education and Cultural Walk	\$85,500
1E	City Walk	\$450,280
1F	Freycinet Trail	\$290,500
1G	Gulf & Ranges Trail	\$157,390
1H	First Nation Trail	\$230,500
1I	Town Path Network (Off-Road)	\$3,906,782
1J	Town Bicycle Lanes (On-Road)	\$3,080,385
2A	Scenic Peaks of Whyalla Concept	\$30,000
2B	Hummock Hill Lookout Walk	\$610,100
2C	Tower Hill Walk Trail	\$705,565
2D	Rocky Hill Walk Trail	\$902,375
2E	Mount Laura Walk Trail	\$1,000,090
2F	Mangroves Trail Network	\$52,500
2G	Jubilee Park Trail Network	\$36,000
2H	Port Bonython Loop Trails	\$2,259,700
2I	Port Bonython Dive and Snorkel Trail	\$428,200
2J	Whyalla Foreshore Paddle Trail	\$113,700

08

OPERATION &
MAINTENANCE



Operation & Maintenance Plan

The following table provides an indicative guide to assist Council in determining the appropriate intervals for inspections of walking tracks, according to Australian Standard 2156.1 - 2001: Walking Tracks Part 1 - Classification and Signage. The table provides the identified walking track's name, grade, applicable risk management guidelines and guide to the frequency and timing of inspections across the calendar year. It is acknowledged that there may also be other trails in Whyalla (e.g. mountain bike trails, paddle trails) that will require regular inspections.

Further information regarding path and trail governance and funding can be found in Appendix B: Governance and Funding.

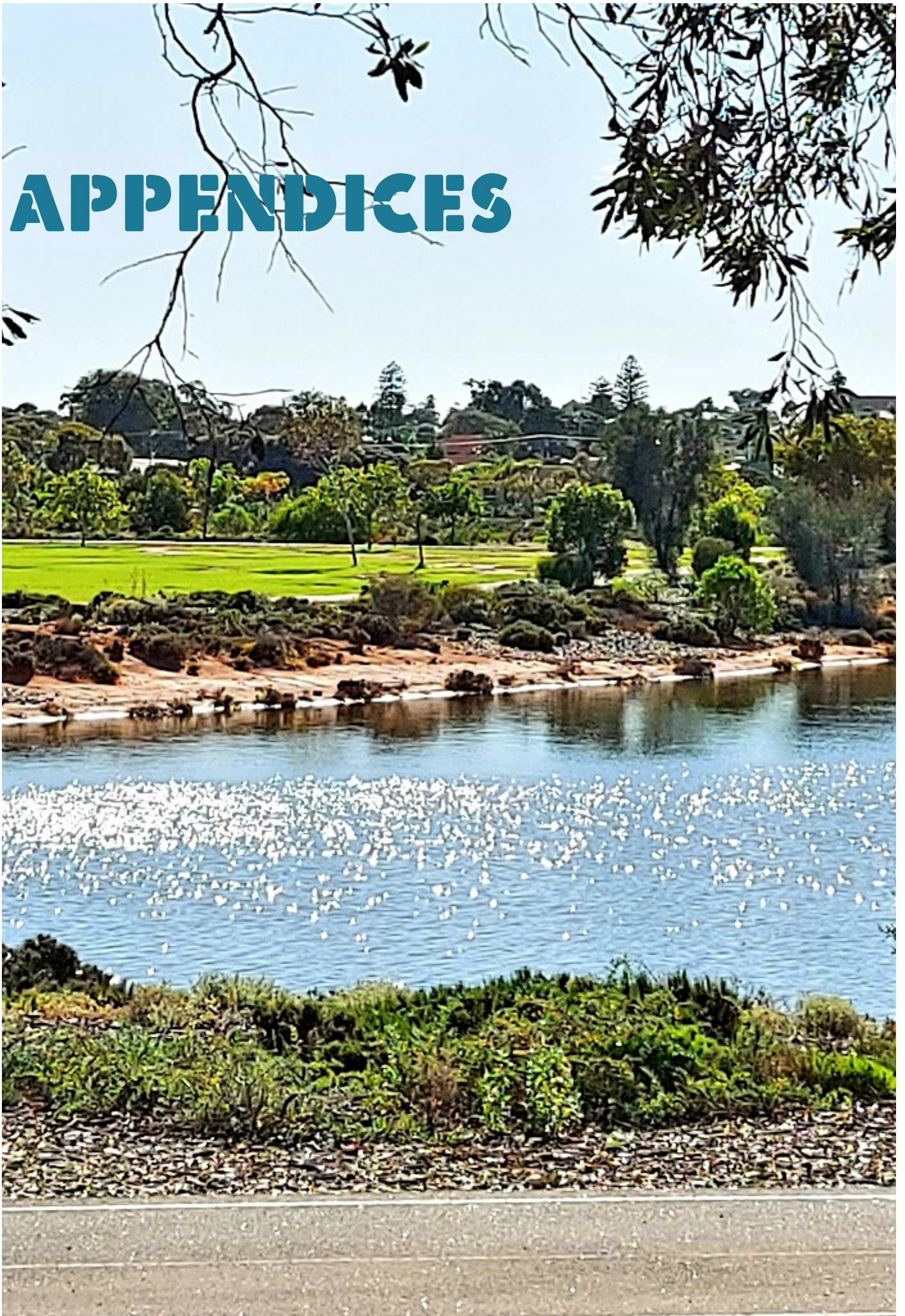
Trail Name	Grade	Risk Management (AS 2156.1-2001)	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Whyalla Wetlands Trail Network	2	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 90 days or less.												
Education and Cultural Walk	2	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 90 days or less.												
City Walk	4	Tracks will be inspected on a regular basis and after major natural events such as cyclones or fires. Any built facilities will be managed for public risk. Inspection interval: 6 to 12 months.			*						*			
Freycinet Trail	4	Tracks will be inspected on a regular basis and after major natural events such as cyclones or fires. Any built facilities will be managed for public risk. Inspection interval: 6 to 12 months.			*						*			

08 Operation and Maintenance

Trail Name	Grade	Risk Management (AS 2156.1-2001)	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Gulf & Ranges Trail	4	Tracks will be inspected on a regular basis and after major natural events such as cyclones or fires. Any built facilities will be managed for public risk. Inspection interval: 6 to 12 months.			*						*			
First Nation Trail	4	Built elements will be inspected and maintained regularly. Any built facilities will be managed for public risk. Inspection interval: 6 months or less.			*						*			
Whyalla Foreshore Pathway	2	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 90 days or less.												
Ada Ryan Gardens	2	Tracks and adjacent natural and built elements will be inspected and maintained regularly. Inspection interval: 90 days or less.												

* Inspection interval has a range of 6-12 months, however it is recommended that tracks with high levels of built features and usage are inspected more frequently than 12 monthly.

APPENDICES



National Level Documents

The Australian Physical Literacy Framework (Sport Australia, 2019)



Vision for Australian Sport in 2030:

“Australia is the world’s most active and healthy sporting nation, known for its integrity and excellence”.

Mission:

- Reduce inactivity by 15% by 2030
- International sporting success
- A fair, safe and strong sport sector
- A thriving sport and recreation industry.

Strategic Priorities:

- Build a more active Australia – more Australians, more active, more often
- Achieving sporting excellence – national pride, inspiration and motivation through international sporting success
- Safeguarding the integrity of sport – a fair, safe and strong sport sector free from corruption
- Strengthening Australia’s sport industry – a thriving Australian sport and recreation industry.

Targets:

- Improve the physical health of Australians – including reduced risk of chronic conditions
- Improve the mental health of Australians – including the improved management of mental illness and greater social connectedness
- Grow personal development – being active can help everyone endeavour to be their best self
- Strengthen our communities – through improved cohesion and reduced isolation
- Grow Australia’s economy – building on the already significant contribution of sport to the Australian economy.

Blueprint for an Active Australia (Heart Foundation, 2019)



Synergies:

- Walking, cycling and public transport are affordable and sustainable solutions to traffic congestion
- These same behaviours contribute to cleaner air, reduced carbon emissions and sustainable environments
- Active neighbourhoods and cities are more liveable, with higher levels of social capital and community cohesion and lower levels of crime
- In the context of an ageing community, physical activity enables older Australians to live more active lifestyles with reduced risk of disabling and costly chronic diseases
- Fit and active workers are more productive, take fewer sick days and make a positive contribution to our economic wellbeing.

Background:

Our daily dose of physical activity can significantly reduce the risk of Australia's leading killers including heart disease, type 2 diabetes and some cancers. Physical activity can also improve mental health.

