

ATTACHMENTS

Economic Development Committee Meeting

29 November 2016

7.30pm

City of Albany Council Chambers

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A Priority Project for the Albany Trails Hub Strategy

ALBANY HERITAGE PARK

TRAIL NETWORK

CONCEPT PLAN



COMMON GROUND

ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

Prepared by Common Ground Trails Pty Ltd for
City of Albany
www.albany.wa.gov.au

ACKNOWLEDGEMENTS:

The authors of this Albany Heritage Park Trail Network Concept Plan acknowledge that this land on which we live and work is Noongar country, and we pay our respects to Elders past and present.

Common Ground Trails wishes to acknowledge the significant contribution of the project steering committee as well as the valuable input from community interest groups, stakeholders, organisation representatives, users and individuals.

PHOTOGRAPHY:

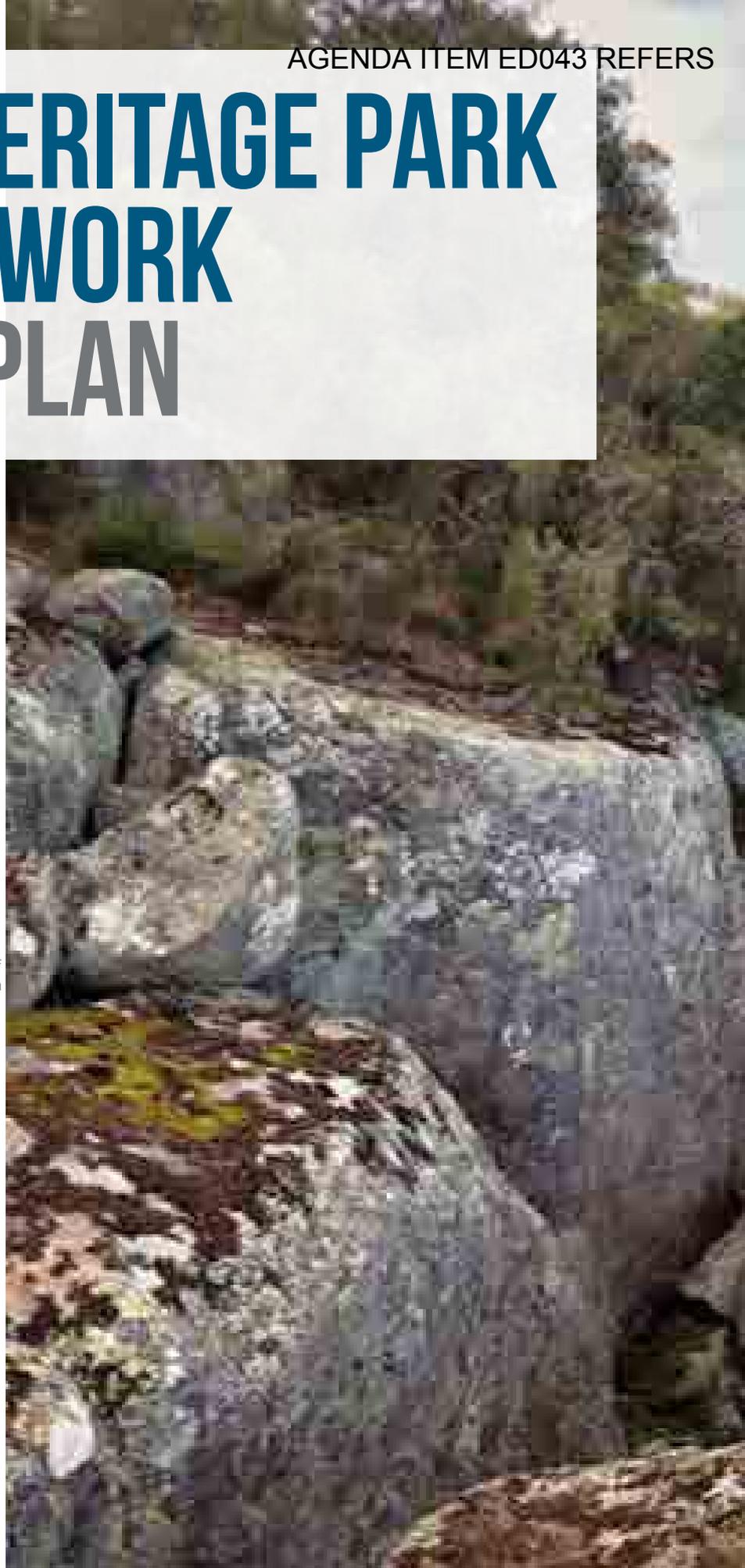
David Willcox

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EXECUTIVE SUMMARY

The Albany Trails Hub Strategy 2015–2015 was developed to provide strategic guidance to assist the City of Albany to become a World Class Trail Tourism Hub. The first priority project identified from the Strategy was the Albany Heritage Park Trail Network Project (the project).

The project will result in a network of world class walking, mountain biking and interpretive trails that will provide sustainable benefits to the Albany community. The consolidation and rationalisation of existing trails, creation of new high quality trails and links, and the closure and rehabilitation of unsustainable trails, will result in better accessibility and utilisation of the trail network.

The project aims to achieve a cohesive, high quality network of trails that will provide recreation users and visitors with an enjoyable and safe experience.

The Albany Heritage Park is a parcel of native bushland representing one of the City's most important biodiversity, heritage, recreation and tourism assets. The protection of these values is a cornerstone of the proposed trail network development.

The park is located centrally to the City, offering a highly accessible facility and introduction to the trail opportunities in the region. The peaks of Mt Clarence and Mt Adelaide, the connecting ridge line and the surrounding oceanic interface provide highly desirable terrain and stunning viewsheds for trail users.

The concept plan within this document was developed in consultation with the local community and potential user markets, to identify a suitable mix of experiences that capitalise on the area's unique attributes.

The concept planning process, undertaken in accordance with the recommendations of the Albany Trails Hub Strategy and the Western Australian Mountain Bike Management Guidelines, involved detailed site inspections, trail auditing and broad ecological assessments of the project area. The outcomes of the planning process identified opportunities to enhance existing infrastructure and establish the area as a world class trail facility, while protecting the important biodiversity and heritage values.

The proposed trail network comprises a variety of trail experiences to achieve the desired outcomes as detailed in the Albany Trails Hub Strategy. The network provides the full spectrum of nature experiences, from peaceful contemplation and wildlife watching, to recreational walking, bushwalking and adventurous mountain biking that caters for existing local demand. Additionally, the network captures new markets, catering for a range of user types and abilities.

The composition of the proposed trail network is provided below:

TRAIL	TRAIL QUANTITY (M)
Existing alignment (singletrack or fire break)	13,572
New trail construction	25,398

TRAIL TYPE	TRAIL QUANTITY (M)
Dual use	20,207
MTB	13,265
Walk	5,498

The total cost of the project is estimated at approximately \$3.2 Million, which includes design and construction of the trails. Capital costs have been estimated on the basis of a very high quality finish, including landscaped elements.

Trail management and maintenance will require resourcing beyond the current capacity of the City, and recommendations have been made to establish an appropriate supporting management model.

Adoption of the recommendations of this concept plan will establish the Albany Heritage Park as a new benchmark for sustainable trail facilities in Western Australia.

OVERVIEW

ALBANY TRAILS HUB STRATEGY

The City of Albany Trails Hub Strategy was developed to provide strategic guidance to enable the City to become one of Australia's primary trails destinations. The Trails Hub Strategy was endorsed by Council in 2015. Seven key projects were identified for the City of Albany, with the first priority project being the Albany Heritage Park (AHP).

The Vision for the Trails Hub Strategy is: A World Class Trail Tourism Hub situated around high quality trail systems, supported by a complete package of hospitality and visitor services set within our unique natural landscapes. The Albany Trails Hub Strategy reviewed the entire supply and demand of trails and user groups, and significant gaps in all areas were identified. The Trails Hub Strategy identified suitable locations for trail development, and further recommended the most appropriate development for each location, including which user types and trail styles should be catered for.

PRIORITY PROJECT – ALBANY HERITAGE PARK TRAIL NETWORK

The Albany Trails Hub Strategy identified nine priority projects to be implemented with the aim of developed Albany as a Trails Tourism Hub. The Albany 'Mounts Precinct', or the Albany Heritage Park, where Mt Clarence and Mt Adelaide are located, was identified as the highest priority project.

The existing social network of trails has very high demand for mountain bike trails as well as walk and interpretive trails. The mountain bike trail supply in this area is less than 1km of advanced classification trail, which caters for a limited market. The demand for lower classification mountain bike trails is evidenced by mountain bikers riding on many of the existing walk trails.

The Albany Heritage Parks' proximity to the city centre presents excellent potential for visitors. The Trails Hub Strategy identified the excellent opportunity to address ongoing management issues and user conflict while promoting formal recreation and tourism utilisation, through provision of a logical, well signposted trail network.

PURPOSE OF THIS PLAN

This plan was commissioned by the City of Albany, to progress the Albany Heritage Park (AHP) trail network through the Trails Hub Strategy development process, from Feasibility to Concept Plan. The Plan documents the processes and outcomes of:

Community and stakeholder engagement

- Review of legislative requirements, land use and management practices
- Evaluation of impacts on landscape, environment and heritage values
- Review of location, access, ground conditions, recreational use, visitor risk management, constraints, conflicts and sensitivities

The concept plan includes key locations of trail heads, configurations of trails, alignments of corridors, estimates of development costs and recommended construction staging.

Trails and associated infrastructure have been planned to enable improved protection of the natural and cultural values of the AHP.

Where appropriate, the retention and upgrade of existing alignments has been recommended. However, the focus of the development has been on rationalising and consolidating trails to transform the network into a cohesive, high quality, desirable and sustainable facility for a wide range of users.

The network has been designed with consideration to existing demand, management issues and potential opportunities. The introduction of shared use trails will maximise the quantity of trail available to users, whilst minimising impact on the extremely valuable flora and fauna. Conflict management techniques, including a code of conduct and yield hierarchy have been recommended to improve all trail experiences.

Community and stakeholder input was sought at various stages to identify, discuss and address broad issues and opportunities influencing the design of the network.

Further stages of development, including detailed on-ground corridor evaluations, detailed design, further community

engagement and construction, have been recommended to allow for investment from the land manager and potential funding partners.

PROJECT AREA

The project area encompasses a total area of approximately 242 Hectares, bound by the city centre, Princess Royal Harbour and Middleton Beach.

The area is made up of a number of reserves located on Crown land, with management responsibilities held primarily by the City of Albany and a number of other significant stakeholders. Water storage and reticulation and power line easements occur within the reserve. A number of Aboriginal Heritage sites exist within the reserve and are protected under the Aboriginal Heritage Act 1972.

PROJECT OBJECTIVES

The following objectives for the project were developed in collaboration with the Project Control Group, in consultation with potential project partners, and in response to feedback from the Albany community.

Create a high quality, accessible, cohesive and sustainable network of trails that:

- Provides the full spectrum of nature experiences, from peaceful contemplation and wildlife watching, to recreational walking, bushwalking and adventurous mountain biking that caters for existing local demand
- Attracts new visitors to Albany, and invites visitors to explore and experience the natural beauty that reflects the whole region, right in the middle of town
- Encourages visitors to extend their visit or return again
- Consolidates and rationalises opportunities to enhance the amenity and stories unique to Albany

- Connects key areas of Albany, such as the City Centre and Middleton Beach
- Features and interprets the natural landscape of the Mounts, and the wider region
- Creates new business, training and employment opportunities
- Captures the adventure sport market (walking, running, mountain biking, multi-sport events)
- Creates a legacy and community resource including facilitating opportunities through schools and other educational institutions
- Reduces user conflict and development of unsanctioned trail

Through

- Undertaking best practice, sustainable design and construction practices
- Upgrading, realigning, improving or rehabilitating where existing trails and access tracks are unsustainable
- Creating new trails, links and connections
- Providing event facilities to host high quality events that attract adventure sport market (for whom events are a primary driver)
- Creating a code of conduct for all trail users to clarify and promote good trail etiquette

While

- Recognising and considering front of mind the AHP's underlying conservation, ecological and cultural heritage (Indigenous and non-Indigenous) importance
- Maintaining diversity of flora and areas protectable from *Phytophthora cinnamomi* (dieback), and protecting species of significance
- Considering the potential impacts on surrounding residents
- Considering future maintenance and management requirements



Figure 1: Project Area Overview

POLICY & PLANNING REVIEW

SURROUNDING TRAILS AND REGIONAL CONTEXT

The following strategies, policies, guidelines and plans have been reviewed in the preparation of this plan.

WESTERN AUSTRALIAN STATE TRAILS STRATEGY

The State Trails Strategy (Department of Sport & Recreation, 2008) outlines the strategic direction for the Western Australian trails sector for the period 2009-2015. The Strategy was under review at the time of writing this plan. It supports and complements trail based initiatives, and embraces the various sectors by articulating high-level principles, directions and outcomes rather than prescriptive action. It outlines the purpose, guiding principles, vision, opportunities, strategies and suggests implementation roles for developing trails. The Albany Trails Hub Strategy as well as this concept plan are aligned with several of the strategy's objectives.

WESTERN AUSTRALIAN MOUNTAIN BIKE STRATEGY

The Western Australian Mountain Bike Strategy (WestCycle, 2015) provides the over arching framework and hierarchy of planning and development for mountain biking in WA, and it identifies the Great Southern as a mountain bike hot spot requiring regional level master planning to provide guidance for prioritising more detailed levels of site planning.

WA MOUNTAIN BIKE MANAGEMENT GUIDELINES

The Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015) were developed by Parks and Wildlife to provide a development and management process for sustainable mountain bike trails, using world's best practice planning, design and construction principles. Protection of Western Australia's unique and significant biodiversity and prevention of environmental impact is the key consideration of the guidelines.

ALBANY TRAILS HUB STRATEGY (2015)

The City of Albany Trails Hub Strategy 2015-2025 was developed to provide strategic guidance to assist the City of become one

of Australian's primary trails destinations situated around a high quality trail system, supported by a complete package of hospitality and visitor services. The Strategy identified broad objectives and trails initiatives, including the Albany Heritage Park Trail Network as a priority project.

SITE SPECIFIC PLANNING DOCUMENTS AND RELATED LITERATURE

The following existing government documents providing policy direction, guidance or support for the project as well as site and technical information were reviewed as part of the development of the concept design:

- Albany Regional Vegetation Survey (2010)
- Fuel Management Strategies and Works Program for Specific Areas of Land Managed by the City of Albany (2015)
- Age-Friendly Albany (2016-2020)
- Access and Inclusion Plan (2012-2017)
- City Mounts Management Plan (2006)
- Mount Clarence and Mount Adelaide Bush Reserve Fauna Survey (2002-2011)
- Distribution and Fire Response of Threatened and Significant Fauna Species within the Mount Clarence / Mount Adelaide Bush Reserves (2012)
- City of Albany Aboriginal Accord (2003)

OPPORTUNITIES

Understanding current trends in community participation and provision of trail facilities in Australia and worldwide is important to determine the type and scale of development appropriate to the AHP. There are many examples of established facilities that successfully cater for and attract sufficient recreation and tourism visitation to enable sustainable facility management.

The demand for trails in the AHP is driven by the size of the target market, the frequency of participation and their proximity to similar existing facilities.

DEMAND AND MARKET ANALYSIS

The proposed development will create a tourism and recreation resource for visitors to and residents of Albany. The Albany Trails Hub Strategy identified that connections to the Albany Harbour Path and the City Centre would promote formal recreation and tourism utilisation of the trail network.

The objectives of the development include attracting new visitors to Albany and encouraging visitors to extend their visit or return again. It also aims to capture the adventure sport market through events. The network aims to provide for a wide range of user types, from those seeking peace and quiet contemplation in nature, to the more extreme style of downhill mountain bike racing.

This will be achieved by providing a range of high quality single and shared use, and single and dual direction trails. The trail system will need to cater for:

- Existing users of the AHP
- Growing recreation based mountain bike community
- Predicted increase in mountain bike destination travellers
- Increasing number of local and travelling school groups
- Increased interest in ANZAC / Military and Noongar history
- Tourism market seeking additional activities and opportunities
- The needs of people of all abilities and the ageing population, in alignment with the City of Albany's Access and Inclusion Plan 2012 - 2017 (City of Albany, 2014) and Age Friendly Albany Plan 2016 - 2020 (City of Albany, 2016)

TARGET USER GROUP DEMOGRAPHICS

Determining the target market and demand for trail facilities in the AHP has involved exploring local demographics as well as the demand from the existing local enthusiast markets. The Albany Trails Hub Strategy identified the existing demand and market potential for the AHP trail network.

A primary focus is catering for the leisure cohort via strategic connections and dual use trails. Leisure users include general trail users of all ages and abilities and is potentially the largest market. Typically they use trails infrequently, have limited experience on trails and require very accessible experiences. They are not members of clubs and they are more likely to use highly accessible routes close to home or key destinations. They will make the journey to trail facilities with amenities and services such as bike hire, cafes and toilets. This group will generally seek the easiest classification trail.

Due to its location and proximity to the Albany city centre, high level of accessibility and its regional significance as an urban trail network, it is likely to be popular with the typical leisure and enthusiast demographics.

TARGET USER GROUP - WALKERS

The Albany Trails Hub Strategy identified walking as the most popular trail activity in Albany, and concluded that Albany has a sufficient quantity of walk trails overall. However, the supporting elements are inadequate to meet the requirements of a world class destination. Subsequently, a secondary focus of the AHP Trail Network is on improving walking trail quality, safety and promotion.

Older walkers are currently overrepresented in this user group, which could be attributed to the ageing population in Albany and its current brand positioning attracting the older demographic.

The objective of the network is to provide grade 1-3 bushwalking trails to cater for new and existing user groups, including nature watchers and appreciators, recreational walkers, dog walkers, bushwalkers and trail runners. The natural values and historical use of the site dictate that bushwalking style trails are appropriate.

TARGET USER GROUP - MOUNTAIN BIKERS

The Albany Trails Hub Strategy identified the opportunity for more

mountain biking in Albany, as well as the potential to attract the younger demographic and new user markets.

In order to achieve this, a secondary focus of the network is catering for the enthusiast mountain bike cohort with a single use trail network. Enthusiasts are purely recreational mountain bikers with moderate skills and variable fitness, and ride weekly. They are typically aged 29-49 and form the existing market majority. They typically don't compete in events and they possess limited outdoors experience. They prefer trails with good trail signage and seek technical but not too challenging trails. Enthusiast mountain bikers are the most likely to take short breaks to different areas. This group will generally seek easy and moderate classification trails. As they progress, they will start to ride difficult classification trails.

A tertiary focus is on catering for the sport and gravity cohorts within the greater trail network and event-specific facilities. Topography and value of landscape, and historical use of the site dictate that both cross country and gravity mountain bike styles are appropriate. Park trail styles including skills park will be provided for in a limited capacity.

The primary use of the trail network will be for recreation. Trails should be linked appropriately to potential event staging areas, spectator access and facilities to allow for ongoing use of the area for mountain bike and other events. Spectator based events (such as downhill mountain bike racing) infrastructure may be developed in areas of less environmental value where appropriate, and impacts of viewing areas for spectators must be considered. Non spectator based events (such as long distance events) may be appropriate where it can be demonstrated they will not have a negative effect on the landscape.

ACCESS AND INCLUSION

In accordance with the Albany Trails Hub Strategy's vision to establish the City of Albany as one of Australia's primary trails destinations, the trails will need to be supported by appropriate infrastructure, services, experiences and management to meet the needs of all users.

PEOPLE WITH DISABILITY

It is estimated that over 20 percent of Western Australians have a disability, and this number is expected to increase due to the ageing population. People with disability face barriers with everyday activities, such as climbing stairs, hearing or understanding what is said and reading and understanding signage.

AGEING POPULATION

Recognised as an attractive retirement destination, Albany has a significant number of aged and retirement accommodation. Older residents desire outdoor spaces with well maintained amenities, paths and clear directional signage.

The City of Albany Plan, Age-Friendly Albany 2016-2020, identifies the importance of public spaces in encouraging active living. With the aim of improving inclusiveness, safety, comfort and accessibility of these facilities for seniors, the plan identifies ongoing management actions.

INTERNATIONAL VISITORS

While the intent is to provide a facility that attracts international visitors, this group is very diverse, and has a wide range of requirements. Many visitors to Australia are seeking highly accessible outdoor nature experiences, while not necessarily seeking the adventurous element.

The Albany Trails Hub Strategy identified a key tourism market, the 'Experience Seekers', who are highly likely to undertake trails and outdoor activity, like to stay longer and spend more in regional areas. They constitute around 30 to 50% of all potential long haul travellers from Australia's key source markets.

A significant number of tourists visit the AHP from cruise ships. There is potential to increase this visitation with the provision of highly accessible, high quality experiences that can be completed in a short duration and do not require specialised clothing or equipment.

PARTICIPATION

In 2009, 52% of the Western Australia population participated in walking for recreation, while 9% participated in cycling for recreation. Overall, a higher proportion of females compared to males walked for recreation (65% vs 53%), while a higher proportion of males compared to females cycled for recreation (12.4% vs 7.9%). (Be Active WA Physical Activity Taskforce, 2009).

Recreational participation in mountain biking has been rapidly increasing in WA. According to the Western Australian Mountain Bike Strategy (WestCycle, 2015), around 405,000 people ride at least once a week and one million people ride at least once a year. Almost 120,000 mountain bikes are purchased every year in WA and nearly one of five people in WA owns a mountain bike. Popular existing trails in the Perth Hills attract up to 50,000 rides per year (based on wheel counts).

Trail users who responded to the user survey (Refer Appendix 4 – Fully Survey Report) indicated that of the total estimated visits to the AHP each year:

- 30% were for walking trails or dog walking
- 14% were for mountain biking
- 12% were for the lookouts
- 12% were for running trails
- A small percentage were for historical, interpretive or culturally significant sites

Survey respondents indicated that if walk trails were improved on the AHP:

- 74% would use the walk trails
- 43% said they would use grade 5 walking trail (the highest grade recommended for very experienced bushwalkers)

Survey respondents indicated that if mountain bike trails were developed on the AHP:

- 52% would use them
- 82% of users would prefer a network catering for all skills levels and a range of trail styles

WORLD CLASS TRAILS DESTINATIONS

TRAIL DESTINATION SIGNIFICANCE

The Albany Trails Hub Strategy identified the proven potential for mountain bike trails to bring a new user group and associated economic benefits to the City, and have identified mountain bike trails as the highest priority on the AHP site.

The strategy recommended development of the mountain bike network to local / regional significance. In accordance with the Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015).

LOCALLY SIGNIFICANT LOCATIONS

Locally significant locations cater for community based trail use with tourism demand limited to day visits. Facilities are developed within a 10-15km zone from population centres unless servicing existing recreation and camp sites, or significant population centres where alternate opportunities do not exist. Locally significant locations can develop around the trail hub and trail centre models, but can also be stand-alone individual and networked trail systems.

They contain limited services and infrastructure but can still host events. Excluding long distance trails, up to 20km of trail may be developed with the majority being single track forming at least two loops. Locations of local significance may develop limited trail types and classifications and can expect demand from surrounding regional and national locations.

REGIONALLY SIGNIFICANT LOCATIONS

Regionally significant locations cater for small population centres or large communities and/or tourism resources that cater for short breaks or weekend trips. Facilities should be developed within a 15-20km zone, and be focused around a primary trail centre or trail hub model.

They provide a minimum level of services and infrastructure and can host national and regional events. Excluding long distance trails, regionally significant locations contain at least 30km of trail with the majority being single track, forming at least two major loops. Locations of regional significance should encompass broad trail types and classifications.

MOUNTAIN BIKE TRAIL NETWORK MODEL

Various trail models and trail types provide different user experiences, which should guide how a location is developed. Simplistically, trail hubs suit small tourism-focused towns, and trail centres serve larger population centres and more remote but iconic locations.

The Albany Trails Hub Strategy recommended development of the AHP as a mountain bike trail network. A trail network is typically a single site with multiple signed and mapped trails of varying type and classification with no visitor centre and limited facilities. A trail network may be standalone within a population centre or individual location and can form part of a trail centre or hub.

If not incorporated as part of a trail hub they are typically located away from population centres, or in a location that does not provide essential mountain bike services. Trail networks suit locations where demand does not exist for significant development and there is no supporting population centre.

Trail networks also suit locations close to residential population centres as passive recreation facilities for community use. With good planning, trail networks can be designed to accommodate staged development towards becoming a trail centre as demand increases.

Each trail model possesses advantages and disadvantages, which guide the management, governance structures and model choice. Table 1 provides an overview of best practice mountain bike trail network model requirements, and a comparison to the current provision at the AHP.

BEST PRACTICE MOUNTAIN BIKE TRAIL NETWORK MODEL		CURRENT PROVISION AT THE AHP
QUANTITY OF TRAIL	<ul style="list-style-type: none"> Sufficient quantity of trail for up to 1 day of unique trail experiences, 20km – 30km of mountain bike trail 	<ul style="list-style-type: none"> <1km mountain bike trail
SERVICES	<ul style="list-style-type: none"> Toilets, parking, trail information 	<ul style="list-style-type: none"> Toilets & Parking provided
MARKET	<ul style="list-style-type: none"> Typically day trip markets only 	<ul style="list-style-type: none"> Caters for local recreation market
COHORT	<ul style="list-style-type: none"> Can be user friendly and can serve all cohorts including leisure, enthusiast, sport, and gravity 	<ul style="list-style-type: none"> Currently only services gravity cohort
POTENTIAL FOR REVENUE GENERATION AND ECONOMIC IMPACT	<ul style="list-style-type: none"> Clearly identifiable recreation product that can attract sponsorship for ongoing management and maintenance Scale manageable by volunteer and not for profit organisations Potential for concessions to commercial operators with revenue being returned to trail management 	<ul style="list-style-type: none"> Limited funds raised by volunteers of mountain bike clubs to maintain track. Standard of work performed limited by capabilities of volunteers.
ADVANTAGES	<ul style="list-style-type: none"> Can cater for a range of abilities Accessibility can be greatly enhanced Single trailhead makes it easier to manage visitors and trail users A number of loops can be focused on one trailhead Can be consolidated in a single location with minimal external influences Ability to manage trail quality and standards, user experience 	<ul style="list-style-type: none"> Only caters for advanced level riders Start of track is at least 200m uphill from the trailhead Trailhead has limited parking and is shared with a popular visitor lookout and carpark
DISADVANTAGES	<ul style="list-style-type: none"> Lack of visitor services and facilities deter market majority Very hard to generate income for management Can limit overnight stay and limit community economic benefit Typically less accessible to users More remote trail networks can lack community development, activation and stewardship 	

Table 1: Trail Network Model Requirements and Considerations

MOUNTAIN BIKE TRAIL TYPES

There are seven trail types used for mountain biking. Each type is generally suited to a particular style of riding and can consist of varying classifications.

CROSS COUNTRY (XC)

Primarily single-track, with a combination of climbing and descending trails and natural trail features of varying technicality. They appeal to the majority market and are suitable for timed competitive events. Cross country trails can include cyclo-cross tracks.

ALL MOUNTAIN (AM)

Similar to cross country, primarily single-track with greater emphasis on technical descents and non-technical climbs. All mountain trails are suitable for timed competitive events.

DOWNHILL (DH)

Descent only trails with an emphasis on speed and technical challenge. They appeal to more experienced riders; however lower-classification trails are emerging to cater for all experience levels. Downhill trails usually require uplift to the trailhead via chairlift or vehicle shuttle. These trails are suitable for timed competitive racing.

FREERIDE (FR)

Descent focused trails with an emphasis on technical challenge and skill development. Trails feature both built and natural technical features with a focus on drops and jumps. Appeals to more

experienced riders and caters for competitions judging manoeuvres and skills.

PARK (PK)

Built feature environment with emphasis on manoeuvres, skills and progression. Appeals to wide market including youth and can cater for competitions judging aerial manoeuvres. Can include jump and pump tracks and skills parks. Typically dirt surfaced but can include hardened surfaces.

TOURING (TO)

Long distance riding on reasonably uniform surface conditions and lower grades. Touring trails are dual direction linear trails or long distance circuits with a focus on reaching a destination. Touring trails can include rail trails, access/fire roads and single-track. While there is a limited market, touring trails can be ridden in sections making them accessible to all.

ADAPTIVE MOUNTAIN BIKE (AMTB)

This is not a formally recognised trail type in itself however other trail types may be suitable for adaptive mountain biking, which caters to riders who require adapted equipment to suit their physical, intellectual, neurological and sensory abilities. In WA many sanctioned mountain bike trails have been assessed for their suitability to cater for off-road hand cycles. Break the Boundary is a not for profit volunteer-based community group that advocates for accessibility and inclusion for off-road hand cyclists and people with mobility challenges.

MOUNTAIN BIKE USER COHORTS

Mountain bike users are a diverse user group, inclusive of people of all ages, skills and abilities. For management purposes, mountain bikers can be divided into five user cohorts, based on trail requirements and expectations (Parks and Wildlife, 2015).

LEISURE (LS)

Cyclists of all ages and abilities who ride infrequently, often have limited appropriate skills and require very accessible trails. They are not members of clubs and they are more likely to use accessible routes close to home, or make the journey to trail facilities with amenities and services such as bike hire, cafes and toilets.

ENTHUSIAST (EN)

Recreational riders with moderate skills and variable fitness who ride weekly. Typically aged 29-49, they form the existing market majority (WestCycle, 2015), don't compete in events and they possess limited outdoors experience. Enthusiast riders prefer trails with good trail signage, seek technical but not too challenging trails and are the most likely to take short breaks to different areas.

SPORT (SP)

Competitive riders who ride regular routes multiple times a week

and are members of clubs. They are a small but influential market who seek less accessible trails, have a high fitness level and are technically proficient, but may have limited outdoor skills. They ride a very wide variety of trails and generally prefer higher classifications.

INDEPENDENT (IN)

Skilled outdoor enthusiasts who ride at least once a week and are technically proficient with good level of fitness. Often involved in other outdoor activities, they are capable of planning rides and prefer a very wide variety of trail classifications. The adventurous aspect is more important than the technical challenge and they seek more remote trails.

GRAVITY (GR)

Highly skilled technical riders who seek very challenging trails, ride at least once a week and are often members of clubs. They represent a small market that requires purpose built trails, which are repeatedly used in a concentrated manner. Gravity riders seek specific trails with the highest classifications.

Table 2 shows the user types and their potential market segments.

USER TYPE	TRAIL TYPE	CLASSIFICATIONS SOUGHT	MARKET POTENTIAL
LEISURE	Touring & Cross Country	White & Green	Large
ENTHUSIAST	Cross Country, All Mountain, Park	Green to Black	Moderate
SPORT	Cross Country & All Mountain	Green to Double Black	Small but influential
INDEPENDENT	Touring, Cross Country & All Mountain	White to Black	Small
GRAVITY	Freeride, Downhill, Park	Blue to Double Black	Small

Table 2 User Types & Potential Market Segments

WALK TRAIL NETWORK MODEL

The Albany Trails Hub Strategy identified the need for formalised walking trails focused around Mt Clarence and interpretive walking trails focused around the NAC, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

The strategy recommended installation of signage and upgrades to various trails, as well as development of several major shared use connections. It was identified that looped, logical and well signposted trail networks will assist with improved visitor safety, reduced user conflict and ongoing management issues. The strategy identified that the site is compatible with a range of walk trail classifications to suit users with mobility impairments through to experienced bush walkers.

Through provision of adequate services as required by the mountain bike trail network model, the AHP will also cater for the day trip walking market.

WALK TRAIL USER TYPES

Walk trails need to cater for a vast range of users with varying needs, including:

- Recreational walking
- Bush walking
- Running
- Dog walking
- Wildlife watching
- Sight seeing

- Contemplation
- Connecting with nature
- Geocaching

SINGLE USE AND SHARED USE TRAILS

Single use trails are designed, constructed and managed to be used by a single user group, for example walkers. Traditionally, single use trails have been developed as the predominant trail type. Many trail destinations worldwide are increasingly incorporating shared use trails into their networks, as they provide a number of opportunities.

Trails may be designed as shared use, depending on the particular circumstances and the purpose and function of the trail within the overall system. Where trails are shared use, it is important to manage user interactions and trail etiquette through a clearly communicated Code of Conduct, which details the rules of the trail and yield hierarchy. Where shared use trails are communicated clearly, users are able to anticipate and prepare for interactions on the trail, and adjust their speed accordingly. When shared use trails are designed and constructed fit for purpose, alignments are selected by the trail designer to ensure lines of sight and slow points are sufficient to allow safe passing.