The health effects of physical activity are compelling. However, the potency of physical activity as a policy investment for Australia extends far beyond health.

Importance of Sport and Active Recreation:

The value of sport has been calculated to be of great value to the Australian economy. It provides an estimated \$83 billion in combined economic, health and educational benefits each year, with a return on investment of \$7 for every dollar spent. In 2017, it was estimated that sport creates \$29 billion of net health benefits each year.

The latest sports and physical recreation participation data for Australia shows the following.

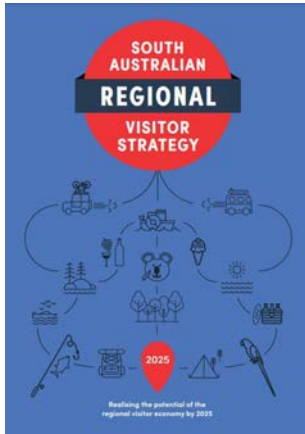
- 45% of children aged 0-14 engage in after school physical activity or organised sport at least once per week
- Physical activity participation is increasingly supported by technology, with 39% of Australian adults utilising a form of activity tracker or wearable device
- 81% of Australian children are not meeting the recommended Australian guidelines for physical activity
- Nearly 70% of adults are either sedentary or have low levels of physical activity
- Two-thirds of adults and one-quarter of children are overweight or obese.

Improvements:

- Continue funding local government to maintain, improve and expand local sporting and recreation facilities
- Develop public open-space policies
- Protect existing public open space
- Design for 'multifunctional open space'.
- Facilitate cooperative planning, funding and management partnerships
- Joint use agreements to overcome resource constraints/ensure equitable access
- Strengthen the corporate and governance structures
- All-weather sports pitches.

State Level Documents

South Australian Regional Visitor Strategy (2021)



The *South Australian Regional Visitor Strategy* (2021) is a roadmap for the industry to navigate challenges and seize opportunities.

The strategy is based on four key principles:

- A focus on the health and wellbeing of our visitors, operators and the community
- Restoring sustainable visitation and access to regions and adapting to changing consumer needs
- Rebuilding business continuity and workforce development plans
- Creating a pipeline of appropriate investment to ensure thriving future regional communities.

Enhancing existing tourism experiences and creating new offerings which reinforce South Australia's brand strengths are required across all region. Priorities include nature and wildlife, wellness, food and drink, coastal and aquatic, Aboriginal, outback and soft adventure experiences.

The Strategy recognises that since COVID-19, visitors are continuing to seek more nature based experiences for social, physical and mental benefits. There is now increased demand and interest from all regions to boost nature and trail-based activities like hiking, cycling and soft adventure.

The opportunity for Whyalla is to capitalise on its pristine nature, immersive wildlife experiences and coastal lifestyle, to drive increased overnight stays from domestic and international visitors. The region has approximately 100 State, National and Conservation Parks, ten State Marine Parks, and three Commonwealth Marine Reserves.

Key relevant priorities are highlighted below.

Marketing:

- Improve the region's digital presence and align this with South Australia Tourism Commission's digital efforts
- Increase promotion of the region's competitive strengths and new offerings
- Promote different seasonal wildlife and nature occurrences throughout the whole year
- Develop a regional brand strategy that identifies and communicates the unique qualities of the Eyre Peninsula including the Seafood Frontier brand.

Experience Development:

- Create compelling new visitor experiences across coastal, wildlife, seafood, outback, soft adventure, astro-tourism and Aboriginal themes
- Encourage the development of sustainable 5 or 6 star accommodation in a national park or iconic natural location
- Support the Eyes on Eyre project, which includes camping infrastructure, regional trails, wayfinding and signage, Wi-Fi and visitor interpretation experiences
- Invest in infrastructure that supports the drive market and encourages overnight stays
- Maintain and enhance key coastal infrastructure and national parks including trails for walking and cycling and recreational fishing
- Embrace the evolution of the Seafood Frontier brand for those experiences related to coastal.

Collaboration:

- Develop the region's network of visitor information services to meet changing consumer behaviour
- Build on existing collateral and partnerships to drive dispersal to inland and outback
- Increase flows along the Seafood Frontier touring route and foster dispersal from the route to other parts of the region
- Increase collaboration and alignment of activities across the three tiers of government.

Industry Capability:

- Support Aboriginal tourism operators across all areas for business growth.

Game On: Getting South Australia Moving (2020)



The South Australian Government has invested in *Game On: Getting South Australia Moving (2020)*, a forward looking framework that outlines a collaborative approach to ensure physical activity and play can fit seamlessly into the daily lives of South Australians. The framework also seeks to provide a shared vision and common platform for the sport and recreation sector in South Australia. The framework identifies eight priority issues and provides a corresponding outcome for each issue.

Issue	Outcome
Being time poor and having competing priorities	Lifelong physical activity
Quality and accessibility of public open spaces	High quality and accessible public open spaces for active recreation
Enabling places for active transport	Growth in active transport
A lack of physical literacy is leading to inactive children and youth	Active young people with good coordination and strong fundamental movement skill
Cost of participating in sport and recreation	Affordable sport and recreation opportunities
Cost of sports delivery	Sustainable sport and recreation sector
Attracting, recruiting, training and retaining volunteers	More and better trained volunteers
The lack of and maintenance of facilities	High quality, inclusive and accessible sport and recreation infrastructure

State Sport and Recreation Infrastructure Plan 2020-2040



The purpose of this *State Sport and Recreation Infrastructure Plan 2020-2040* is to support sport and recreation from the grassroots to the elite level by ensuring that the facilities required to achieve this are available to all South Australians. South Australia seeks to develop facilities of the future that fill current gaps, are accessible, and encourage all South Australians to live an active and healthy lifestyle.

The *State Sport and Recreation Infrastructure Plan 2020-2040* provides a strategic response to the funding and provision of sport and recreation facilities and feeds into the 20 Year State Infrastructure Plan developed by Infrastructure SA to assist the South Australian Government to plan, identify and prioritise major infrastructure across the State.

The *State Sport and Recreation Infrastructure Plan 2020-2040* identifies that the State Government understands the importance of recreational infrastructure to support activities such as walking, cycling, horse riding, canoeing, scuba diving and snorkelling and has invested \$11.8 million towards natural assets including walking paths and trails across the Fleurieu Peninsula and Glenithorne National Park. The parks future initiative will drive ecotourism and economic prosperity by ensuring these assets are accessible, high-quality and well promoted locally, nationally and internationally.

The project's consultation process highlighted that recreational trails are an important and valued component of the state's facility network.

Appendix A: Background Review

South Australian Recreational Trails 10 Year Masterplan 2015-2025



The *South Australian Recreational Trails 10 Year Masterplan 2015-2025* has been developed to provide a long term vision for trails across South Australia. It outlines a staged approach to developing the domestic trail user markets and opening the doors to international trail based tourism. The Master Plan explores the need for implementing certain policies/frameworks in order to provide sustainable trails across the state relating to the following user groups:

- Walkers
- Off-road cyclists
- Equestrians and Recreational Riders
- Canoeists/kayakers
- Aquatic users.

The collective aims of the strategic approach outlined are:

- Making effective use of resources for trail development, infrastructure, provision and future management
- Ensuring an effective hierarchy of development and provision
- Ensuring greater economic, social and environmental benefits for communities and individuals
- Developing more access to better trails that are more accessible and sustainable for more people
- Ensuring the highest return on investment for each trails-based project.

South Australian Walking Strategy 2022-2032



The vision of the *South Australian Walking Strategy 2022-2032* is:

“More South Australians walking more often; all ages, all abilities”.

The priorities of the *South Australian Walking Strategy 2022-2032*

- Plan walkable neighbourhoods, towns and cities
- Plan for walkable places
- Plan for integrated public transport and walking
- Plan for universally accessible walking facilities for all ages and abilities
- Build connected, safe and pleasant walking environments for all
- Create connected and pleasant walking networks
- Balance the needs for all travellers on our roads and footpaths
- Reinvigorate our main streets and local neighbourhoods
- Enhance our walking tracks and trails
- Create a South Australian walking culture
- Educate, market and promote walking
- Realise the economic and tourism value of walking in South Australia.

Appendix A: Background Review

Regional Level Documents

Walking as part of regular physical activity can help:

- Reduce the risk of heart disease and stroke
- Manage weight, blood pressure and blood cholesterol
- Prevent and control diabetes
- Reduce the risk of developing some cancers
- Maintain bone density, reducing the risk of osteoporosis and fractures
- Improve balance and coordination, reducing the risk of falls and other injuries
- Improve daily mood which cumulatively leads to better mental health.

Over the life course (of approximately 21,000 people), it was estimated that 1600 health adjusted life years were gained as well as economic benefits of A\$94 million.

Eyes On Eyre Coastal/Inland Node Visitor Infrastructure Concept (2019)



Eyes on Eyre is a unique project developed to assist the Eyre Peninsula to proactively move to the front of South Australia’s visitor economy growth and respond to the *South Australian Regional Visitor Strategy (2018)*.

The project focused on camping and coastal/inland node visitor infrastructure at the following sites across the Eyre Peninsula, as shown below.

Site	Infrastructure type
Fitzgerald Bay	2 Camp ground sites
Port Gibbon	1 camp ground site and beach access
Arno Bay	Shared use pathway
Arno Bay (Redbanks)	1 camp ground site, day use carpark and beach access
Lipson Cove	1 camp ground site
Fishery Bay	1 camp ground site, day use carpark and beach access
Farm Beach	1 camp ground site and day use carpark
Sheringa	2 camp ground sites, day use carpark and road re-alignment
Walker’s Rock	4 camp ground sites, day use carpark and beach access
Tractor Beach	2 camp ground sites
Perlubie	1 camp ground site and day use carpark
Pildappa Rock	3 camp ground sites and day use area
Lake Gillies	1 campground site

The *Eyes On Eyre Coastal and Inland Node Visitor Infrastructure Final Concept Design (2019)* has been reviewed for consideration in the identification of key trail opportunities across the region, acknowledging the impact that improved visitor infrastructure may have on visitation to these areas.

Eyes on Eyre: A Wayfinding Coastal Access and Camping Options Project (2018)



The current status of coastal access infrastructure is leaving the Eyre Peninsula environment and community vulnerable, particularly economically. Outdated and dilapidated infrastructure places coastal communities, at risk from the increasingly frequent and intense coastal storm events and rising sea levels. Therefore, investments in coastal infrastructure are urgently needed to ensure community safety and prosperity; however, these investments should not jeopardise the ecosystems and natural resources that underlie economic wealth and human wellbeing.

Eyes on Eyre: A Wayfinding Coastal Access and Camping Options Project (2018) outlines the following priorities for Whyalla:

- Focus on Northern Coastline
- Focus on Town Foreshore direction of traffic
- Remove or repair dilapidated signage
- Consider a regional QR Code node approach to reduce amount of signage, limit vandalism
- 400m advanced warning notifications prior to attraction turnoffs require installation
- Consider Point Lowly and Fitzgerald Bay Attractions sign to read 'Cuttlefish, Lighthouse, Historic Cottages, Shingle Beach Ridges, Freycinet Trail, Lookout'
- Re-skinning of tourism commission signage installed in nineties
- Re-skinning of Freycinet Trail and A Breath of Fresh Eyre signs (or replacement where condition warrants). Innovate with QR codes
- Contribute to a regional gateway visitor.

- Information bays at the Tanks and Border Village Visitor pods rest stop information bays could be considered for Point Lowly and Whyalla Wetlands
- Install standard coastal access signage to be developed region wide with advisory notifications and expected user behaviour

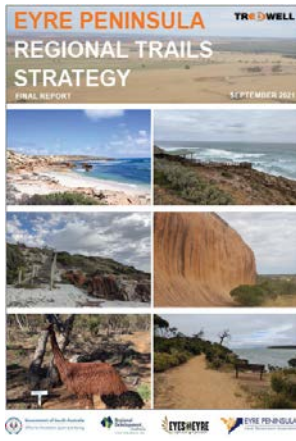
In addition to the above priorities, Point Lowly and Fitzgerald Bay need a wayfinding overhaul. A camping node or two is strongly recommended for Point Lowly and Fitzgerald Bay.

Visitors also need to know the condition of Cuttlefish Drive (and what it offers) and suitably for vehicle types. The Shingle Beach Ridges have the potential to attract tourists from around the world, but they need to be able to locate them.

Appendix A: Background Review

Local Level Documents

Eyre Peninsula Regional Trails Strategy (2021)



The vision of the *Eyre Peninsula Regional Trails Strategy* (2021) is:

“Diverse, high quality, sustainable tracks and trails of regional, state and national significance to facilitate economic, social, health and environmental benefit”.

The purpose of the *Eyre Peninsula Regional Trails Strategy* (2021) is to unify trail development and provision across the region, setting the stage for a united, enthusiastic and common effort toward a shared regional goal. The *Eyre Peninsula Regional Trails Strategy* (2021) will fill an identified gap for trails across the region, providing an overarching guide for the consistent and coordinated planning, development, management and marketing of quality trail experiences.

The following strategies relate to the Whyalla Path and Trail Master Plan.

Strategy B13: Distinguish four separate loop trails at the Whyalla Wetlands and progressively upgrade to provide a variety of recreational and educational trail experiences.

Strategy B14: Reinstate the Hummock Hill Lookout Walk to link with and complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty.

Whyalla City Council Strategic Plan, 2021-2030



The vision of the *Whyalla City Council Strategic Plan, 2021-2030* is:

“Whyalla will be a vibrant, attractive city offering the community a diverse range of sustainable economic, social, environmental and cultural opportunities”.

The expected outcomes of the Whyalla City Council Strategic Plan, 2021 – 2030 include:

- Confident, engaged and proud community
- Integrated education and training opportunities
- Attractive city
- Diverse economy
- Integrated health, disability and aged care services.

There are four key themes outlined in the *Whyalla City Council Strategic Plan, 2021-2030*.

Our People:

Provide a range of services and facilities which promote a safe and engaged community, which is healthy, culturally and socially rich.

Our Places:

Protect our natural environment and enhance our built environment to ensure the environmental, social, physical and economic needs are met.

Our Economy:

Whyalla has a diverse and sustainable economy.

Our Image:

Whyalla is well respected and recognised as a community of strength, whose people have a bright, positive and sustainable future.

Whyalla City Council Disability Access and Inclusion Plan 2020-2024



The vision of the *Whyalla City Council Disability Access and Inclusion Plan 2020-2024*:

“Whyalla is recognised as an accessible and inclusive city that supports people with a disability to realise their full potential, participate in all aspects of community life and be recognised for the value they bring to our community”.

The relevant outcomes from the community online survey undertaken as part of the *Whyalla City Council Disability Access and Inclusion Plan 2020-2024* include the following.

- 14.44% of people felt that the City of Whyalla was very accessible
- 59.26% of people had difficulty accessing footpaths and ramps
- 52.02% of people expressed that the Foreshore had good access
- 25.93% of people had difficulty accessing parks and reserves.

Strategy 3.1 of the *Whyalla City Council Disability Access and Inclusion Plan 2020-2024* relates to the Whyalla Path and Trail Master Plan:

Embed universal design principles to all Council facilities and assets.

Whyalla – the Aboriginal Story (2019)



In 2015, the Federal Court of Australia recognised the Barngarla People as the Native Title Holders of a large geographical area in South Australia, which encompasses Whyalla City Council. 21 archaeological sites and 18 mythical or ceremonial sites can be found within Whyalla City Council.

Fresh water springs, considered as a vital sign of human habitation, are located at Point Lowly and Hummock Hill.

The Barngarla People regard Point Lowly as an area of importance as part of the dreamtime journey of the moon and the seven sisters. Hummock Hill is one of the most important sites and has several features of significance to the Barngarla people. They include sand hills, a spring, rock overhangs, caves and rock formations on the seaward cliff face. A rock formation at the base of Hummock Hill remains protected.

Whyalla Northern Coastline Master Plan (2017)



The purpose of the *Whyalla Northern Coastline Master Plan (2017)* is to provide the direction and framework for a tourism based economic and sustainable development strategy for the Northern Coastline of Whyalla. It seeks to identify and prioritise future projects and actions to be undertaken in the area by a range of stakeholders.

In Fitzgerald Bay, while it is understood that the area's key quality is its remoteness and isolated landscapes, minor upgrades would assist to improve the general amenity visitors' experience.

At Point Lowly, basic infrastructure such as picnic tables, bins, a toilet/shower block, and playground are all generally of moderate condition.

At the termination of Point Lowly Road, improved signage is recommended to celebrate and interpret the area, its history and heritage, but also provide direction to other precincts and range of activities within the Northern Coastline, including the start of the Freycinet Trail.