Single use trails are appropriate for advanced mountain bike trails, as these are generally incompatible with other non-mountain bike trail users due to the nature of the trail, and the speed and actions of riders.

The following provides a summary of advantages and disadvantages of single use and shared use trails.

	SINGLE USE TRAILS	SHARED USE TRAILS
ADVANTAGES	<ul style="list-style-type: none"> • Can eliminate / avoid conflict with other user groups in high use areas • Can enable construction of technical features (for mountain bikes) that are not suitable for other user types • Provide more predictable experiences as riders are unlikely to encounter other user groups 	<ul style="list-style-type: none"> • Allow families to use together (e.g. parents may walk while their young children ride) • Can make use of available space and reduce environmental impacts and maintenance costs – when compared with providing separate single use trails for each user group • Can mitigate potential for conflict as all users are aware of each-others' presence on the trail • Help to build relationships and cooperation between different user groups through positive interactions and shared interest • Can be more attractive to funding bodies than single use facilities
DISADVANTAGES	<ul style="list-style-type: none"> • Enforcing single use can be challenging • Can create hostility between different user groups • Can increase demand for single use trails for other user groups • Can concentrate users, resulting in overcrowding 	<ul style="list-style-type: none"> • Can limit the technical difficulty of mountain bike trails, or necessitate multiple lines • Can require a more onerous Code of Conduct

Table 3 Advantages & Disadvantages of Single & Shared Use Trails

POTENTIAL FOR TOURISM

The Albany Trails Hub Strategy identified the potential trail tourism market segments as trail tourists and cycle tourists. The Strategy also recognised Albany's stagnant tourism industry and the need to attract new markets to support the rejuvenation of the City. There is an oversupply of accommodation and the majority of visitors are older and travel as couples.

Iconic and adventurous trail products, particularly mountain bike trails, appeal to a young demographic, and have the potential to attract visitors year round. The trails industry is gaining recognition from the State Government as a key component of Western Australia's tourism offerings.

The high demand for trail experiences presents significant potential for economic development surrounding world class trail destinations. The proposed development has the potential to appeal to the young trails tourism market, which will generate significant economic benefits for Albany.

POTENTIAL FOR EVENTS

Events have the potential to attract large numbers of visitors to Albany for short stays. Albany already hosts significant events, which utilise areas and trails on the AHP, such as the Southern MTB Festival, ANZAC Albany and Adventurethon Albany. Careful planning of event facilities will ensure the trail network is capable of hosting a range of successful competitive and non-competitive events year-round.

FUNDING

The development of the proposed trail network is likely to cost approximately \$3.2 million. Funding opportunities have been discussed with the Great Southern Development Commission, government agencies and local stakeholders.

Ongoing maintenance costs (for trail maintenance only) are estimated at \$144,000 annually, and a number of revenue generation streams have been identified below, which may assist with these costs.

REVENUE GENERATION

While government funding may be available for the initial capital investment, funding for ongoing maintenance is not usually available through grants. The following potential revenue generation mechanisms should be investigated for ongoing funding of the trail facility:

- Official Albany Heritage Park (or Albany Trails Hub) Providers, Supporters and Events – local businesses and organisations could contribute a fee as a designated official provider, supporter or event for users of the facility. In return for this fee, the entity or event would be promoted officially as part of an official promotional program managed by the CoA.
- Community fundraising events – events with a focus on the outdoors, walking or mountain biking could be run by the CoA or community organisations to raise funds through entries or donations.
- Event permits – events will need to be administered by the CoA, and will impact on trails. Event permits could incur a fee to cover the additional management costs, as well as general ongoing maintenance of the facility.
- Entry and car parking fees – An appropriate fee could be charged to park users, for car parking or park entry.
- Donation collection boxes or online donation portals – Boxes

can be located at trail heads or local businesses to collect donations from users. Donations could also be received via online banking, promoted through the CoA or community group websites.

- Corporate sponsorship – Trails and maps can be sponsored by private businesses. In return, the business is promoted via naming and signage on the trail, online media and other opportunities.
- Sale of trail maps and merchandise – A wide variety of goods can be sold in the retail outlets located within the AHP, or at local businesses throughout Albany.
- Shuttle uplift service – A commercial uplift service could be provided to transport users to the summits of Mt Clarence and Mt Adelaide. This could provide a gravity focussed experience for mountain bikers.
- Commercial tenancies and tariffs – New commercial providers located within the AHP, such as bike hire, can contribute tenancy fees.
- Accommodation tariffs – There is potential for bed nights to include a % fee toward recreation, which should be addressed at the Albany Trails Hub level.
- Interpretive visitor experiences – Unique visitor experiences, such as guided tours, self-guided audio tours of interpretive trails and locations can be provided for a small cost. These can be undertaken as organised tours or individual self-guided tours.
- Coin operated binoculars – The existing binoculars on the Convoy Walk are proven examples. They require very low maintenance and management. If combined with interpretive signage and promotion of the trail maintenance program, these have the potential to contribute significantly.

SITE ANALYSIS



SITE OVERVIEW

The AHP is highly accessible, located centrally between the City Centre, Port of Albany and Middleton Beach. The main vehicle entrance to the site is located on Marine Drive, which provides access for motor vehicles to the large car parks located near the National ANZAC Centre on Mt Adelaide and the Desert Mounted Corps Memorial on Mt Clarence. Mounts Clarence and Adelaide cover a total area of approximately 242 Hectares. By comparison, Perth's Kings Park is 400 ha. The AHP is a place of unique recreation, natural and cultural values, with diverse and stunning terrain, vegetation and topography. In order to develop the concept plan with consideration to site sensitivities, these values need to be understood. This will help minimise potential impacts resulting from trail design and construction activities.

LANDSCAPE

The topography of the AHP is dominated by the two prominent granite/gneiss headlands of Mt Clarence and Mt Adelaide, connected by a relatively flat saddle which slightly falls along its axis to the southeast. The southern faces of the reserve are quite different from the northern faces. While the southern faces are characterised by dry, rugged, steeper terrain, the northern faces host dense scrub and woodland. Mt Clarence is a prominent peak characterised by massive, exposed granite outcrops, and rising sharply over the City Centre. The south-easterly face of Mt Clarence slopes to a wide ridge line saddle expanse, which then rises gradually to the lower summit of Mt Adelaide approximately 3km in the southeasterly direction. The vertical relief of the AHP is approximately 185m; the highest point on Mt Clarence reaches an elevation of 185m, while the foot of Mt Adelaide reaches sea level on the shores of King George Sound. The reserve supports a variety of native vegetation types. Fragmented open heaths are present near the fringes of granite outcrops, while dense eucalypt forest/woodlands, heathland and scrub understory occur on shallow soils.

Where challenges such as steep topography and sandy soils are encountered, careful planning, design and construction techniques will ensure trails are sustainable and protect vegetation from the introduction of disease and weeds where possible.

The AHP has high landscape value, with vistas over King George Sound to the southeast and Stirling Range to the northeast.

NATURAL VALUES AND ENVIRONMENTAL PROTECTION

The City Mounts reserve system is a large area of natural bushland and represents part of an internationally significant coastal corridor link with Torndirrup National Park to the south-west and Gull Rock National Park to the east. Threatened flora and fauna have been located and identified within the Mounts reserves.

The Department of Parks and Wildlife monitor and survey the presence and health of threatened ecological communities (TEC) and priority ecological communities (PEC). While initial broad surveys have indicated there are no TECs or PECs present, targeted surveys and assessments are required prior to proceeding to the detailed design of trail alignment corridors. Where environmental sensitivities are found, such as TECs, PECs, weeds or disease, protection measures will be implemented in the detailed design stage. Environmental protection can be achieved through appropriate trail design, which is explained in further detail in Appendix 3. The individual trail summaries provided in the Concept Plan have identified known environmental constraints and protection mechanisms to be applied.

FIRE

Fire management activities include prescribed burning, weed control and improvement of fire breaks and access tracks. The City of Albany Fuel Management Strategies and Works Program (City of Albany, 2015) maps fire breaks and access tracks, and proposes upgrades to some existing tracks. The program identifies specific difficult challenges of the site including steep topography, high aesthetic value and landmarks, and surrounding high value urban development. It also identifies the need for fire vehicle access routes to protect the unique ecosystems of endangered wildlife and threatened plant communities on the Mounts. The fuel management plan, pictured below, has been considered in the development of the concept plan for the AHP trails network.

ALBANY HERITAGE PARK TRAIL NETWORK
CONCEPT PLAN

FIGURE 2: FUEL MANAGEMENT PLAN MAP



FLORA

A desktop assessment was undertaken by Department of Parks and Wildlife to identify potential threatened flora on the Mounts. Specific sensitive areas were identified, as shown in the map below. These sensitive areas will be confirmed in detailed flora assessments, and avoided in the detailed design of trail alignments. The detailed assessments may also inform current maintenance and management activities that may have an impact.

Native flora is characterised as good condition given its proximity to urban development and residential areas. There are four vegetation types mapped by the environmental consultants:

1. Granite outcrop and fringing Taxandria shrub land
2. Tall Gastrolobium shrub land
3. Open Jarrah/Marri woodland, and
4. Coastal heath

Two targeted flora surveys (one during winter and one during spring 2016) were undertaken as part of the development of the Demonstration Trail, which indicated that no threatened flora or threatened ecological communities were present within the proposed alignment to be cleared.

At the detailed design stage, further advice and recommendations should be sought from Department of Parks and Wildlife and specialist environmental consultants to identify and address issues associated with threatened species and management strategies.

HYGIENE

Phytophthora Dieback is a deadly plant disease, which has caused the death of susceptible species in the AHP. Areas identified as most at risk are vehicle access tracks and trails. A broad scale Phytophthora dieback survey was undertaken, focusing on areas of confirmed disease presence and high risk disease vectors. Anticipated protectable and un-protectable areas were identified and mapped. Phytophthora dieback is distributed across the entire project area, with the exclusion of the small granite shrubland south of Marine Drive, which was considered to be uninterpretable due to the lack of indicator species. There is potential for disease free vegetation to exist on the lower slopes of the reserve, however based on the presence of the disease high on both Mounts, all downslope areas are considered to be either infested or un-protectable. An operational scale, comprehensive transect survey may be completed when trail alignments are confirmed, to enable the development of an effective operational hygiene plan designed to protect any un-infested vegetation that may exist on the lower slopes. However, this was not recommended by the consultant engaged to undertake the broad scale survey, as it is unlikely that significant protectable areas would be located within the alignments. It is recommended that trail development within this area considers mitigation of the risk of exporting potentially infested soil and tissue material away from the reserve, to external uninfested areas.

Weeds have impacted on disturbed areas, such as roadsides, firebreaks, fire access tracks,

car parks and trails. In developing, upgrading and rehabilitating trails it will be important to reduce the presence and impact of weeds.

The targeted flora survey identified:

- Two weeds of concern, *Acacia longifolia* and *Pelargonium capitatum*
- Several species known to be susceptible to dieback
Phytophthora cinnamomi

Care should be taken during design and construction of trails to prevent spread of disease and weeds and associated impacts on the biodiversity value of the area. In addition to the design and construction provisions, it is recommended that targeted education initiatives are implemented to prevent the spread of dieback and weeds within and beyond the AHP.

FAUNA

Surveys were undertaken between 2002-2010, which determined there are over 165 species of native fauna that reside in the AHP reserve. A number of threatened and significant fauna species occur on the reserve, including possums, bandicoots, black cockatoos, other birds, frogs, reptiles and invertebrates. The Upland Eucalypt Woodlands and Forests create the best habitat for many of the threatened species listed fauna, and as such these features should not be removed or damaged through trail construction. A particular concern is the potential impact on ringtail possums residing in the Mounts. Trail widths will be sufficiently narrow as to allow tree-dwelling fauna to move across the canopy as they currently do. A survey of ringtail possums is to be undertaken one week prior to construction of the Demonstration Trail. Further surveys should be conducted prior to construction works going ahead to gather data on the fauna in the area.



THREATENED HONEY POSSUM ENDEMIC TO THE ALBANY HERITAGE PARK

ABORIGINAL AND EUROPEAN HERITAGE PROTECTION

The Traditional Owners of Kinjarling homelands (Albany), the Minang People, maintain a strong spiritual connection to the AHP, with 40,000 years of ancestral history. The Mounts were used as a base for camping and hunting, and the area of King George Sound around Albany supported a large population for Minang at the time of European settlement. Consultation with Noongar families was undertaken to gain an understanding of the cultural significance and appropriate communication and engagement protocols required for the development. Noongar people identify with the broad area, as well as a number of specific significant heritage sites within and surrounding the AHP that must be protected from disturbance, including gnamma holes, lizard traps, traditional camp sites and rock features. During and for some time following the First World War, the AHP was closed off to members of the public, including Aboriginal people, who were unable to continue cultural practices within the area. As a result, much of the knowledge has not been retained, and significant sites are not well documented. It was agreed that during the detailed design and construction, an Aboriginal Heritage Survey will be undertaken to ensure compliance with the Aboriginal Heritage Act 1972 is observed and no cultural heritage materials are disturbed. The Survey will provide recommendations regarding requirements for Monitors.

In addition to protection of cultural heritage, it is recommended that further consultation be undertaken with local Noongar families to develop an appropriate Noongar Cultural Interpretation plan for the trail network and the Albany Heritage Park generally.

The AHP is culturally and historically significant to Australians and New Zealanders for preservation of the Anzac tradition, with a number of military attractions, including the Princess Royal Fortress, National Anzac Centre, Desert Mounted Corp Memorial, Ataturk Memorial, Padre White Lookout and the Avenue of Honour. The Anzac story is told through the iconic Anzac monuments, the Forts precinct and the exhibits within the National Anzac Centre, which was opened on 1 November 2014 to commemorate the centenary of the departure of over 41,000 Australians and New Zealanders bound for the First World War in 1914.

The Albany Heritage Park is contained on the Heritage List in the City's Local Planning Scheme No 1 and some of the European heritage sites are also contained on the State Register of Heritage Places. The approval processes required by both the Local Planning Scheme No 1 and the Heritage of Western Australia Act 1990 will be observed as required.

The Western Australian Mountain Bike Management Guidelines also advise on the relevant legislation that applies to heritage protection.