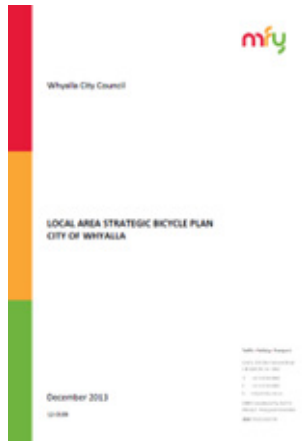
The cuttlefish dive site is subject to a number of amenity issues including a lack of basic infrastructure, directional signage, car parking and information signage.

During consultation as part of the *Whyalla Northern Coastline Master Plan (2017)*, the quality of infrastructure on the Northern Coastline was generally assessed as being average to poor, with walking/cycling trails the item with the most 'poor' responses. More than half of the respondents (53%) strongly agreed that more cycling trails should be established, and a larger proportion of respondents (58%) thought that a cycling trail should be established connecting to Whyalla.

The relevant initiatives from the *Whyalla Northern Coastline Master Plan (2017)* include:

- 1.1.5 Investigate the opportunity to design an underwater dive trail showcasing the marine history and cultural heritage of Whyalla.
- 2.1.2 Enhance start of Freycinet Trail
- 2.3.2 South of the lighthouse at the tip of Point Lowly, redefine existing trails, establish minor infrastructure additions (seating, shelter), and create a new lookout opportunity
- 3.2.1 Enhance finish point and link to camping on the Freycinet Trail
- 5.5.1 Upgrade Freycinet Trail with light infrastructure, signage, seating and shelters, enhance start and finish point and link to camping areas.

Whyalla City Council Local Area Strategic Bicycle Plan (2013)



The *Whyalla City Council Local Area Strategic Bicycle Plan (2013)* provides a strategic framework to improve cycling infrastructure and usage within the town. The recommended cycling network builds largely on the existing infrastructure within the township, taking into account various user types, differing trip purposes, and key trip origins and destinations.

The Whyalla bicycle network provides particularly good east–west connectivity, with some links using both on and off-road segments to form the connection. The existing network provides a good level of connectivity between the town centre out to the western extent of the town.

On-road bicycle facilities are generally limited to “advisory” type facilities adjacent to the existing on-road parking, although some on-road bicycle facilities are provided. Off-road bicycle facilities use a combination of shared paths, lower order local roads (including service roads) and ‘advisory’ bicycle lanes to provide a relatively continuous path.

The survey undertaken as part of the *Whyalla City Council Local Area Strategic Bicycle Plan (2013)* indicated that respondents generally consider cycling facilities to be in fair (average) condition or worse. Only 10% of respondents considered facilities to be good or excellent.

The *Whyalla City Council Local Area Strategic Bicycle Plan (2013)* also outlines relevant issues/ opportunities relating to cycling infrastructure within Whyalla, including:

- A disconnect in the off-road path on the southern side of the Nicolson Avenue Primary School created by the construction of a new building on this site
- The bicycle lane of approximately 800mm in width on Broadbent Terrace from the eastern side of the Playford Avenue intersection through to McDouall Stuart Avenue fall well short of the recommended guidelines
- Currently no defined bike route exists along Heurich Terrace from Broadbent Terrace to Ian Street
- The pathway located on the northern side of Broadbent Terrace is disconnected
- Provision of dedicated crossing facilities at road intersections should be reviewed in line with relevant guidelines
- Lack of wayfinding signage associated with the bicycle network
- Existing facilities are often in need of maintenance.

Draft Whyalla Beach and Foreshore Master Plan (2021)



The vision of the *Draft Whyalla Beach and Foreshore Master Plan (2021)* is:

“A fun, active place with more things to do, more reasons to stay, and attracts more people to Whyalla. We want a place that reveals what’s great about Whyalla and brings new energy and life to the surrounding city”.

The overall aim of the *Draft Whyalla Beach and Foreshore Master Plan (2021)* is to develop an implementable Master Plan for the Whyalla Foreshore and surrounding precinct, to harness economic, recreation and tourism development opportunities.

It has been identified that consistent wayfinding and interpretative signage, and defined trails will improve the connection between the beach, marina and Hummock Hill.

The *Draft Whyalla Beach and Foreshore Master Plan (2021)* identifies various investment projects. The investment projects relevant to the Whyalla Path and Trails Master Plan include the following.

Marina and Hummock Hill:

- Jetty activation
- Wayfinding signage including to town centre
- Improved trail network to Hummock Hill with wayfinding and safety fencing
- Boardwalk extension to jetty
- Viewing deck
- Town centre link (Cudmore Terrace/Jamieson Street pedestrian access upgrades)
- Environmental artwork trail.

Western Foreshore and Whyalla High School Site:

- Viewing node
- Boardwalk extension
- Revegetation of dune and car park area
- Bushtucker trail

Whyalla Beach and Foreshore Park:

- Wayfinding signage
- Improved boardwalk
- Small discovery artworks and storytelling nodes along boardwalk (annual)
- Ada Ryan Gardens connections
- Access and parking improvements
- Picnic, open space and events space upgrades.

Trail Funding Sources

It is important to recognise both the capital investment required for trail development/upgrade, as well as the ongoing operational costs associated with the trail. Funding for general trail maintenance is often more difficult to source as the outcomes are more difficult to quantify and are not seen as being 'appealing' to funding bodies as new developments.

Potential sources of revenue for trails include:

- Rates and charges
- State and Federal government grant funding
- Private sector funding
- User fees
- Commercial operator fees
- Sponsorship programs
- Trail event proceeds
- Fundraising/Donations
- Merchandise and information sales.

Key Considerations

There is no one-size-fits-all management and funding model which addresses the ongoing requirements for recreational trails. Each trail or trail network has its own context and stakeholders which need to be considered in determining the opportunities, constraints and most appropriate capital and operational funding sources. For example, the requirements for the proposed development and operation of a major cross-tenure, state-level trail will differ significantly from the requirements of upgrading an existing, local-level trail.

The relevant management and funding model should be determined in 'Stage 2: Framework' of the 8 Stage Trail Development Process and clearly articulated through a Trail Management Plan. These are to be reviewed and updated as new opportunities or constraints arise.

Ongoing management requirements (beyond the trail development phase) are a particularly important consideration to ensure that any trail project which attracts capital investment can also be sustainably maintained with appropriate resources available.

An effective trail management model must:

- Have clear governance and accountability
- Be legally allowed under State and National regulations and legislation
- Support and maintain the visitor experience
- Be supported by funding sources with potential to create self-generated revenue streams to enable investment back into the trail
- Recognise the strengths and expertise offered
- Allocate and define roles and responsibilities.

The roles and responsibilities involved in trail management are to be agreed upon and documented in a Trail Management Plan. The allocation of roles and responsibilities should be formally documented, such as in a Memorandum of Understanding (MoU).

Sole Agency Trail Management

Two of the key roles in trail management are the trail owner and the trail operator. These can be defined as:

- **Trail Owner:** the entity that owns the physical structure of the trails and is usually the owner or manager of the land the trails are on. The trail owner carries the liability for the health and safety of all trail users
- **Trail Operator:** the entity that maintains the trails to the agreed standards of the owner.

Responsibilities involved in trail management include:

- Planning and Coordination
- Advocacy, Funding and Partnerships
- Trail Development
- Trail Management and Maintenance
- Information Provision.

By default, the manager of the land a trail is located on is the entity responsible for trail management. Many trails are managed solely by the land manager, which is often a local or state government agency, such as Whyalla or NPWS. This model places all roles and responsibilities with the land manager. While community groups and members may be consulted regarding management initiatives, they do not take on any responsibility for trail management.

Trail managers are often eligible to apply for external grant funding for capital investments, however, this often does not extend to trail operation and maintenance.

A key disadvantage of this management model is that land managers, such as local governments, often have numerous parcels of land and recreational assets to manage which results in management of the trail being one of many competing priorities for budget allocations and management efforts. This model does not recognise or embrace the opportunities and additional skills and resources which may be available through partnerships.

Trail Management Partnerships

Trail management partnerships can bring many benefits to both trail users and managers, and optimise use of resources available for trail management and maintenance.

Partnerships may involve two or more stakeholder groups, such as the land owner/manager, state and local government agencies, trail user/stewardship groups, funding providers/sponsors and other interest groups.

Owners and operators are often the same entity, however, they can also be different organisations.

Various partnership approaches are outlined in the Institute of Public Works Engineering Australasia's (IPWEA) *Practice Note 10.6 Parks Management - Paths Trails and Tracks* (2021), including:

- Volunteer/User Group Support
- Committee of Management
- Memorandum of Understanding (MoU)
- Incorporated Society/Association, Trust or Public Company
- Public-Private Partnership.

These approaches are not necessarily mutually exclusive.

Trails across Whyalla are subject to management by a variety of trail managers, with some being a collaborative effort between a public authority and a community group. In some cases, a trail experience can traverse multiple land tenures.

As trail development, management and maintenance is often a collaborative effort, it is important that a clear governance model is established. Important steps in this process include identifying the partners involved, clearly defining appropriate service levels and allocating roles and responsibilities. This can be documented through the development of a Trail Management Plan, a Memorandum of Understanding, a formal partnership agreement or a trail licensing agreement. Clear documentation assists landowners and trail management authorities in management of risk and liability.

The roles and responsibilities to be considered for the management of a sustainable recreational trail include the following.

Planning and Coordination:

- Trail network planning
- Collaboration with stakeholders
- Community and stakeholder consultation
- Policy development

Advocacy, Funding and Partnerships:

- Advocating on behalf of the community and trail user groups
- Allocation of internal resources
- Accessing external funding
- Partnering with other Councils, State and Federal Government
- Building capacity of trail user groups
- Strengthening relationships

Trail Development:

- Trail planning and design
- Environmental and heritage assessment
- Trail construction.

Trail Management and Maintenance:

- Trail inspections
- Trail maintenance
- Hazard control measures
- Vegetation management.

Volunteer attraction and management

- Community liaison
- Trail user compliance
- Management of funds
- Compliance with legislation and industry standards
- Legal responsibility.

Information Provision and Activation

- Information collation
- Map creation
- Brochure design and updates
- Website design and updates
- Social media
- Approval of promotional material
- Brochure distribution
- Contributions to external online platforms
- Facilitation of events and programs .



Roles and Responsibilities

It is important to clearly identify roles & responsibilities and to establish agreed appropriate service levels.

Appendix C: Summary of Strategies

Strategies

The following table presents a high-level summary of each strategy included in the implementation plan, including its title, description, priority and associated page number.

Strategy	Title	Description	Priority	Page
A1	Existing Paths & Trails & Current Projects	Upgrade existing Council managed paths and trails, advocate for improvements to trails managed by other agencies and progress with current path and trail development projects.	High	56
A2	Planning & Management Framework	Develop and implement a robust and integrated path and trail planning and management framework for Whyalla City Council and its partners.	High	58
A3	Public Access of Path & Trail Corridors	Ensure public access to Council managed land is maintained and seek to secure public access to additional land where this forms a strategic corridor for potential future paths and trails.	Medium	61
A4	Management & Maintenance	Ensure that management and maintenance structures for all current and future paths and trails are clearly defined.	High	62
B1	Whyalla Foreshore Pathway	Enhance and progressively upgrade the Whyalla Foreshore Pathway for recreational use, provide safe connections to key points of interest and promote as a tourism drawcard.	High	65
B2	Mount Laura Mountain Bike Network	Formalise the Mount Laura Mountain Bike Trail Network to provide a regional level mountain bike park which is sustainable, safe and preserves the natural environment.	High	68
B3	Whyalla Wetlands Trail Network	Distinguish four separate loop trails at the Whyalla Wetlands and progressively upgrade these to provide a variety of recreational and educational trail experiences.	High	72
B4	Education and Cultural Walk	Maintain and enhance the Education and Cultural Walk.	Low	75
B5	City Walk	Maintain and enhance the City Walk.	Low	77
B6	Freycinet Trail	Enhance the Freycinet Trail to provide a safe and well defined trail experience, offering spectacular coastal views.	Medium	80
B7	Gulf & Ranges Trail	Determine the feasibility of formalising the Gulf & Ranges Trail to provide a high quality loop trail experience, offering views of the Gulf and Flinders Ranges.	Medium	84
B8	First Nation Trail	Determine the feasibility of formalising the First Nation Trail to provide a safe and well defined trail experience, and to connect the Freycinet Trail and Gulf & Ranges Trail.	Medium	86

Appendix C: Summary of Strategies

B9	Town Path Network (Off-Road)	Maintain and enhance the off-road Town Path Network, including the development of key off-road path connections and road crossing points.	Medium	88
B10	Town Bicycle Lanes (On-Road)	Maintain and enhance the on-road Town Bicycle Lanes to provide a safe and well connected network of bicycle lanes.	Medium	91
C1	Scenic Peaks of Whyalla Concept	Develop a Scenic Peaks of Whyalla drive trail.	High	95
C2	Hummock Hill Lookout Walk	Reinstate the Hummock Hill Lookout Walk to link with and complement the tourism and recreation experiences offered at the Whyalla Foreshore and Jetty.	High	98
C3	Tower Hill Walk Trail	Develop a short loop trail at Tower Hill utilising existing tracks and provide appropriate support infrastructure.	Medium	101
C4	Rocky Hill Walk Trail	Develop a short loop trail at Rocky Hill utilising existing tracks and provide appropriate support infrastructure.	Medium	104
C5	Mount Laura Walk Trail	Develop a short out and back trail to the summit of Mount Laura Walk Trail utilising an existing track and provide appropriate support infrastructure.	High	107
C6	Mangroves Trail Network	Formalise the Mangroves Trail Network for recreational use and provide a key connection to the Whyalla Foreshore Pathway.	High	110
C7	Jubilee Park Trail Network	Formalise the Jubilee Park Trail Network for recreational use.	Low	113
C8	Port Bonython Loop Trails	Develop a short walk loop trail experience at Port Bonython.	Medium	116
C9	Port Bonython Dive and Snorkel Trail	Develop a dive and snorkel trail from Black Point to Stony Point in Port Bonython.	Medium	119
C10	Whyalla Foreshore Paddle Trail	Develop a paddle trail along Whyalla Foreshore.	Low	122
D1	Consistent & Reliable Path & Trail Information	Provide consistent and reliable path and trail information and mapping across the City.	High	125
D2	Promotion & Marketing	Improve the promotion and marketing of path and trail opportunities across the City.	High	127
D3	Programs & Events	Improve health and wellbeing across the City through programs and events which promote regular physical activity and active lifestyles.	Medium	128
E1	Community, Tourism & Economic Development	Use path and trail development and provision as a community, tourism and economic development tool.	Medium	131

RLB Cost Estimates

A full breakdown of the qualitative cost estimates for all existing and proposed paths and trails is included over the following pages.

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION SUMMARY

Rates Current At November 2022

Ref	Location	Total Cost \$
1	Existing Paths and Trails	
1A	Whyalla Foreshore Pathway	4,014,487.50
1B	Mount Laura Mountain Bike Network	105,000.00
1C	Whyalla Wetlands Trail Network	218,800.00
1D	Education and Cultural Walk	85,500.00
1E	City Walk	450,280.00
1F	Freycinet Trail	290,500.00
1G	Gulf and Ranges Trail	157,390.00
1H	First Nation Trail	230,500.00
1I	Town Path Network (Off-Road)	3,906,782.50
1J	Town Bicycle Lanes	3,080,385.00
	1 - Existing Paths and Trails	12,539,625.00
2	Proposed Paths and Trails	
2A	Scenic Peaks of Whyalla Concept	30,000.00
2B	Hummock Hill Lookout Walk	610,100.00
2C	Tower Hill Walk Trail	705,565.00
2D	Rocky Hill Walk Trail	902,375.00
2E	Mount Laura Walk Trail	1,000,090.00
2F	Mangroves Trail Network	52,500.00
2G	Jubilee Trail Network	36,000.00
2H	Port Bonython Loop Trails	2,259,700.00
2I	Port Bonython Drive and Snorkel Trail	428,200.00
2J	Whyalla Foreshore Paddle Trail	113,700.00
	2 - Proposed Paths and Trails	6,138,230.00
ESTIMATED NET COST		18,677,855.00
MARGINS & ADJUSTMENTS		
	Goods and Services Taxation	Excl.
ESTIMATED TOTAL COST		18,677,855.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1A Whyalla Foreshore Pathway