SITE CONSTRAINTS MAPPING

Control points, or site constraints, were mapped to identify areas requiring further assessment or consultation prior to developing trails. The following constraints have been mapped in Figure 5:

- Historic, cultural and archaeological sites
- Registered Aboriginal sites (noted as DAA)
- Private properties and residential areas
- Physical barriers, such as ocean and port
- Unpleasant views
- Flat ground
- Sensitive wildlife habitat
- Sensitive plant communities

**ALBANY HERITAGE PARK TRAIL NETWORK
CONCEPT PLAN**

FIGURE 3: SENSITIVE FLORA IDENTIFIED IN DESKTOP SURVEY

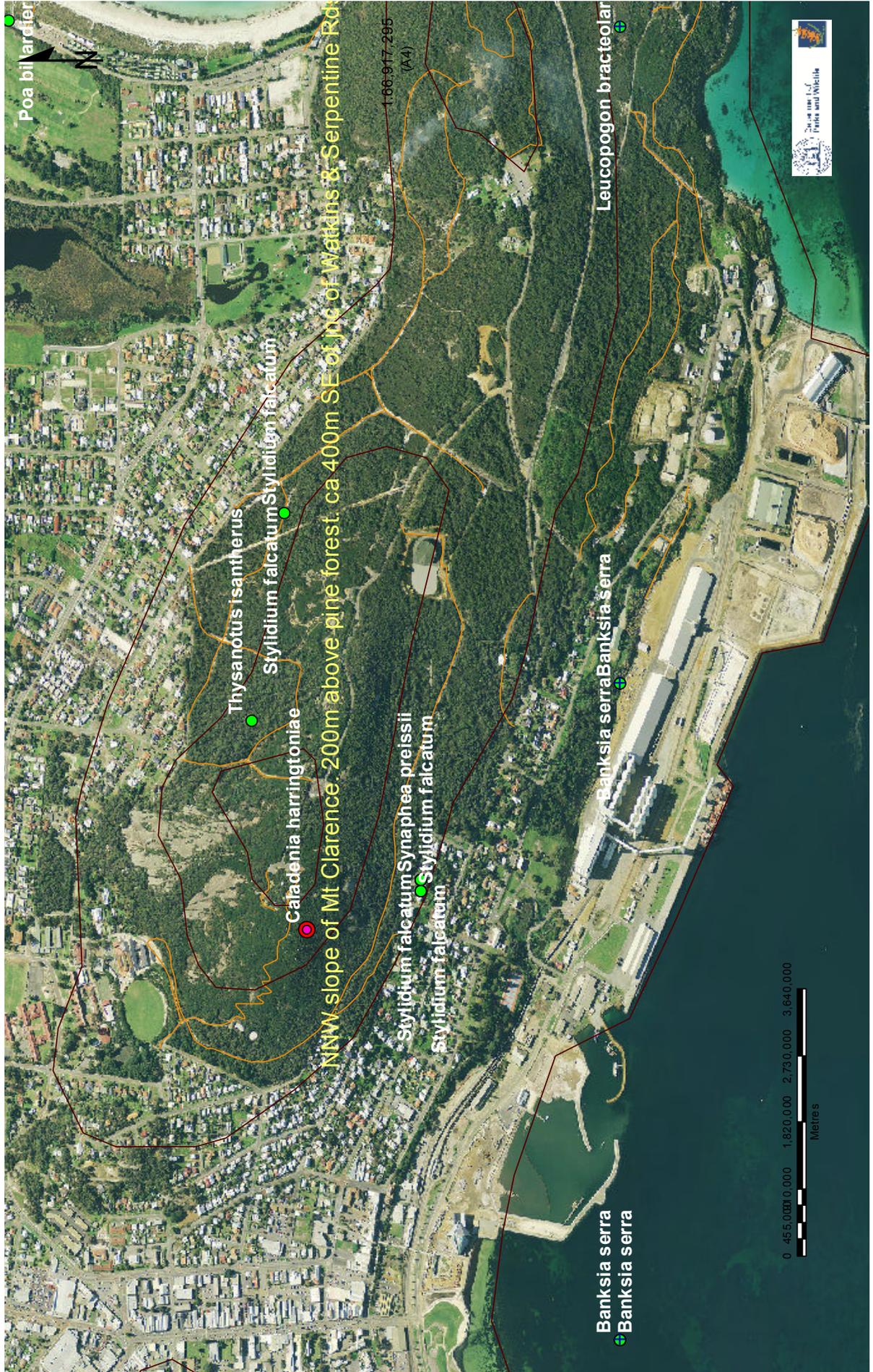
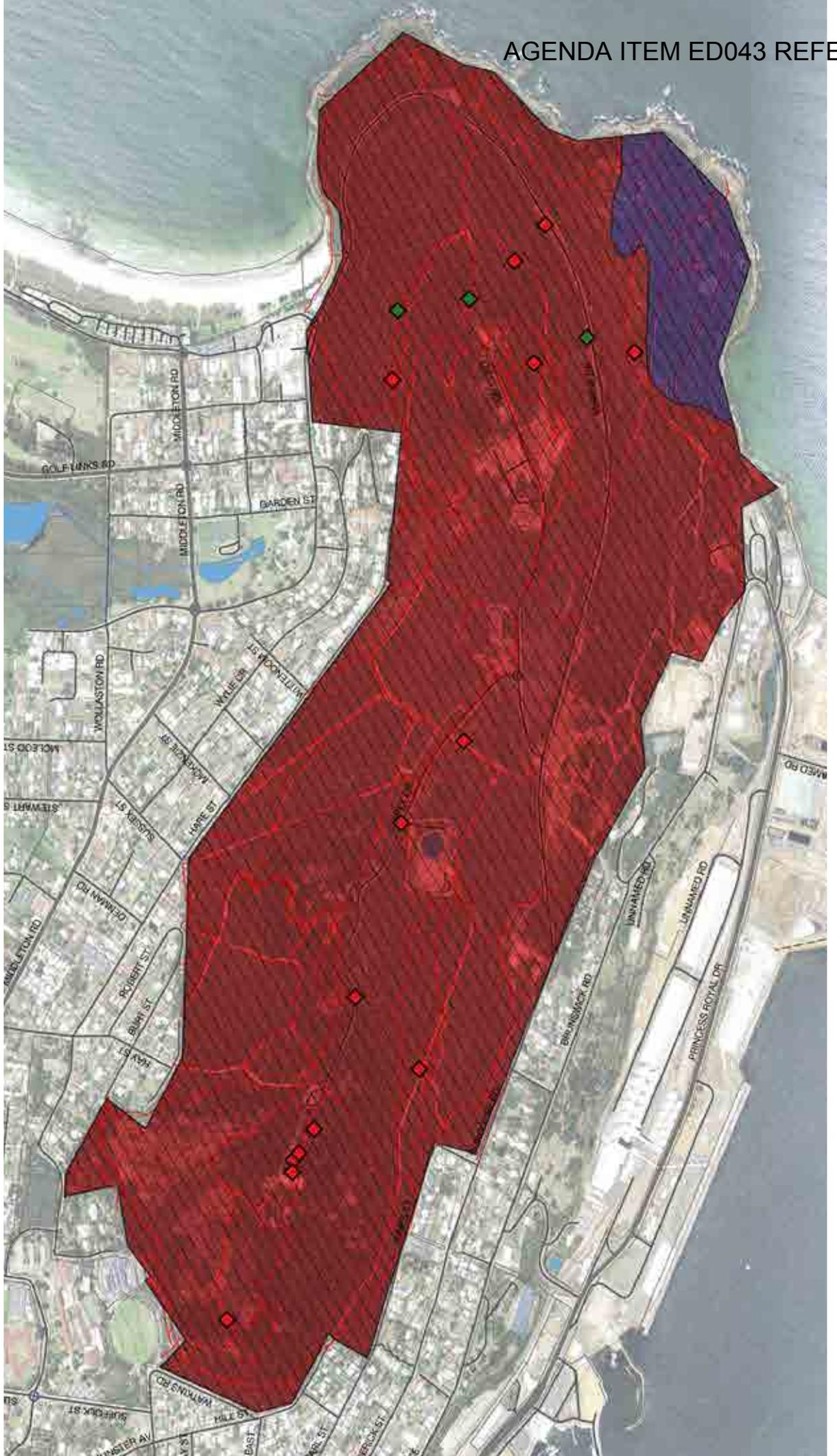


FIGURE 4: HYGIENE SURVEY



FACILITIES AND INFRASTRUCTURE

Existing car parks are located within the AHP and at Middleton Beach, however there are no formal trail heads to communicate trail information to users. There are existing amenities on both Mounts, however development has been focused on Mt Adelaide predominantly, which has toilets, visitor services, picnic areas and a café. There is potential for future installation of additional trail supporting infrastructure such as:

- Bike and boot wash facility
- Shelters and picnic furniture
- Bike and outdoor equipment retail and hire facility

LAND USE, TENURE AND MANAGEMENT CONSIDERATIONS

The AHP is managed by the City of Albany. The lack of appropriate trail design and supporting infrastructure, combined with increasing demand for trails by a range of users, has resulted in user conflict and management and safety issues. Events at the site are increasing in popularity, and new types of events have the potential to increase visitor numbers year round. Formal recreation and tourism utilisation of the trail network at the site will introduce the need for a suitable management model, ensuring clarity of roles and responsibilities.

EXISTING RECREATIONAL USE, DEMAND AND CONFLICTS

The AHP has been a popular recreational venue for many years for walkers and more recently, mountain bikers. There are a number of existing trails, facilities, activities, events and associated management issues on the AHP. While areas of the site are disturbed, the majority comprises natural bushland of high ecological and amenity value in the local landscape.

EXISTING TRACKS AND TRAILS

Existing trails on the AHP comprise predominantly informal trails and management access tracks. Formal trails include a number of walk trails: Mt Adelaide Nature Trail, Heritage Loop, Circuit and Granite Trail, Padre White Trail and Summit Trail; and a purpose built downhill mountain bike trail. To gain an understanding of the existing use of the site, all trails were audited and mapped, as shown in Figures 6 & 7. The condition of the existing trails is generally characterised as poor or below average. The main issues and observations of existing trails include:

- Excessive erosion
- Altered and ineffective drainage
- Unauthorised bike use on walk trails
- Unmanaged Dieback risk
- Creation of multiple desire lines through vegetation
- Various trip hazards on trails

These may be indicators of poor trail design or lack of maintenance. The impacts of poorly designed trails are discussed in further detail in Appendix 3. The site is highly permeable and is accessed regularly by local residents and visitors via a number of informal user created and management access tracks. Half of the walkers who responded to the user survey access the site via walking trails, and over 33 different informal access points were identified.

The existing formal network does not connect with popular lookouts and destinations on and surrounding the AHP. Mt Clarence

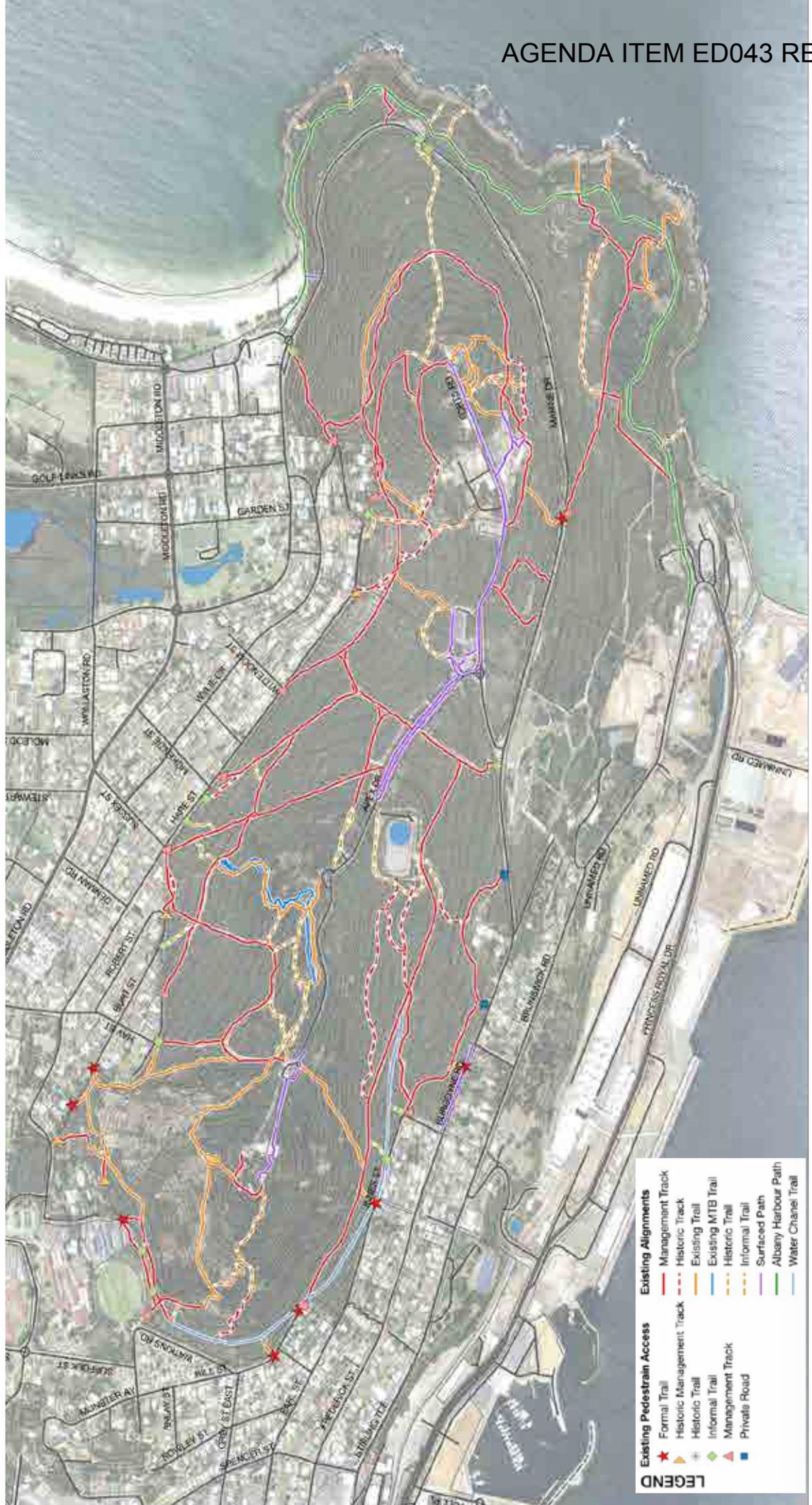
and Mt Adelaide precincts are connected by a road, over which some of the existing informal trails cross. The stairs to the Anzac monument and the coastal boardwalk are heavily used by local and visiting walkers and cyclists.

STRATEGIC CONNECTIONS

Strategic trail connections will ensure a large number of users have good access to the trail network. Figure 8 shows the major points of interest and potential strategic connections. The following links and connections should be developed:

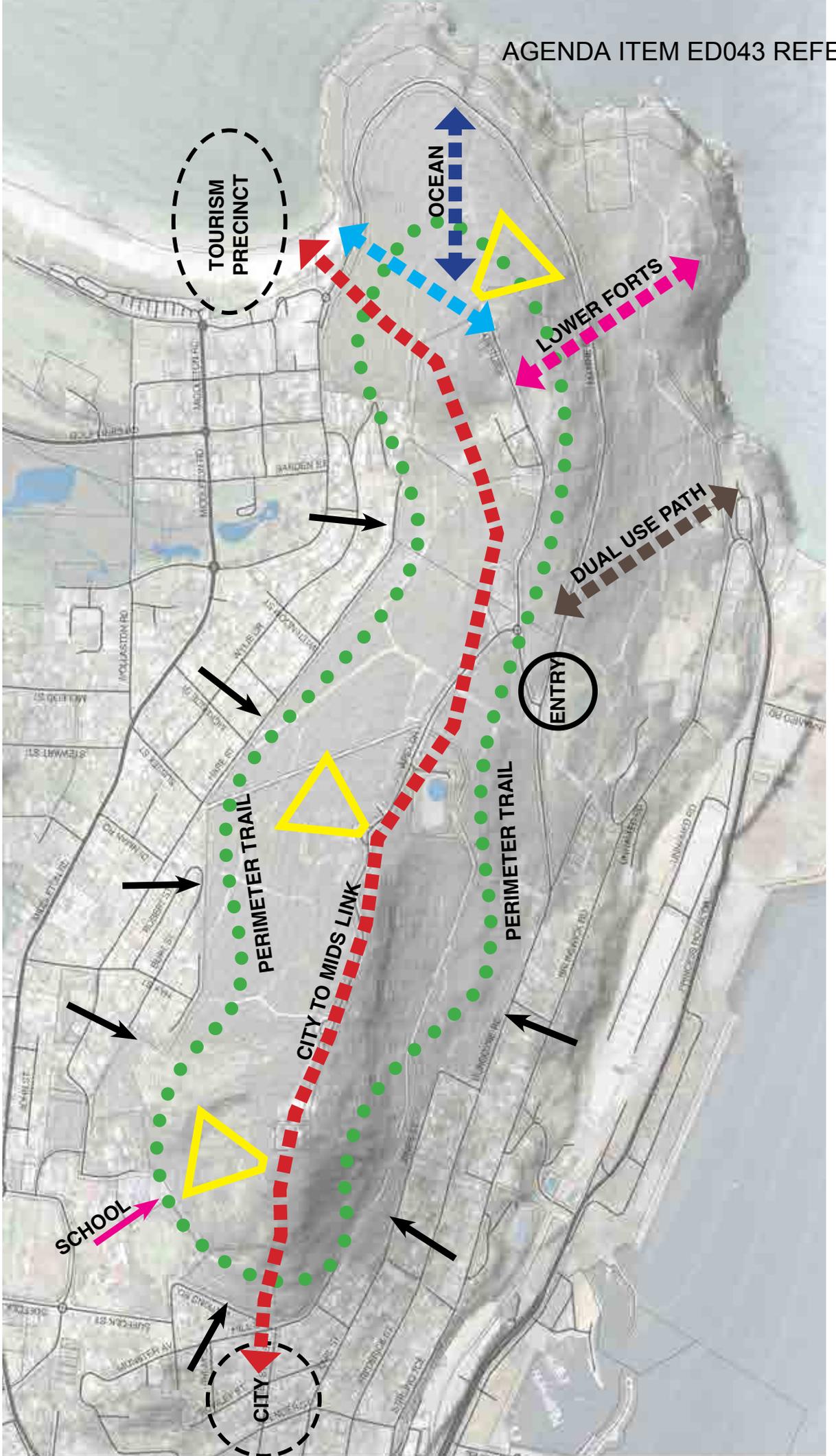
- Mt Clarence
- Middleton Beach
- Albany City Centre
- Mt Adelaide
- Albany Harbour Path
- Lookouts
- Potential recreation and tourism nodes
- Existing bike paths and routes
- Commercial tourism and accommodation precincts in proximity to the AHP
- Albany Senior High School
- Important access points from surrounding residential area

FIGURE 7: EXISTING TRAIL ALIGNMENTS



ALBANY HERITAGE PARK TRAIL NETWORK
CONCEPT PLAN

FIGURE 8: STRATEGIC CONNECTIONS



USER TYPES

A number of recreational walkers, runners and dog walkers utilise the informal and formal walk trails on the AHP.