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			265,000.00
36	Traffic and Pedestrian Management (2%)	Item			58,000.00
	PR - Preliminaries				323,000.00
DE	Demolition				
24	Take up and remove existing modified path and dispose spoil off site	m ²	675	22.50	15,187.50
20	Remove and demolish existing stairs and barriers and dispose spoil off site	m ²	30	125.00	3,750.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				28,937.50
EL	Electrical Installations				
6	Supply and install solar lighting including connections	No	30	7,500.00	225,000.00
	EL - Electrical Installations				225,000.00
PV	Pavements				
21	Upgrade existing pathway surface in sections where hazards are present	m ²	30	185.00	5,550.00
	PV - Pavements				5,550.00
BW	Boardwalk				
22	Construct new boardwalk to the Mangroves Trail Network including concrete footings, framing, fixings, etc.	m ²	800	850.00	680,000.00
23	OPTIONAL - Extend existing boardwalk for walking and cycling including concrete footings, framing, fixings, etc.	m ²	1,080	850.00	918,000.00
	BW - Boardwalk				1,598,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			15,000.00
	LA - Landscaping				15,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	4	3,400.00	13,600.00
62	Supply and install balustrade and handrail to boardwalk including fixings and connections (to both sides of boardwalk)	m	1,180	550.00	649,000.00
	FU - Furniture				662,600.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1A Whyalla Foreshore Pathway (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	3	3,800.00	11,400.00
5	Supply and install interpretation signage including concrete footing	No	6	2,600.00	15,600.00
3	Supply and install directional signage including post and concrete footing	No	6	2,400.00	14,400.00
2	Supply and install viewing platform / node (PC Sum)	No	2	20,000.00	40,000.00
	SI - Signage				81,400.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			135,000.00
	LL - Locality Loading				135,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			185,000.00
	PF - Professional Fees				185,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			250,000.00
39	Design Development Contingency (10%)	Item			310,000.00
	CT - Contingencies				560,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			195,000.00
	ES - Escalation				195,000.00
WHYALLA FORESHORE PATHWAY					4,014,487.50

**WHYALLA PATH AND TRAIL MASTER PLAN
COST ESTIMATES**



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1B Mount Laura Mountain Bike Network

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
45	Develop a Concept Plan to formalise trail network	Item			80,000.00
44	Develop a Recreation Management Plan to establish zoning for permitted land use (PC Sum)	Item			25,000.00
	PR - Preliminaries				105,000.00
MOUNT LAURA MOUNTAIN BIKE NETWORK					105,000.00

DRAFT

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1C Whyalla Wetlands Trail Network

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			15,000.00
36	Traffic and Pedestrian Management (2%)	Item			3,000.00
	PR - Preliminaries				18,000.00
DE	Demolition				
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				10,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			15,000.00
	LA - Landscaping				15,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
13	Supply and install picnic setting including concrete slab, footing / fixings, etc.	No	1	12,500.00	12,500.00
14	Supply and install proprietary 4 x 4m shelter including footings and fixings	No	1	22,500.00	22,500.00
	FU - Furniture				38,400.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	10	3,800.00	38,000.00
5	Supply and install interpretation signage including concrete footing	No	6	2,600.00	15,600.00
4	Supply and install trailhead signage including concrete footing	No	3	2,600.00	7,800.00
8	Upgrade existing safety signage (assume existing post and footing to remain, allowance for new sign)	No	4	1,500.00	6,000.00
	SI - Signage				67,400.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			10,000.00
	LL - Locality Loading				10,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			10,000.00
	PF - Professional Fees				10,000.00

**WHYALLA PATH AND TRAIL MASTER PLAN
COST ESTIMATES**



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1C Whyalla Wetlands Trail Network (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
CT	Contingencies				
38	Construction Contingency (8%)	Item			15,000.00
39	Design Development Contingency (10%)	Item			20,000.00
	CT - Contingencies				35,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			15,000.00
	ES - Escalation				15,000.00
WHYALLA WETLANDS TRAIL NETWORK					218,800.00

DRAFT

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1D Education and Cultural Walk

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			5,000.00
36	Traffic and Pedestrian Management (2%)	Item			1,500.00
	PR - Preliminaries				6,500.00
DE	Demolition				
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				10,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			10,000.00
	LA - Landscaping				10,000.00
SI	Signage				
3	Supply and install directional signage including post and concrete footing	No	6	2,400.00	14,400.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
9	Upgrade existing waymarking signage (assume existing post and footing to remain, allowance for new sign)	No	8	1,500.00	12,000.00
	SI - Signage				29,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			5,000.00
	LL - Locality Loading				5,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			5,000.00
	PF - Professional Fees				5,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			5,000.00
39	Design Development Contingency (10%)	Item			10,000.00
	CT - Contingencies				15,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			5,000.00
	ES - Escalation				5,000.00
EDUCATION AND CULTURAL WALK					85,500.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1E City Walk

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			30,000.00
36	Traffic and Pedestrian Management (2%)	Item			6,500.00
	PR - Preliminaries				36,500.00
DE	Demolition				
43	Take down and remove existing waymarkers and dispose off site	No	43	110.00	4,730.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				14,730.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			12,500.00
	LA - Landscaping				12,500.00
FU	Furniture				
15	Supply and install guard rail barrier including connection	m	630	225.00	141,750.00
	FU - Furniture				141,750.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	25	3,800.00	95,000.00
11	Supply and install warning / safety signage including post and concrete footing	No	8	2,200.00	17,600.00
63	Upgrade existing trailhead signage including post and footing	No	1	2,200.00	2,200.00
	SI - Signage				114,800.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			15,000.00
	LL - Locality Loading				15,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			25,000.00
	PF - Professional Fees				25,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			30,000.00
39	Design Development Contingency (10%)	Item			35,000.00
	CT - Contingencies				65,000.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1E City Walk (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			25,000.00
	ES - Escalation				25,000.00
CITY WALK					450,280.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1F Freycinet Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			20,000.00
36	Traffic and Pedestrian Management (2%)	Item			4,500.00
	PR - Preliminaries				24,500.00
DE	Demolition				
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				10,000.00
SD	Stormwater Drainage				
16	Supply and install 2000L slim water tank including tap, connections and pipework	No	2	12,500.00	25,000.00
	SD - Stormwater Drainage				25,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			15,000.00
	LA - Landscaping				15,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	6	3,400.00	20,400.00
14	Supply and install proprietary 4 x 4m shelter including footings and fixings	No	2	22,500.00	45,000.00
	FU - Furniture				65,400.00
SI	Signage				
12	Supply and install management signage including post and concrete footing	No	4	2,650.00	10,600.00
3	Supply and install directional signage including post and concrete footing	No	3	2,400.00	7,200.00
11	Supply and install warning / safety signage including post and concrete footing	No	4	2,200.00	8,800.00
9	Upgrade existing waymarking signage (assume existing post and footing to remain, allowance for new sign)	No	24	1,500.00	36,000.00
10	Upgrade existing trailhead signage (assume existing post and footing to remain, allowance for new sign)	No	2	1,500.00	3,000.00
	SI - Signage				65,600.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			10,000.00
	LL - Locality Loading				10,000.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1F Freycinet Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			15,000.00
	PF - Professional Fees				15,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			20,000.00
39	Design Development Contingency (10%)	Item			25,000.00
	CT - Contingencies				45,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			15,000.00
	ES - Escalation				15,000.00
FREYCINET TRAIL					290,500.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1G Gulf and Ranges Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			10,000.00
36	Traffic and Pedestrian Management (2%)	Item			2,500.00
	PR - Preliminaries				12,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	340	8.50	2,890.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				12,890.00
PV	Pavements				
26	Construct new gravel car park area including minor box out, compacted rubble base preparation, compacted rubble wearing course, parking bay marking, wheel stops, etc.	m ²	340	80.00	27,200.00
	PV - Pavements				27,200.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			15,000.00
	LA - Landscaping				15,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	2	3,400.00	6,800.00
	FU - Furniture				6,800.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	8	3,800.00	30,400.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
	SI - Signage				33,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			5,000.00
	LL - Locality Loading				5,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			10,000.00
	PF - Professional Fees				10,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			10,000.00

**WHYALLA PATH AND TRAIL MASTER PLAN
COST ESTIMATES**



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1G Gulf and Ranges Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
39	Design Development Contingency (10%)	Item			15,000.00
	CT - Contingencies				25,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			10,000.00
	ES - Escalation				10,000.00
GULF AND RANGES TRAIL					157,390.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1H First Nation Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			15,000.00
36	Traffic and Pedestrian Management (2%)	Item			3,500.00
	PR - Preliminaries				18,500.00
DE	Demolition				
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				10,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			10,000.00
	LA - Landscaping				10,000.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	26	3,800.00	98,800.00
5	Supply and install interpretation signage including concrete footing	No	6	2,600.00	15,600.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
	SI - Signage				117,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			10,000.00
	LL - Locality Loading				10,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			15,000.00
	PF - Professional Fees				15,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			15,000.00
39	Design Development Contingency (10%)	Item			20,000.00
	CT - Contingencies				35,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			15,000.00
	ES - Escalation				15,000.00
FIRST NATION TRAIL					230,500.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