Many visitors use the interpretive trails surrounding the historical sites, concentrated near the peaks of Mt Clarence and Mt Adelaide and along the ridge between the Mounts. Respondents to the user survey indicated the most popular trails as the Padre White Trail, Mass Rock Trail, Granite Trail and the boardwalk from Middleton Beach. The existing formal mountain bike trail is only suitable for a minority of mountain bikers, being less than 1 km in length and difficult classification. Respondents to the user survey indicated that the majority of mountain bikers are seeking trails of easy to moderate classifications. A number of mountain bikers use the walking and fire access trails, which are somewhat desirable to mountain bikers, on a regular basis. This has resulted in user conflict in some areas, and ongoing management issues due to trails not being designed for this type of use. All mountain bikers who responded to the user survey and who attended the community workshops advised that they would prefer purpose built single track over walk trails or fire access tracks. This is typical of mountain bikers in other trails destinations. For example, in a recent survey conducted in Kamloops, British Columbia (Larose Research & Strategy, 2015), 84% of riders stated that they prefer to ride on trails that were legally sanctioned.

Other users are not permitted in the reserve, including equestrian, motorcycle and 4WD users.

TOURISM

A number of tourism operators provide commercial products, such

as guided bus tours, abseiling operations and bike hire.

A significant number of tourists also visit the AHP from the cruise ships (containing from 250 to 3000 passengers) that stop in the Albany Harbour in the warmer seasons (Albany Port Authority , 2016).

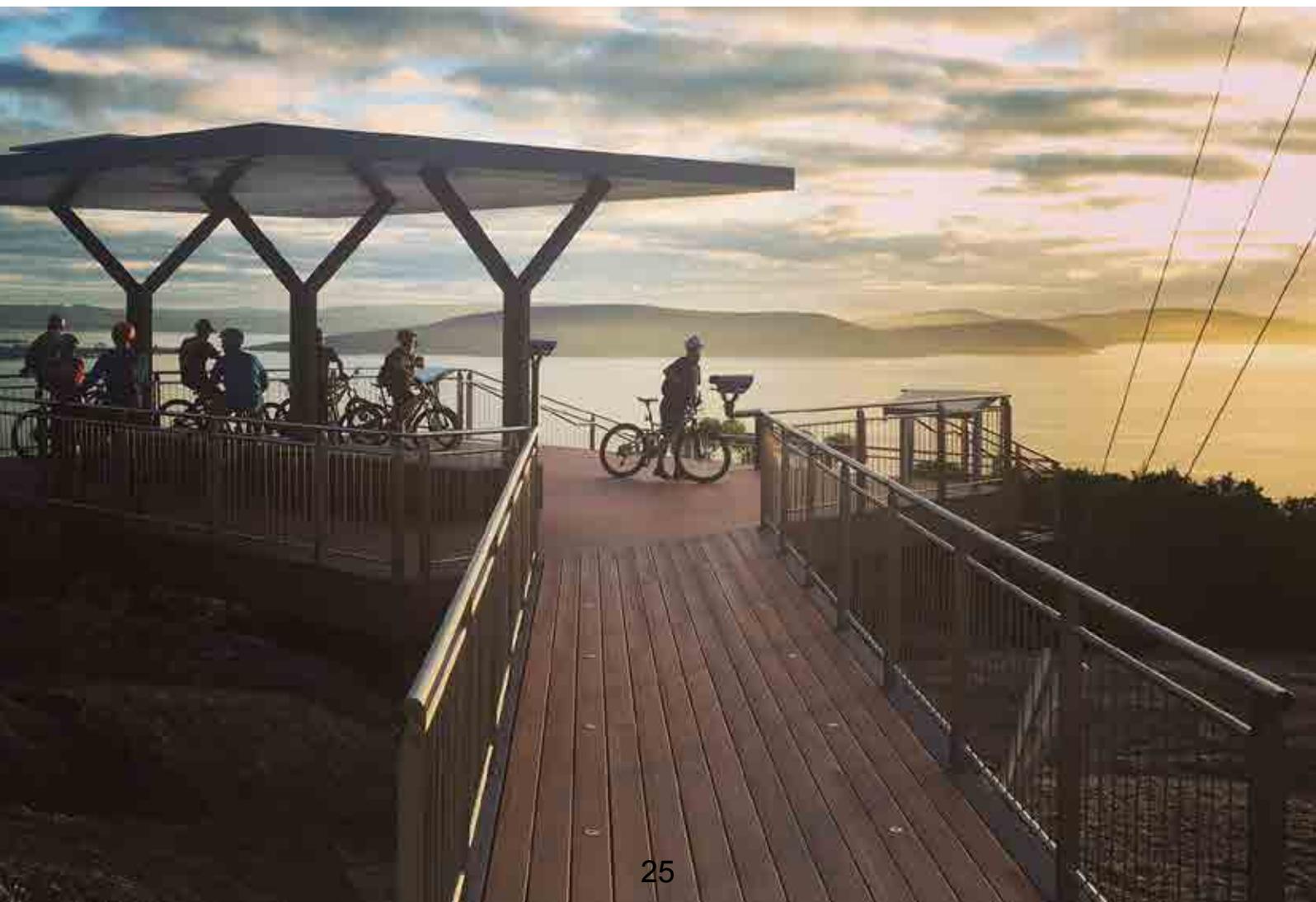
Providing new or improved connections through the AHP, for example, to the Albany Harbour, could facilitate additional tourism opportunities.

EVENTS

The ANZAC Day Dawn Service is hosted at the Desert Mounted Corp Memorial, a tradition believed to have been started in 1930. A number of sporting events utilise the AHP trails, including Adventurethon adventure race, athletic cross country, Parkrun, Gallipoli run, City to Surf, Fun runs and walks and the Port to Point run. Downhill mountain bike races are held on the existing purpose built downhill track, and the annual Urban Downhill race uses informal tracks and walk trails originating from the summit of Mt Clarence. Cross country races are also held, using some management access tracks, walk trails and public roads.

CONFLICTS

The user survey highlighted some particular areas of conflict and the related issues, which generally relate to interactions between walkers and mountain bike users on all types of trail. Although 30% of respondents said they'd experienced conflict with other trail users, more than 80% of respondents stated they support shared use trails or mutual trail heads and meeting points. The general safety and environmental concerns include areas where



mountain bike users are travelling downhill and uncertainty or misunderstanding of trail etiquette.

EXISTING MANAGEMENT PRACTICES

There are a number of management challenges associated with the existing trail system on the Mounts. Due to user demand exceeding the capacity of the existing trail system, current management practices are generally limited to reactive, short term solutions and actions. The current practices have led to generally poor or average trail condition, as well as economic, social and environmental impacts which are compounding with the growing demand.

The limited management resources have subsequently been directed toward priority maintenance actions and determining sustainable management strategies to reduce the impacts over the long term. The establishment of strategies will result in a reduction in some, but not all, maintenance and management requirements.

TRAIL MAINTENANCE

Currently there is no dedicated trail inspection and maintenance schedule. Where significant issues are raised that have potential for serious injury, these are addressed with trail modifications, signage, closures or other appropriate actions. The Albany Mountain Bike Club undertakes maintenance of some trails periodically, particularly before or after events as required, in agreement with the City of Albany.

UNSANCTIONED TRAIL USE

Currently there are mountain bike users using trails that have not been formally planned or designed, nor has their construction been in accordance with best practice. As part of this project, in excess of 33km of existing trails were formally assessed for their sustainability and suitability for use by mountain bikers, walkers or both user groups. The concept plan makes recommendations as to the most appropriate user group or groups for the trail, or whether the trail requires upgrades or closure to ensure a sustainable trail system. The trail system will require specific management measures to ensure users remain on the correct trails, and are discouraged from using or creating unsanctioned trails. Recommended management models and practices are detailed in the Development Section.

COMMUNITY ENGAGEMENT AND CONSULTATION

Since decommissioning the military functions of the AHP, the site has grown to be one of the primary recreational destinations for Albany residents. The area provides a quiet, contemplative nature based experience for some, whilst also providing a raw and exposed adventure experience for others. As a result, the park has a wide range of users. In order to ensure the success of the network as a valued and inclusive community asset, it is integral to connect with the users, land owners, key stakeholders and wider community. Through a project steering group, workshops, user surveys and face to face meetings, the consultation process has enabled stakeholders to provide information on local values, issues and opportunities.

PREVIOUS CONSULTATION THROUGH ALBANY TRAILS HUB STRATEGY

During 2013 to 2015, an extensive community consultation process was implemented to gain input from the community into the Albany Trails Hub Strategy. Representatives from a number

of stakeholder groups and businesses contributed to the project through the Trails Project Control Group, community engagement workshops and individual meetings. The community was encouraged to provide feedback on specific areas and proposed trail projects. It was apparent from the input and feedback from the community that there is considerable interest in the development of the AHP trail network. The community recognises and shares the values of the park and recognise the importance of balancing the needs of different user groups.

The outcomes of the consultation process regarding the AHP included recognition of:

- The central iconic location and links to World Class Heritage Precinct
- Opportunities to rationalise the existing network to provide a variety of quality trails and infrastructure
- Challenges presented by user conflict, multiple entry points, and unsustainable trails

STAKEHOLDER LIAISON

While extensive stakeholder and community consultation were undertaken during the development of the Albany Trails Hub Strategy, it was important to continue with open and transparent consultation activities throughout the concept planning stage.

Regular updates on the progress of the project were provided to the community via social media, Council website, newsletters and community workshops.

STEERING GROUP

The Project Steering Group comprises representatives from key stakeholders, being the CoA Major Projects, Reserves and Community Engagement Teams, Albany Mountain Bike Club, Albany Bushwalkers and the Consultant, Common Ground Trails. The group informed project objectives, and were consulted on specific interest areas to obtain feedback about ideas, rationale, alternatives and proposals.

KEY STAKEHOLDERS

The following key stakeholders were consulted on specific interest areas to obtain feedback about ideas on rationale, alternatives and proposals to inform decision making:

- City of Albany - Planning Department
- City of Albany - Albany Heritage Park Master Plan Team
- City of Albany - National Anzac Centre
- Proximity residents (within 1km of the Heritage Park)
- Broader Albany residents and community
- Trail user groups (Albany mountain bike club, Albany bushwalkers group)
- Princess Royal Fortress precinct
- Noongar Traditional Owners
- Water Corporation
- Local schools
- Department of Sport and Recreation
- Department of Parks and Wildlife
- Great Southern Development Commission
- Various local residents with historical connection to the site

Many of the stakeholders were involved in further detailed discussions to help identify issues and views to ensure concerns and aspirations were understood and considered in developing the

Concept Plan. The proposed concept plan was released to the public in the form of a map outlining the proposed trails for development in the AHP. The community consultation was promoted through newsletters, social media and Council press release. Members of the public were invited to submit written submissions to the process.

Refer Figure 18 for the Broad Concept Plan Map that was released for public consultation. Written submissions were received from over 20 organisations and individuals. 87% of survey respondents confirmed their support for the concept.

USER SURVEY AND COMMUNITY WORKSHOPS

Formal community engagement activities, including individual detailed discussions, community survey, facilitated workshops and public consultation, were undertaken to gather information and feedback from proximity residents, trail user groups and the general community on the draft concept plan prior to moving to detailed design stages.

An online user survey was conducted as part of the consultation process, to understand the types of trail experiences users and residents desire in the Albany Heritage Park. The survey attracted a large response, with 230 individual respondents, 96% being residents of the City of Albany. The survey consisted of several sections to seek particular feedback from different types of trail users and potential trail users about their habits and preferences. Users were also asked about their experiences with conflicts on the trails.

Information collected from the survey was analysed as part of the concept design preparation, and a copy of the survey analysis is provided in Appendix 4.

In addition to the survey, three face to face community workshops were held to present details and progress of site assessments and community engagement at various stages of the concept plan development. The workshops were opportunities for interested residents to comment on and ask questions about the plan.

BROAD CONCEPT

BROAD CONCEPT DEVELOPMENT PROCESS

The first stage of the concept planning involved a detailed assessment of the following attributes of the site, as illustrated in the Figures 9 to 13 on the following pages:

- Topographic Relief (Figure 9)
- Slope (Figure 10)
- Ruggedness (Figure 11)
- Aspect (Figure 12)
- Elevation Loss (Figure 13)

Following further ground-truthing on site, a project framework and broad concept were developed and presented to the community in a workshop format.

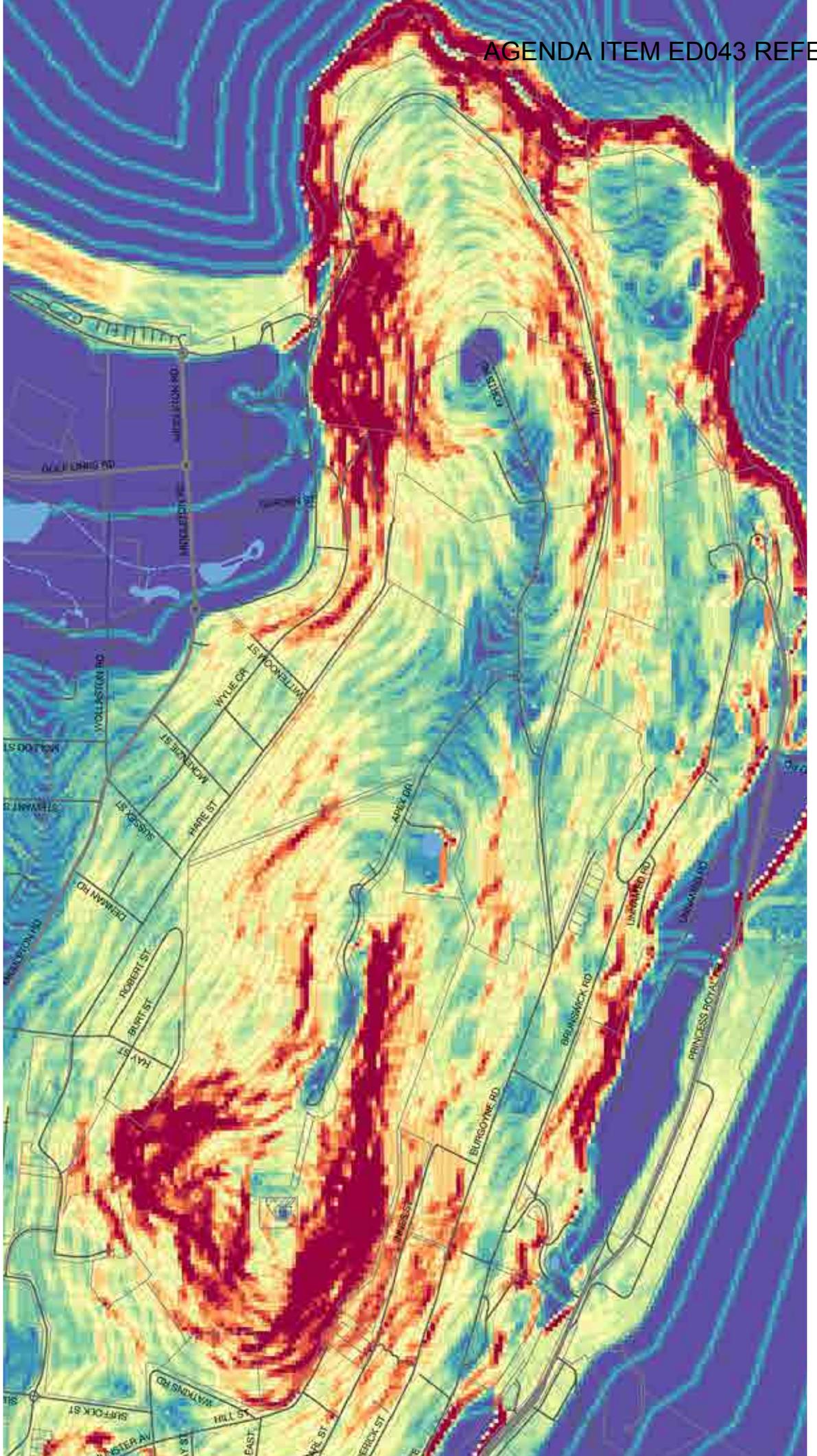
The purpose of the broad concept was to illustrate what the overall trail network and configuration look like. It proposed locations of trail heads, trail types and indicative corridors as well as integration and links with existing or proposed facilities and infrastructure.

Feedback from the community on the broad concept informed decisions regarding suitability of trail classifications, linkages, direction, trails intended for shared use and the level of importance of particular trails. The overall configuration and layout of the network were modified to meet the needs of stakeholders prior to advancing to the final concept.

The following Figures describe the broad concept that was presented to the community.

FIGURE 11: RUGGEDNESS ANALYSIS

A ruggedness analysis was performed to identify the 'roughness' of the terrain across the site. The red areas indicate more rugged and variable terrain, while the blue, green and yellow areas indicate smoother, more stable surfaces.



BROAD CONCEPT

FIGURE 12: ASPECT ANALYSIS

An aspect analysis was performed to identify the orientation of all slopes on the site. Grey indicates a flat surface. The orange shading indicates north-facing slopes, yellow is east-facing, green is south-facing and blue is west-facing. There was a correlation noted between soil and vegetation types and the aspect of the slope on which they were located.

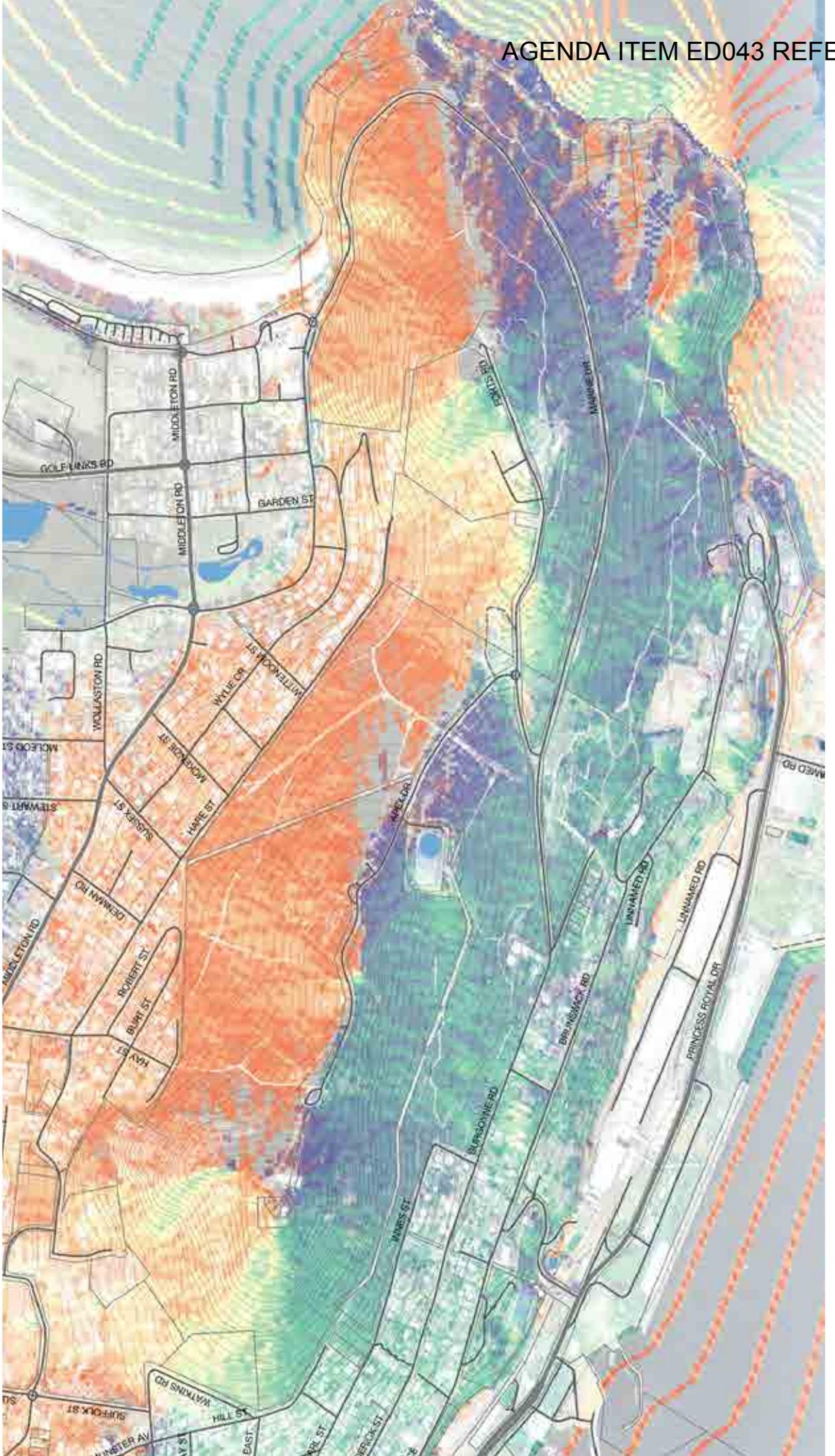


FIGURE 13: ELEVATION LOSS ANALYSIS

The elevation loss analysis identified the fall across areas of the site, which was used to determine desirable alignments for certain trail types.

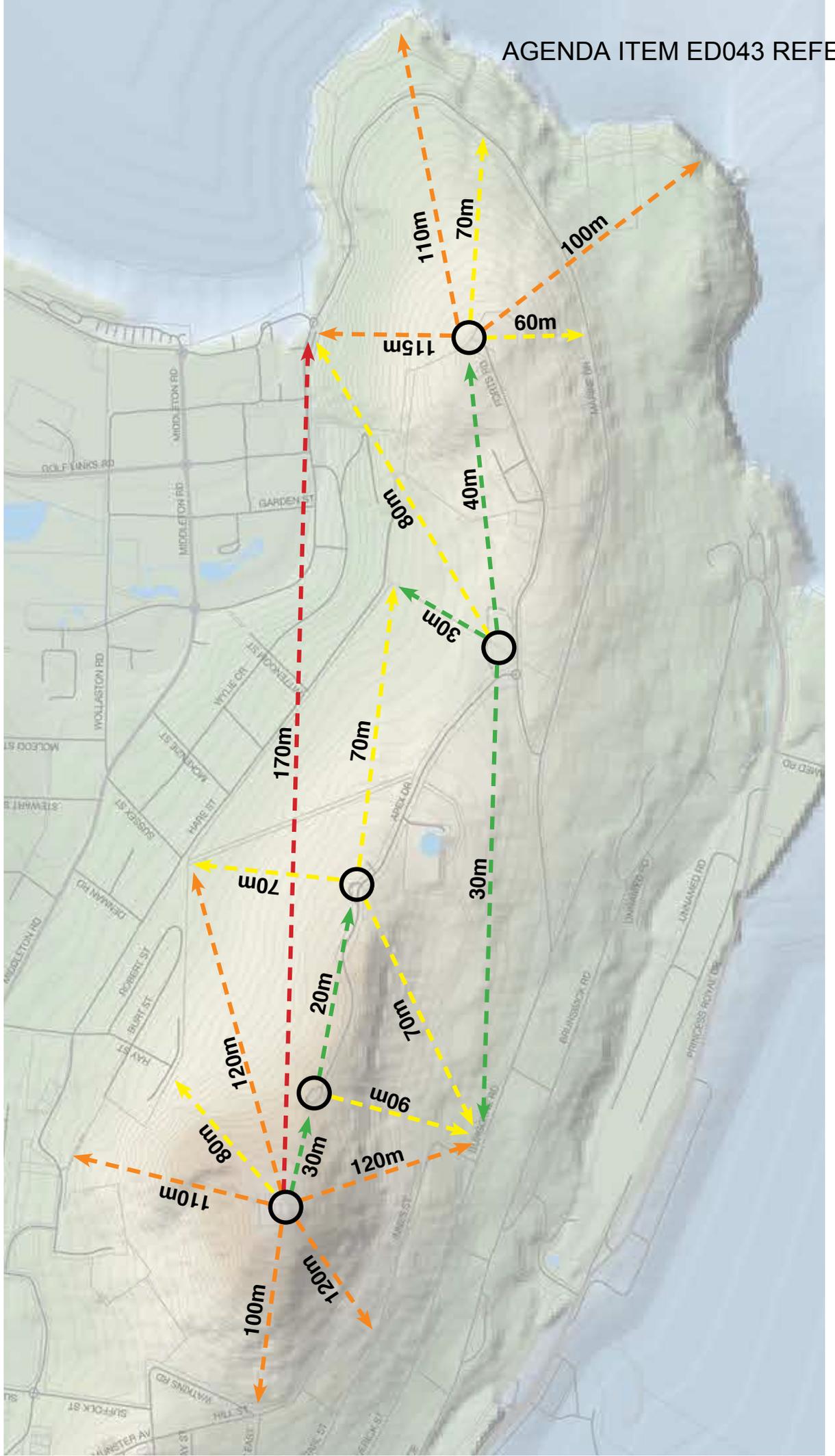
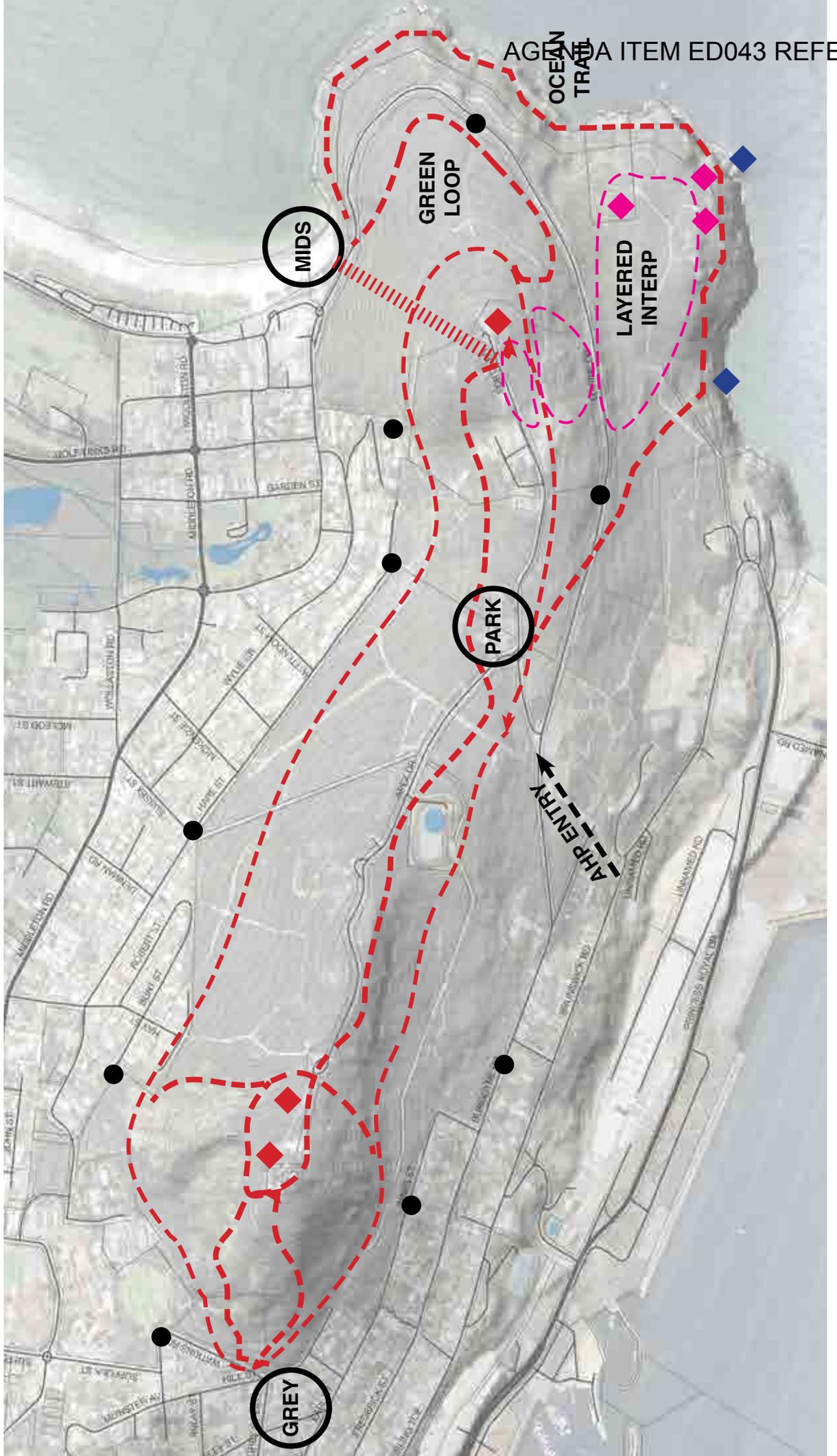
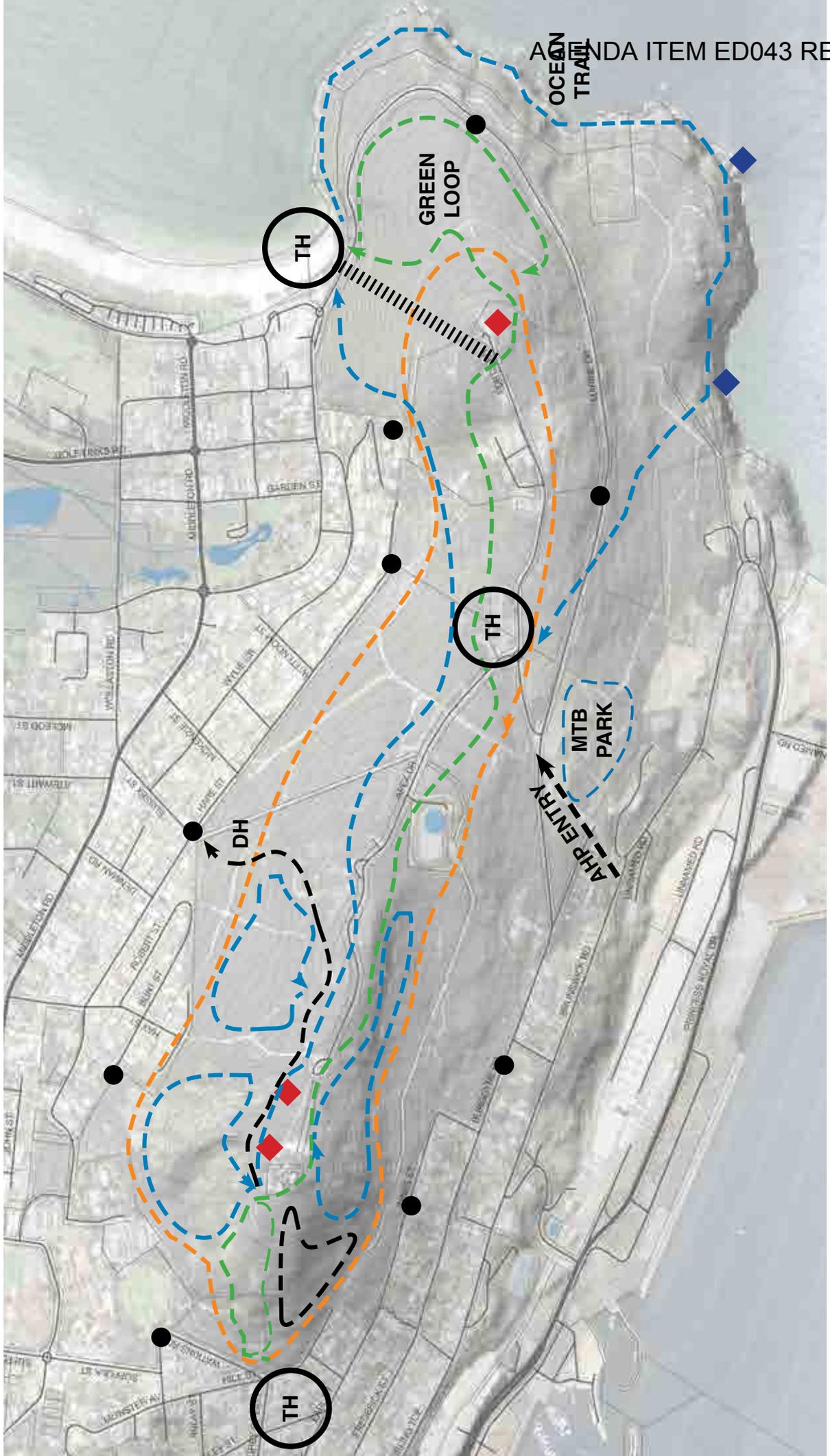