11 Town Path Network (Off-Road)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			260,000.00
36	Traffic and Pedestrian Management (2%)	Item			56,500.00
	PR - Preliminaries				316,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	11,245	8.50	95,582.50
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				105,582.50
PV	Pavements				
30	Formalise existing informal path at Broadbent Terrace between McDouall Stuart Avenue and Jenkins Avenue including box out, compacted rubble base preparation, reinforced concrete pavement, etc.	m ²	5,000	220.00	1,100,000.00
31	Formalise existing informal path at Jenkins Avenue between Cartledge Avenue and Jubilee Park including box out, compacted rubble base preparation, reinforced concrete pavement, etc.	m ²	2,500	220.00	550,000.00
29	Formalise existing informal path at Broadbent Terrace between McDouall Stuart Avenue and Heurich Terrace including box out, compacted rubble base preparation, reinforced concrete pavement, etc.	m ²	1,900	220.00	418,000.00
28	Formalise existing pathway at Broadbent Terrace between Roberts Terrace and Walker Crescent including box out, compacted rubble base preparation, asphalt wearing course, etc.	m ²	1,520	95.00	144,400.00
27	Formalise existing informal track at Broadbent Terrace to Newton Street including box out, compacted rubble base preparation, reinforced concrete pavement, etc	m ²	325	220.00	71,500.00
	PV - Pavements				2,283,900.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			40,000.00
	LA - Landscaping				40,000.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	15	3,800.00	57,000.00
12	Supply and install management signage including post and concrete footing	No	17	2,650.00	45,050.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

11 Town Path Network (Off-Road) (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
17	Supply and install distance marker including fixing / footing	No	15	1,250.00	18,750.00
	SI - Signage				120,800.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			130,000.00
	LL - Locality Loading				130,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			180,000.00
	PF - Professional Fees				180,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			240,000.00
39	Design Development Contingency (10%)	Item			300,000.00
	CT - Contingencies				540,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			190,000.00
	ES - Escalation				190,000.00
TOWN PATH NETWORK (OFF-ROAD)					3,906,782.50

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1J Town Bicycle Lanes

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			205,000.00
36	Traffic and Pedestrian Management (2%)	Item			44,500.00
	PR - Preliminaries				249,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	16,360	8.50	139,060.00
34	Remove existing on-road bike symbols at Risby Street and Parfitt Street	No	15	95.00	1,425.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				150,485.00
PV	Pavements				
32	Increase width of bicycle lane on Arthur Glennie Drive near Iron Knob Road (both sides of road) including box out, compacted rubble base preparation, asphalt wearing course, etc.	m ²	8,200	95.00	779,000.00
64	Increase shoulders of bicycle lane on Broadbent Terrace including box out, compacted rubble base preparation, asphalt wearing course, etc.	m ²	8,160	95.00	775,200.00
33	Allowance for bicycle lane connections (PC Sum)	No	3	20,000.00	60,000.00
	PV - Pavements				1,614,200.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			40,000.00
	LA - Landscaping				40,000.00
SI	Signage				
12	Supply and install management signage including post and concrete footing	No	50	2,650.00	132,500.00
19	Supply and paint on-road markings at entry points to bicycle lane, road junctions and crossing points	No	50	350.00	17,500.00
17	Supply and install distance marker including fixing / footing	No	32	1,250.00	40,000.00
18	Supply and paint on-road waymarking bike symbols in bicycle lanes	No	32	350.00	11,200.00
	SI - Signage				201,200.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			105,000.00
	LL - Locality Loading				105,000.00

**WHYALLA PATH AND TRAIL MASTER PLAN
COST ESTIMATES**



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

1 Existing Paths and Trails

1J Town Bicycle Lanes (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			140,000.00
	PF - Professional Fees				140,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			190,000.00
39	Design Development Contingency (10%)	Item			240,000.00
	CT - Contingencies				430,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			150,000.00
	ES - Escalation				150,000.00
TOWN BICYCLE LANES					3,080,385.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2A Scenic Peaks of Whyalla Concept

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
45	Develop a Concept Plan to formalise trail network	Item			30,000.00
	PR - Preliminaries				30,000.00
SCENIC PEAKS OF WHYALLA CONCEPT					30,000.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2B Hummock Hill Lookout Walk

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			40,000.00
36	Traffic and Pedestrian Management (2%)	Item			9,000.00
	PR - Preliminaries				49,000.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	600	8.50	5,100.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				15,100.00
EL	Electrical Installations				
6	Supply and install solar lighting including connections	No	6	7,500.00	45,000.00
	EL - Electrical Installations				45,000.00
PV	Pavements				
48	Formalise / upgrade existing track including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	600	45.00	27,000.00
	PV - Pavements				27,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			20,000.00
	LA - Landscaping				20,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
	FU - Furniture				3,400.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	6	3,800.00	22,800.00
4	Supply and install trailhead signage including concrete footing	No	3	2,600.00	7,800.00
	SI - Signage				30,600.00
STR	Structures				
46	Allowance for universal toilet with septic system	Item			250,000.00
	STR - Structures				250,000.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2B Hummock Hill Lookout Walk (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
LL	Locality Loading				
37	Locality Loading (5%)	Item			20,000.00
	LL - Locality Loading				20,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			30,000.00
	PF - Professional Fees				30,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			40,000.00
39	Design Development Contingency (10%)	Item			50,000.00
	CT - Contingencies				90,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			30,000.00
	ES - Escalation				30,000.00
HUMMOCK HILL LOOKOUT WALK					610,100.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2C Tower Hill Walk Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			50,000.00
36	Traffic and Pedestrian Management (2%)	Item			10,500.00
	PR - Preliminaries				60,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	2,470	8.50	20,995.00
50	Decommission and rehabilitate existing tracks (assumed minor works)	m ²	4,920	8.50	41,820.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				72,815.00
PV	Pavements				
48	Formalise / upgrade existing track including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	780	45.00	35,100.00
49	Formalise existing car park including box out, compacted rubble sub-base preparation, compacted rubble base preparation, asphalt wearing course, line marking, wheel stops, etc.	m ²	1,690	125.00	211,250.00
	PV - Pavements				246,350.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			22,500.00
	LA - Landscaping				22,500.00
FU	Furniture				
51	Supply and install lookout with fencing / barrier fence	m	20	2,500.00	50,000.00
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
13	Supply and install picnic setting including concrete slab, footing / fixings, etc.	No	1	12,500.00	12,500.00
47	Supply and install rubbish / recycling bin including concrete slab	No	1	5,500.00	5,500.00
	FU - Furniture				71,400.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	7	3,800.00	26,600.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2C Tower Hill Walk Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
5	Supply and install interpretation signage including concrete footing	No	3	2,600.00	7,800.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
	SI - Signage				37,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			25,000.00
	LL - Locality Loading				25,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			35,000.00
	PF - Professional Fees				35,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			45,000.00
39	Design Development Contingency (10%)	Item			55,000.00
	CT - Contingencies				100,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			35,000.00
	ES - Escalation				35,000.00
TOWER HILL WALK TRAIL					705,565.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2D Rocky Hill Walk Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			60,000.00
36	Traffic and Pedestrian Management (2%)	Item			13,000.00
	PR - Preliminaries				73,000.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	3,530	8.50	30,005.00
50	Decommission and rehabilitate existing tracks (assumed minor works)	m ²	3,720	8.50	31,620.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				71,625.00
PV	Pavements				
48	Formalise / upgrade existing track including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	600	45.00	27,000.00
49	Formalise existing car park including box out, compacted rubble sub-base preparation, compacted rubble base preparation, asphalt wearing course, line marking, wheel stops, etc.	m ²	2,930	125.00	366,250.00
	PV - Pavements				393,250.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			22,500.00
	LA - Landscaping				22,500.00
FU	Furniture				
51	Supply and install lookout with fencing / barrier fence	m	20	2,500.00	50,000.00
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
13	Supply and install picnic setting including concrete slab, footing / fixings, etc.	No	1	12,500.00	12,500.00
47	Supply and install rubbish / recycling bin including concrete slab	No	1	5,500.00	5,500.00
	FU - Furniture				71,400.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	4	3,800.00	15,200.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2D Rocky Hill Walk Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
5	Supply and install interpretation signage including concrete footing	No	3	2,600.00	7,800.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
	SI - Signage				25,600.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			30,000.00
	LL - Locality Loading				30,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			45,000.00
	PF - Professional Fees				45,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			55,000.00
39	Design Development Contingency (10%)	Item			70,000.00
	CT - Contingencies				125,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			45,000.00
	ES - Escalation				45,000.00
ROCKY HILL WALK TRAIL					902,375.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2E Mount Laura Walk Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			65,000.00
36	Traffic and Pedestrian Management (2%)	Item			14,500.00
	PR - Preliminaries				79,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	4,340	8.50	36,890.00
50	Decommission and rehabilitate existing tracks (assumed minor works)	m ²	18,000	8.50	153,000.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				199,890.00
SD	Stormwater Drainage				
52	Allowance for erosion control measures (PC Sum)	Item			50,000.00
	SD - Stormwater Drainage				50,000.00
PV	Pavements				
48	Formalise / upgrade existing track including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	3,360	45.00	151,200.00
26	Construct new gravel car park area including minor box out, compacted rubble base preparation, compacted rubble wearing course, parking bay marking, wheel stops, etc.	m ²	980	80.00	78,400.00
	PV - Pavements				229,600.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			25,000.00
	LA - Landscaping				25,000.00
FU	Furniture				
51	Supply and install lookout with fencing / barrier fence	m	20	2,500.00	50,000.00
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
13	Supply and install picnic setting including concrete slab, footing / fixings, etc.	No	1	12,500.00	12,500.00
53	Supply and install barriers at key trail intersections	No	9	3,500.00	31,500.00
47	Supply and install rubbish / recycling bin including concrete slab	No	1	5,500.00	5,500.00
	FU - Furniture				102,900.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2E Mount Laura Walk Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
SI Signage					
1	Supply and install waymarking signage on post including concrete footing	No	6	3,800.00	22,800.00
5	Supply and install interpretation signage including concrete footing	No	3	2,600.00	7,800.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
SI - Signage					33,200.00
LL Locality Loading					
37	Locality Loading (5%)	Item			35,000.00
LL - Locality Loading					35,000.00
PF Professional Fees					
40	Professional Fees and Charges (5%)	Item			50,000.00
PF - Professional Fees					50,000.00
CT Contingencies					
38	Construction Contingency (8%)	Item			65,000.00
39	Design Development Contingency (10%)	Item			80,000.00
CT - Contingencies					145,000.00
ES Escalation					
41	Escalation to completion beyond end 2023 (5%)	Item			50,000.00
ES - Escalation					50,000.00
MOUNT LAURA WALK TRAIL					1,000,090.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2F Mangroves Trail Network