FIGURE 15: BROAD CONCEPT - WALK TRAIL SYSTEM



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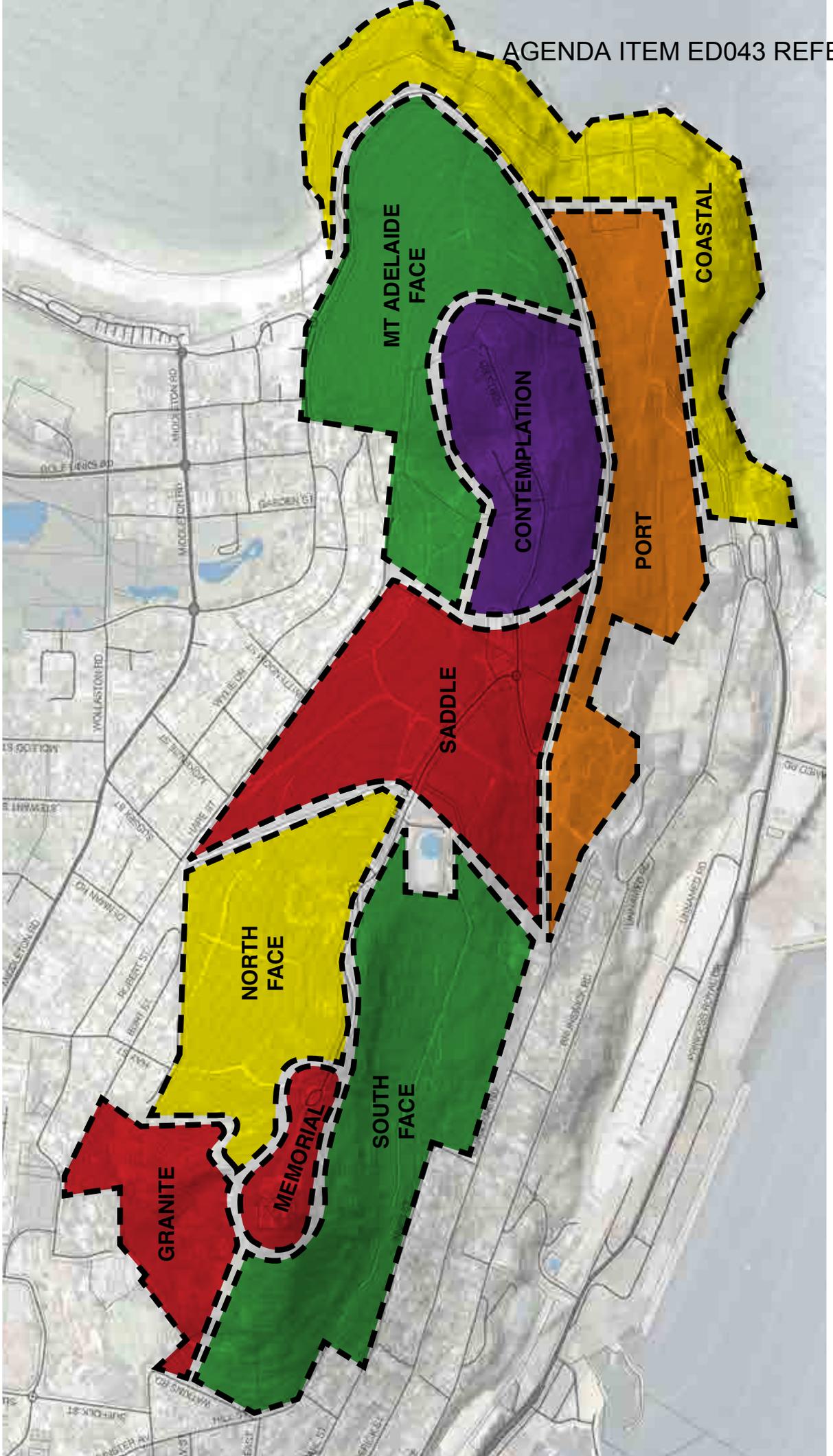
FIGURE 16: BROAD CONCEPT - MOUNTAIN BIKE TRAIL SYSTEM



AGENDA ITEM ED043 REFERS

FIGURE 17: BROAD CONCEPT - DEVELOPMENT ZONES

The combination of features determined through the various analyses performed enabled categorisation and development of 'zones'. These zones provide guidance on the types of trails that should be developed in different areas. For example, the 'Contemplation' zone should be developed as a slow pace, interpretive area, and descending mountain bike trails should be developed outside of this zone.



BROAD CONCEPT

FIGURE 18: BROAD CONCEPT - OVERALL PLAN

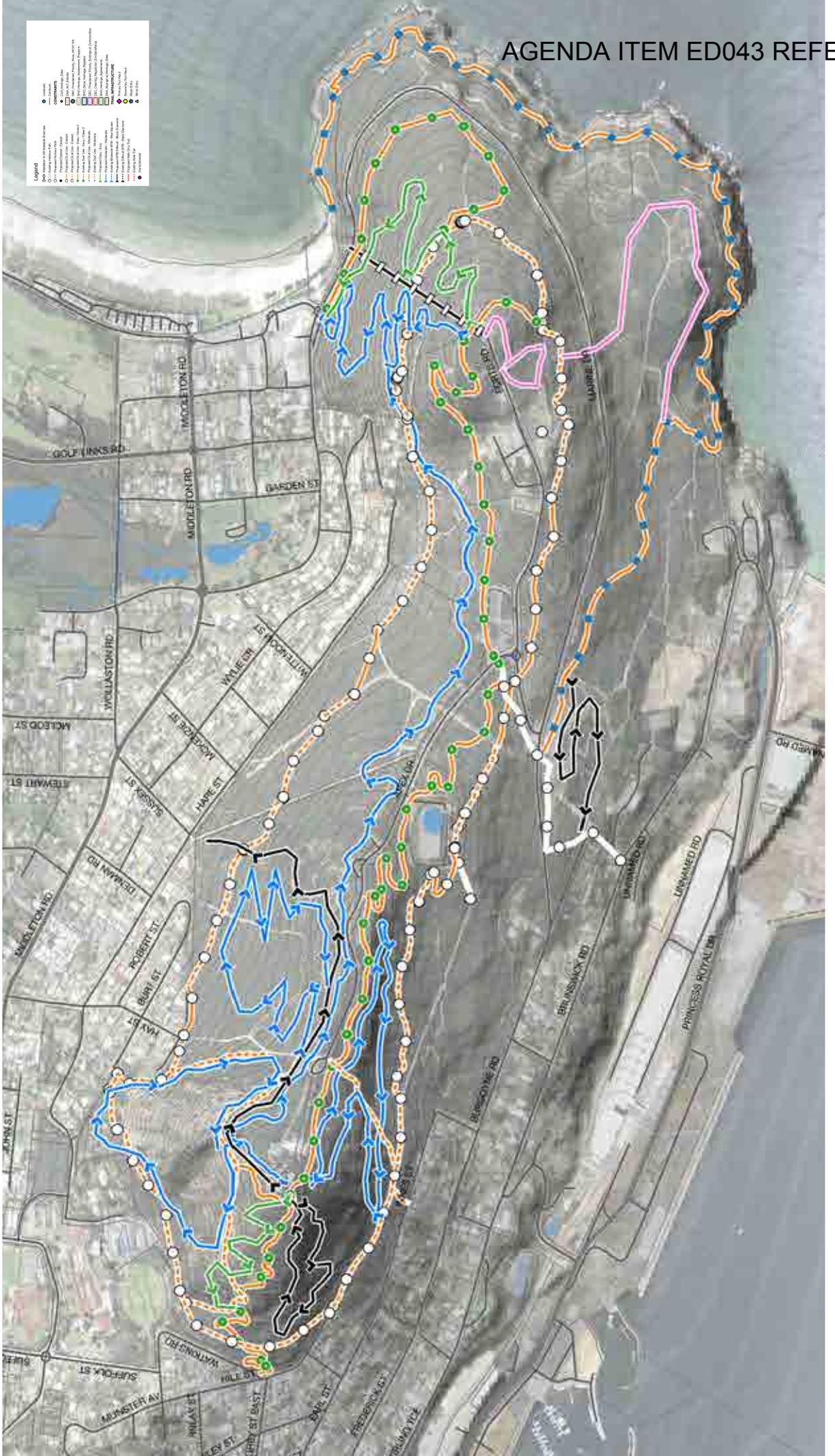
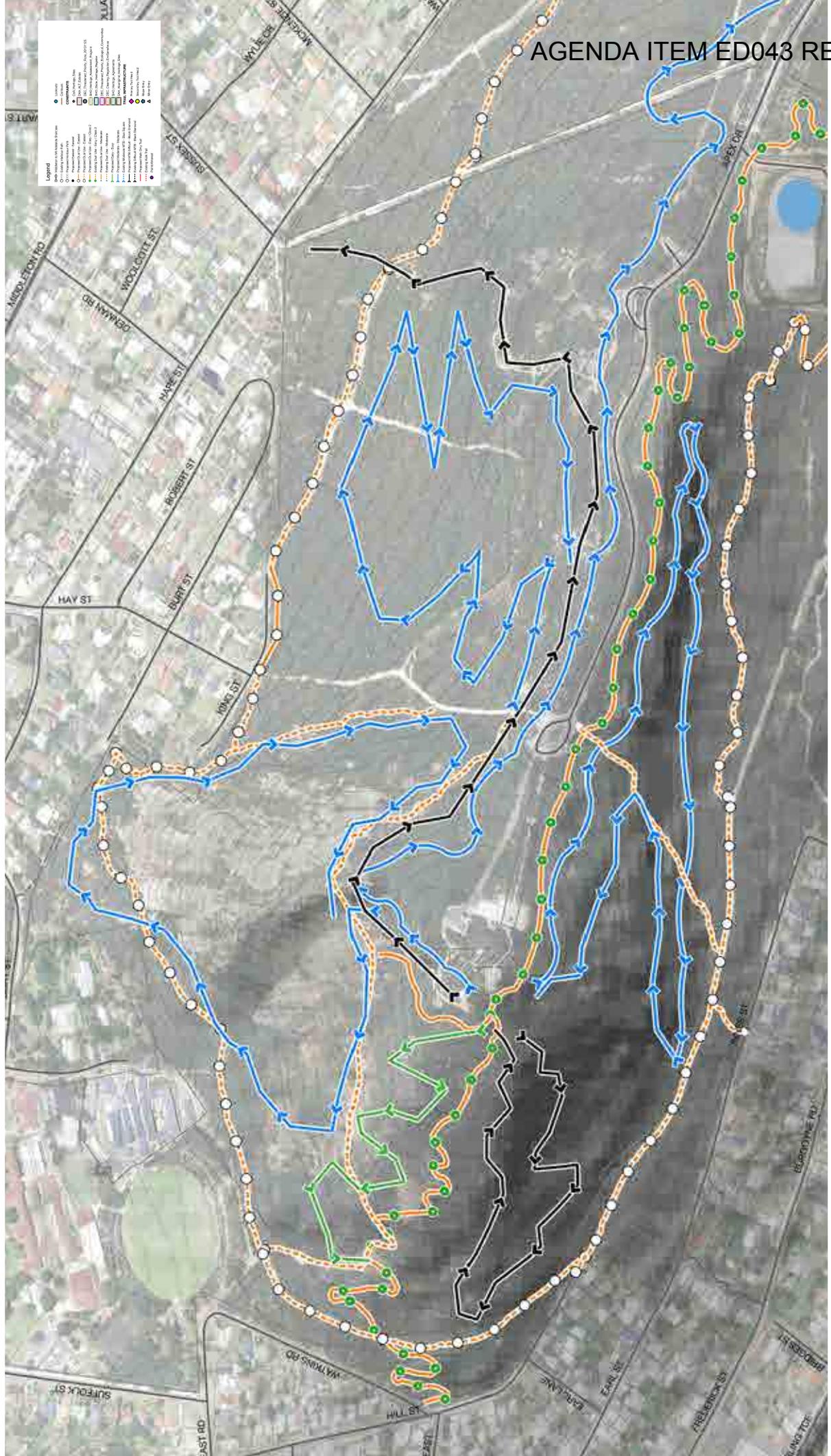


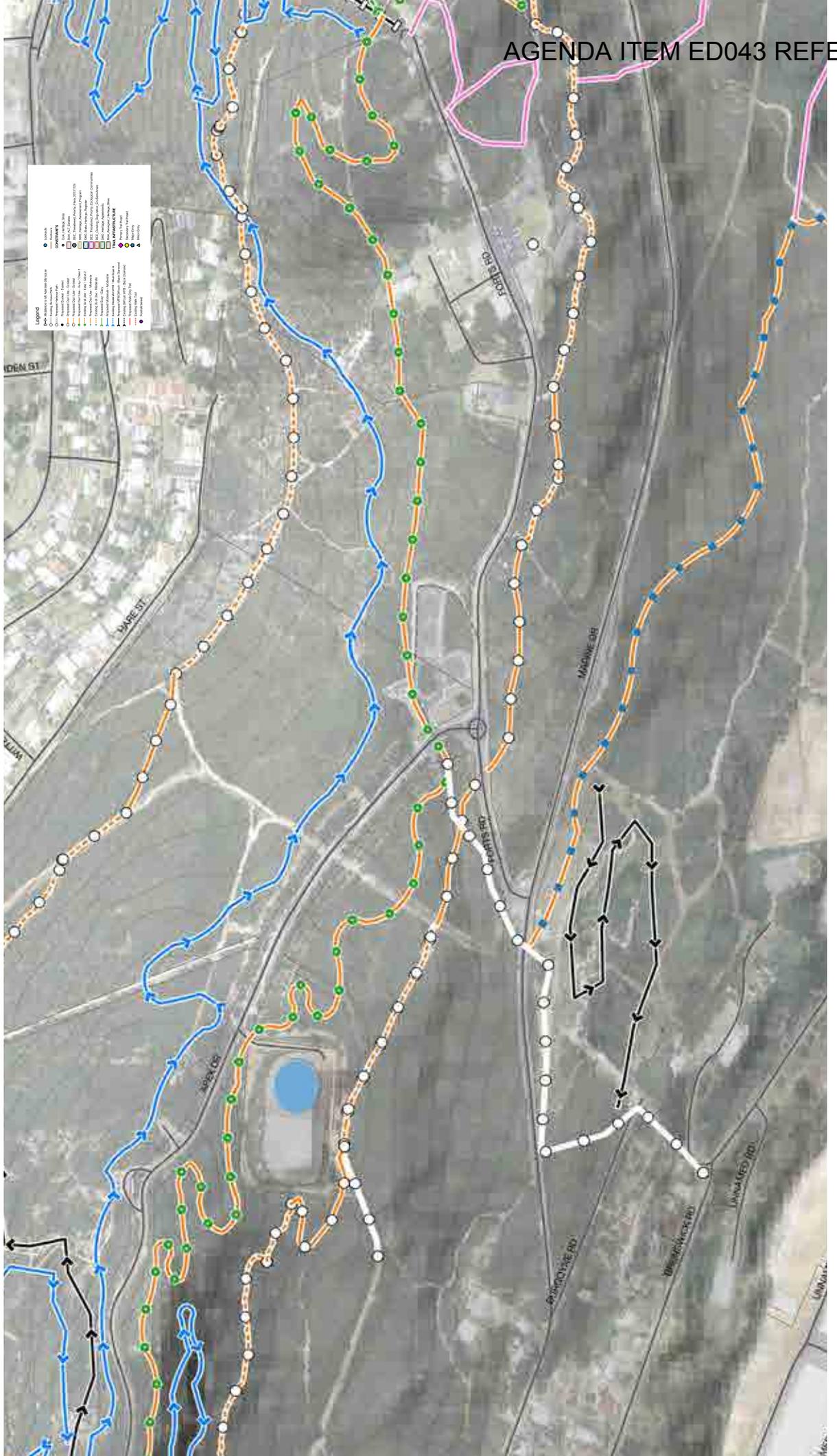
FIGURE 19: BROAD CONCEPT - MOUNT CLARENCE DETAIL



AGENDA ITEM ED043 REFERS

BROAD CONCEPT

FIGURE 20: BROAD CONCEPT - SADDLE DETAIL





CONCEPT PLAN

PROPOSED TRAIL SYSTEM OVERVIEW

The AHP Trail System comprises a number of trail heads and combination of trail styles, difficulty levels and designs, which are sympathetic to the local character and values. The system features a core trail, the Ridge Link Trail, connecting the city centre to Middleton Beach, via the summits of Mount Clarence and Mount Adelaide. The system is based on a linked loop design, which includes a series of loop trails radiating from the trail heads and the Ridge Link Trail, to enable users to try different trails without

having to return to a single trailhead. Existing alignments and well used routes have been reviewed, consolidated and enhanced to provide an accessible and desirable network that promotes positive multi-user nature experiences. Adoption of this Concept Plan does not preclude development of other trails, linkages and connections in future, should there be demand, stakeholder support and the appropriate development process is adhered to. The proposed trail system offers the following breakdown of existing and new trails.