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			5,000.00
36	Traffic and Pedestrian Management (2%)	Item			1,500.00
45	Develop a Concept Plan to formalise trail network	Item			40,000.00
58	Undertake a contaminated land assessment of the mangrove area	Item			6,000.00
	PR - Preliminaries				52,500.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			Excl.
	LL - Locality Loading				Excl.
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			Excl.
	PF - Professional Fees				Excl.
CT	Contingencies				
38	Construction Contingency (8%)	Item			Excl.
39	Design Development Contingency (10%)	Item			Excl.
	CT - Contingencies				Excl.
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			Excl.
	ES - Escalation				Excl.
MANGROVES TRAIL NETWORK					52,500.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2G Jubilee Trail Network

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			5,000.00
36	Traffic and Pedestrian Management (2%)	Item			1,000.00
45	Develop a Concept Plan to formalise trail network	Item			30,000.00
	PR - Preliminaries				36,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			Excl.
	LL - Locality Loading				Excl.
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			Excl.
	PF - Professional Fees				Excl.
CT	Contingencies				
38	Construction Contingency (8%)	Item			Excl.
39	Design Development Contingency (10%)	Item			Excl.
	CT - Contingencies				Excl.
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			Excl.
	ES - Escalation				Excl.
JUBILEE TRAIL NETWORK					36,000.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2H Port Bonython Loop Trails

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			150,000.00
36	Traffic and Pedestrian Management (2%)	Item			32,500.00
	PR - Preliminaries				182,500.00
DE	Demolition				
25	Clear existing surface treatments for new pavement including disposal of spoil off site (assumed minor)	m ²	4,800	8.50	40,800.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				50,800.00
PV	Pavements				
48	Formalise / upgrade existing track including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	4,800	45.00	216,000.00
68	Formalise connection to Freycinet Trail including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	12,000	45.00	540,000.00
66	Formalise connection to Stony Point Cuttlefish Drive site including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	3,600	45.00	162,000.00
67	Formalise connection to Point Lowly and Freycinet Trail including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	6,960	45.00	313,200.00
65	Formalise connection to Black Point Cuttlefish Drive site including minor trim and grade of existing track, supply and place compacted rubble wearing course, etc.	m ²	2,400	45.00	108,000.00
	PV - Pavements				1,339,200.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			30,000.00
	LA - Landscaping				30,000.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	11	3,800.00	41,800.00
5	Supply and install interpretation signage including concrete footing	No	3	2,600.00	7,800.00
4	Supply and install trailhead signage including concrete footing	No	1	2,600.00	2,600.00
	SI - Signage				52,200.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2H Port Bonython Loop Trails (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
LL	Locality Loading				
37	Locality Loading (5%)	Item			75,000.00
	LL - Locality Loading				75,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			105,000.00
	PF - Professional Fees				105,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			140,000.00
39	Design Development Contingency (10%)	Item			175,000.00
	CT - Contingencies				315,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			110,000.00
	ES - Escalation				110,000.00
PORT BONYTHON LOOP TRAILS					2,259,700.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

21 Port Bonython Drive and Snorkel Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			30,000.00
36	Traffic and Pedestrian Management (2%)	Item			6,000.00
	PR - Preliminaries				36,000.00
DE	Demolition				
55	Remove and demolish existing staircase and dispose debris off site	Item			20,000.00
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				30,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			15,000.00
	LA - Landscaping				15,000.00
FU	Furniture				
7	Supply and install accessible bench seat including footing / fixings	No	1	3,400.00	3,400.00
13	Supply and install picnic setting including concrete slab, footing / fixings, etc.	No	1	12,500.00	12,500.00
47	Supply and install rubbish / recycling bin including concrete slab	No	1	5,500.00	5,500.00
	FU - Furniture				21,400.00
SI	Signage				
1	Supply and install waymarking signage on post including concrete footing	No	30	3,800.00	114,000.00
3	Supply and install directional signage including post and concrete footing	No	2	2,400.00	4,800.00
54	Supply and install interpretation plaques on seabed including concrete footing	No	10	3,200.00	32,000.00
	SI - Signage				150,800.00
STR	Structures				
56	Allowance for new metal staircase at Black Point	Item			50,000.00
	STR - Structures				50,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			15,000.00
	LL - Locality Loading				15,000.00

WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

21 Port Bonython Drive and Snorkel Trail (continued)

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			20,000.00
	PF - Professional Fees				20,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			30,000.00
39	Design Development Contingency (10%)	Item			35,000.00
	CT - Contingencies				65,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			25,000.00
	ES - Escalation				25,000.00
PORT BONYTHON DRIVE AND SNORKEL TRAIL					428,200.00

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WHYALLA PATH AND TRAIL MASTER PLAN COST ESTIMATES



LOCATION MAIN HEADINGS/SUB HEADINGS ITEM

2 Proposed Paths and Trails

2J Whyalla Foreshore Paddle Trail

Rates Current At November 2022

Ref	Description	Unit	Qty	Rate \$	Total Cost \$
PR	Preliminaries				
35	Contractor Preliminaries and Overheads (10%)	Item			10,000.00
36	Traffic and Pedestrian Management (2%)	Item			1,500.00
	PR - Preliminaries				11,500.00
DE	Demolition				
59	Allowance for sundry and additional demolition	Item			10,000.00
60	No allowance for excavation, handling, cartage and dumping of rock	Note			Excl.
61	No allowance for excavation, handling, cartage and dumping of contaminated material	Note			Excl.
	DE - Demolition				10,000.00
LA	Landscaping				
42	General on-going maintenance to trail including minor vegetation works and trail / signage repair (PC Sum)	Item			10,000.00
	LA - Landscaping				10,000.00
SI	Signage				
4	Supply and install trailhead signage including concrete footing	No	2	2,600.00	5,200.00
	SI - Signage				5,200.00
STR	Structures				
57	Supply and install launch pads / pontoon	No	2	18,500.00	37,000.00
	STR - Structures				37,000.00
LL	Locality Loading				
37	Locality Loading (5%)	Item			5,000.00
	LL - Locality Loading				5,000.00
PF	Professional Fees				
40	Professional Fees and Charges (5%)	Item			5,000.00
	PF - Professional Fees				5,000.00
CT	Contingencies				
38	Construction Contingency (8%)	Item			10,000.00
39	Design Development Contingency (10%)	Item			10,000.00
	CT - Contingencies				20,000.00
ES	Escalation				
41	Escalation to completion beyond end 2023 (5%)	Item			10,000.00
	ES - Escalation				10,000.00
WHYALLA FORESHORE PADDLE TRAIL					113,700.00

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