TRAIL	TRAIL QUANTITY (M)
Existing alignment (singletrack or fire break)	13,572
New trail construction	25,398

OVERALL NETWORK TRAIL TYPE SUMMARY

The network offers the following breakdown of types.

TRAIL TYPE	TRAIL QUANTITY (M)
Dual use	20,207
MTB	13,265
Walk	5,498
Total	38,970

TRAIL CLASSIFICATION SUMMARY

The network offers the following breakdown of classifications.

WALK TRAILS INCLUDING DUAL USE

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Walk - Grade 1	1,045	4%
Walk - Grade 2	18,385	73%
Walk - Grade 3	5,799	23%
TOTAL	25,229	

WALK ONLY SINGLE USE TRAILS

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Walk - Grade 2	2,630	52%
Walk - Grade 3	2,392	48%
TOTAL	5,022	

MOUNTAIN BIKE TRAILS INCLUDING DUAL USE

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Mountain Bike - Very Easy	8,962	35%
Mountain Bike - Easy	3,580	14%
Mountain Bike - Moderate	10,292	40%
Mountain Bike - Advanced	2,800	11%
TOTAL	25,634	

MOUNTAIN BIKE ONLY SINGLE USE TRAILS

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Mountain Bike - Very Easy		
Mountain Bike - Easy	3,580	27%
Mountain Bike - Moderate	6,885	52%
Mountain Bike - Difficult	2,800	21%
TOTAL	13,265	

The network has been designed to offer a total trail experience of over 38km. The Development section of this plan provides guidance on the next steps for corridor evaluation, detailed design and construction staging. Broad hygiene, flora and fauna and heritage (Aboriginal and Non-Aboriginal) assessments have been undertaken to inform the concept plan development. The topography, slope, ruggedness and aspect of the area have been analysed to identify significant features conducive to high quality trail experiences. The elevation losses across various cross-sections of the area, as well as opportunities for scenic vistas have been considered to identify appropriate links between points of interest and desirable locations.

Trails are situated in zones conducive to varying levels of construction intensity. Generally, walk trail corridors have been designed to enable and encourage passage between the City Centre, Middleton Beach and the interpretive opportunities surrounding the Mounts. Mountain bike trail corridors have been designed to maximise the available fall on the site. Walking and mountain biking experiences have been either combined or separated to allow safe and harmonious interactions between both user types. The types of trail surrounding Mount Clarence and Mount Adelaide are reflective of the site's topographical, cultural and historical values. The two Mounts are connected by a perimeter trail which follows the lower contours, as well as ridge line trails offering a number of contemplative and adventurous options. Trail continuation is accounted for through non-compounding loops, allowing for multiple visitor experiences including short circuits, half and full day walks, and half day rides without repeating significant sections of trail.

TRAIL HEAD LOCATIONS

The main access points and infrastructure were evaluated to determine appropriate locations for formal trail heads that would achieve the following objectives:

- To maintain important access points from surrounding residential area, consolidating the large number of existing informal access tracks and rehabilitate where needed
- To restrict access to the greater trail system via formal trail heads
- To maintain a primary tourism access point via the National ANZAC Centre
- To improve the link between Marine Drive, Albany Harbour Path, City centre and the trail network for walkers and mountain bikers

Consideration was given to how the recreation and tourism user markets would be likely to access the site, consolidating the number of primary trail heads and integrating with existing infrastructure. Consultation with the community via the survey and workshops identified common user behaviours, which also influenced placement of trail heads. All trail heads are identified on the Concept Plan Maps.

Secondary trail heads are located in areas where people are likely to find them incidentally while using the network or accessing the AHP for non-trail related activities.

Minor entries are located at various points on surrounding streets, primarily to cater for local residents.

PRIMARY TRAIL HEADS

Primary trail head locations were selected where it is expected most trail users will access the AHP. Table 4 provides a summary of the proposed Primary Trail Heads, the existing and proposed amenities and facilities.

CITY TRAIL HEAD

A primary trail head is proposed on the intersection of Grey St East and Watkins Rd at the base of Mount Clarence, for users accessing the AHP from the City centre. Directional signage from key locations and meeting points in the City Centre, such as the town hall and York St, should be provided to encourage visitors to walk to the AHP. There is limited car parking space available at the trail head location, but there is a good quality 600m walking path directly linked to York St. From this trail head, iconic trails, such as the scenic walk to the summit of Mount Clarence and the Urban Downhill mountain bike descent will be accessible. The location of this trail head allows event spectators to access the trails easily from the City, and it also provides the starting point for full day

trail experiences.

SADDLE TRAIL HEAD

A primary trail head is proposed on the saddle between the Mounts, nearby the main AHP vehicle entry. There is significant car parking available in the area, and feedback from community consultation indicated that this is a popular access point for trail users. The trail head has the potential to encourage visitors to use the associated car parking and access the Mount Adelaide historical precinct via the trails, as an alternative.

MIDDLETON BEACH TRAIL HEAD

A primary trail head is proposed at the car park adjacent to Mount Adelaide near the Middleton Beach tourism precinct. A number of highly utilised existing informal trails originate from this location, indicating demand for this access point. As the end point for a number of descending mountain bike trails, including the Icon Descent, a shuttle pick up point is likely to be located at or near this trail head.

PRIMARY TRAIL HEAD	EXISTING AMENITIES AND FACILITIES	PROPOSED AMENITIES AND FACILITIES
City Trail Head	Walk path access, link to public transport, proximity to City Centre	Signage, shelter, cycle network integration, equipment wash station, drinking water
Saddle Trail Head (Corner of Forts Road and Apex Drive)	Car parking, signage (minimal)	Signage, shelter, toilet, cycle network integration, drinking water, equipment wash station
Middleton Beach Trail Head	Proximity to Middleton Beach tourism precinct	Signage, shelter, additional parking, cycle network integration, equipment wash station, drinking water

Table 4: Primary Trail Heads Amenities & Facilities

SECONDARY TRAIL HEADS

Secondary trail head locations were selected where several trails intersect or branch in the network, forming a node. Table 4 provides a summary of the proposed Primary Trail Heads, the existing and proposed amenities and facilities.

MOUNT CLARENCE CAR PARK TRAIL HEAD

A secondary trail head is proposed at the Mount Clarence Car Park on Apex Drive, due to its existing infrastructure, associated lookouts and points of interest. There is limited opportunity for car park expansion, and the location is not well connected with any major roads or precincts, therefore it has not been recommended as a primary trail head. This location provides a rest point for users of the Ridge Link Trail.

stairs. It is intended that walkers and mountain bikers will interact harmoniously in this area, as both users will want to access the views and photographic opportunities provided at the Wesfarmers lookout. The placement of the trail head and trails will achieve separation of mountain bikers from walkers in the busy historic precinct.

NATIONAL ANZAC CENTRE TRAIL HEAD

A secondary trail head is proposed at the National Anzac Centre, which will predominantly cater for the tourism market. It will provide information for people visiting the historic precinct and its associated interpretive trails, which provide links to sites and trails in the vicinity of Marine Drive.

MOUNT ADELAIDE TRAIL HEAD

A secondary trail head is proposed at the summit of Mount Adelaide close to the Wesfarmers lookout. Several proposed descending mountain bike trails originate at this location. It is also the summit of several walk trails that originate at the Middleton Beach Trail Head, including the proposed iconic Mt Adelaide

MINOR ENTRIES

Minor entries are proposed along the perimeter of the AHP boundary to maintain historic community access points. Due to the proximity of these entries to neighbouring residences it is recommended that some of these entries remain unsigned, 'locals only' routes.

SECONDARY TRAIL HEAD	EXISTING AMENITIES AND FACILITIES	PROPOSED AMENITIES AND FACILITIES
Mount Clarence Car Park Trail Head	Car parking, toilets, shelters as well as a number of lookouts and points of interest	Signage
Mount Adelaide Trail Head	Bike parking, lookout	Signage
National Anzac Centre Trail Head	Restaurant, interpretive centre, visitor services, open parkland, toilets and large car park	Signage

Table 5: Secondary Trail Heads Amenities & Facilities

TRAILS, CONNECTIONS, LINKS AND INFRASTRUCTURE TO BE RETAINED

The existing trail network includes a number of walk trails, and fire management tracks, totalling over 33km. Many of these tracks and trails are used by walkers and increasingly by mountain bikers. While none of the existing trails are considered high quality or sustainable, sections of them are suitable for use in the proposed development, with some improvements and modifications.

While many of the walk trails are desirable to the community, feedback indicated that they are not considered highly desirable by mountain bike users. Over 13km of existing trails are recommended to be formalised as walk, mountain bike or dual use trails. Detailed reasoning for retaining particular trails or sections of trails is provided in the individual Trail Summaries. An audit and assessment of all existing trails was undertaken as part of the site investigation, and the broad outcomes of this process are provided in the Site Analysis Section. The broad-scale assessment of the site identified a range of issues to be addressed through a review of the entire trail system.

Where the proposed trail system can make use of existing trail alignments, to avoid creating new trails, it has been recommended that those individual trails are reviewed in further detail to ensure suitable alignments, classifications and appropriate trail features can be achieved sustainably. Where an existing trail was found to be superfluous to the intent and objectives of the trail system, actions such as closure and rehabilitation have been recommended.

SHUTTLE ROAD ACCESS

Shuttles may be used to transport trail users from the surrounding lower street levels up to the primary trail heads. Shuttle users may include elderly residents and visitors using the walking or interpretive trails, or mountain bike riders using the gravity-focussed trails. The existing public roads enable suitable pick up and drop off points for shuttle vehicles and trailers. Proposed locations have been identified in the map provided in the Final Concept Plan.

EMERGENCY & MANAGEMENT VEHICLE ACCESS

The emergency and management vehicle access plans were reviewed as part of the development of the trail network. A number of access tracks will be closed and some of the proposed trails, for example sections of the dual use Perimeter Trail, will be used for emergency and management access. It will be important to maintain corrals and sufficient clearance above the trail corridor to ensure vehicle access is possible. A balance will be achieved to ensure the trail provides a natural feel for users, and meanders through the alignment, rather than travelling in a straight line.

The emergency and management vehicle access tracks proposed to be closed and retained are identified in the Final Concept Plan.

TRAIL CLOSURE AND REHABILITATION

Many of the existing trails or sections of trails have not been planned, designed or constructed appropriately for use by walkers or mountain bikers. Some trails are unnecessary duplicate trails or are impacting on the environmental, cultural and landscape values of the reserve. The planning process has provided the opportunity to review sustainability of all trails and rationalise the existing system, resulting in broad recommendations for trail closures. It is recommended that the detailed design include specifications for all individual trail closures. Where trails are to be closed, the

alignment will be rehabilitated to allow vegetation to regenerate. Further to this, upgraded and new trails will be designed so that they do not connect with the closed trails physically or visually, to further discourage use. A summary of the trails to be closed is provided in the Concept Plan Section.

TRAIL NAMES

All proposed trails have been designated identification numbers. Once constructed, trail naming is important for navigation and promotion. The community should be engaged in the naming of trails, which should reflect the local values and character of the area. Where existing trails have been incorporated into the concept design, e.g. Granite Trail, it is recommended the existing name be retained.

TRAIL SYSTEM

The trail system (Figure 22) has been designed to cater for the needs of all user groups and demographics identified in this plan. Building on the character and usage of the existing network, a primary focus has been placed on the leisure cohort, who seek very accessible trail experiences. The proposed trail network includes a walk trail system and mountain bike trail system, comprising dual use and single use trails. Individual trail summaries are provided in the following sections, to describe how the trail systems are intended to be used. A variety of user groups, with recreation as a primary motivator. The primary use of the trail network will be for recreation, while the secondary use will be for tourism, and the network is linked appropriately to potential event staging areas, spectator access and facilities to allow for ongoing use of the area for mountain bike and other events. Spectator based event (such as downhill mountain biking) infrastructure is recommended to be developed in areas of less environmental value where appropriate, to limit the impact of spectators. A range of mountain bike events, including long distance, cross country and gravity formats will be catered for through provision of a range of suitable trails within the network. Walking and trail running events are also catered for.

The individual trail summaries include provisions for concurrent recreation and tourism use while events are in operation in the area. The primary focus of the trail system is the leisure cohort, through provision of strategic connections and dual use trails.

WALK TRAIL SYSTEM

A secondary focus is on improvements to walking trails to provide grade 1-3 bushwalking trails for nature watchers and appreciators, recreational walkers, dog walkers, bushwalkers and trail runners. The natural values and historical use of the site dictate that bushwalking style trails are appropriate. Natural looking trails are desirable to users, who will primarily use the network for recreation. The walk trail system (Figure 27) comprises walking and interpretive trails to cater for local residents and visitors to the AHP. Walking trails are focused around Mount Clarence, capitalising on the unique landform and connection to the city centre, while the interpretive walking trails are focused around the National Anzac Centre, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

MOUNTAIN BIKE TRAIL SYSTEM

A secondary focus of the trail system is on the enthusiast mountain bike cohort, through provision of a single use trail network, potentially accessed via dual use trails and strategic connections. There is a tertiary focus on the sport and gravity cohorts, through provision of event-specific facilities and connections to appropriate trails. Topography and value of landscape, and historical use of

the site dictate that both cross country and gravity mountain bike styles are appropriate. The mountain bike trail system (Figure 28) caters for a range of skill levels and up to a full day of unique riding experiences.

ICONIC TRAIL EXPERIENCES

Two iconic trail experiences will be developed to showcase Albany's iconic landscapes and attract a range of markets. These trails will be highly accessible experiences and present the opportunity for development of transport and tour services. These trails are:

- The Green Dual Use Ridge Link Trail, which connects the Albany City Centre with Middleton Beach. This trail will cater for a range of walkers and mountain bikers seeking a range of trail experiences. It features a scenic route traversing both Mt Clarence and Mt Adelaide to provide stunning vistas of the Albany surrounds. It can be accessed from a number of locations, and sections of this trail are suitable for wheelchair users. Two steep sections of trail originating at each trail head are dual use in the uphill direction, but only walkers will be permitted to descend on these sections. Separate single direction descents are provided for mountain bikes to return to the trail heads.
- The Blue Dual Use Coastal Trail showcases the rugged and exposed coastline, starting at Middleton Beach and climbing toward the Saddle Trail Head within the AHP. Traversing the rocky headland, the trail is intended to provide an adventurous alternative to the wide and even surface of the boardwalk. The trail caters for more experienced users, including enthusiast mountain bikers and experienced bushwalkers, offering a

technical challenge in changing terrain.

DEMONSTRATION TRAIL

The existing trail supply is not representative of world's best practice or 'World Class' quality trails. It is understandable that people may be concerned that new trails will result in a greater quantity of visually undesirable trail. It is intended that some of these concerns will be addressed through the implementation of the 'demonstration trail' project. The intent of the Demonstration Trail is to demonstrate to the community and prospective funding bodies:

- Quality of trail to be constructed
- Low level of disturbance and impact on the environment that can be achieved by using modern trail construction techniques
- Different techniques that can be utilised to develop sustainable trails on different ground conditions
- How trail design can address safety issues
- How effective signage can help prevent user conflict

The Demonstration Trail was approved for construction at the time of writing this report. Prior to construction, the trail alignment underwent detailed flora and fauna assessments. A clearing permit was obtained, and Aboriginal monitors were present on site for the clearing works.

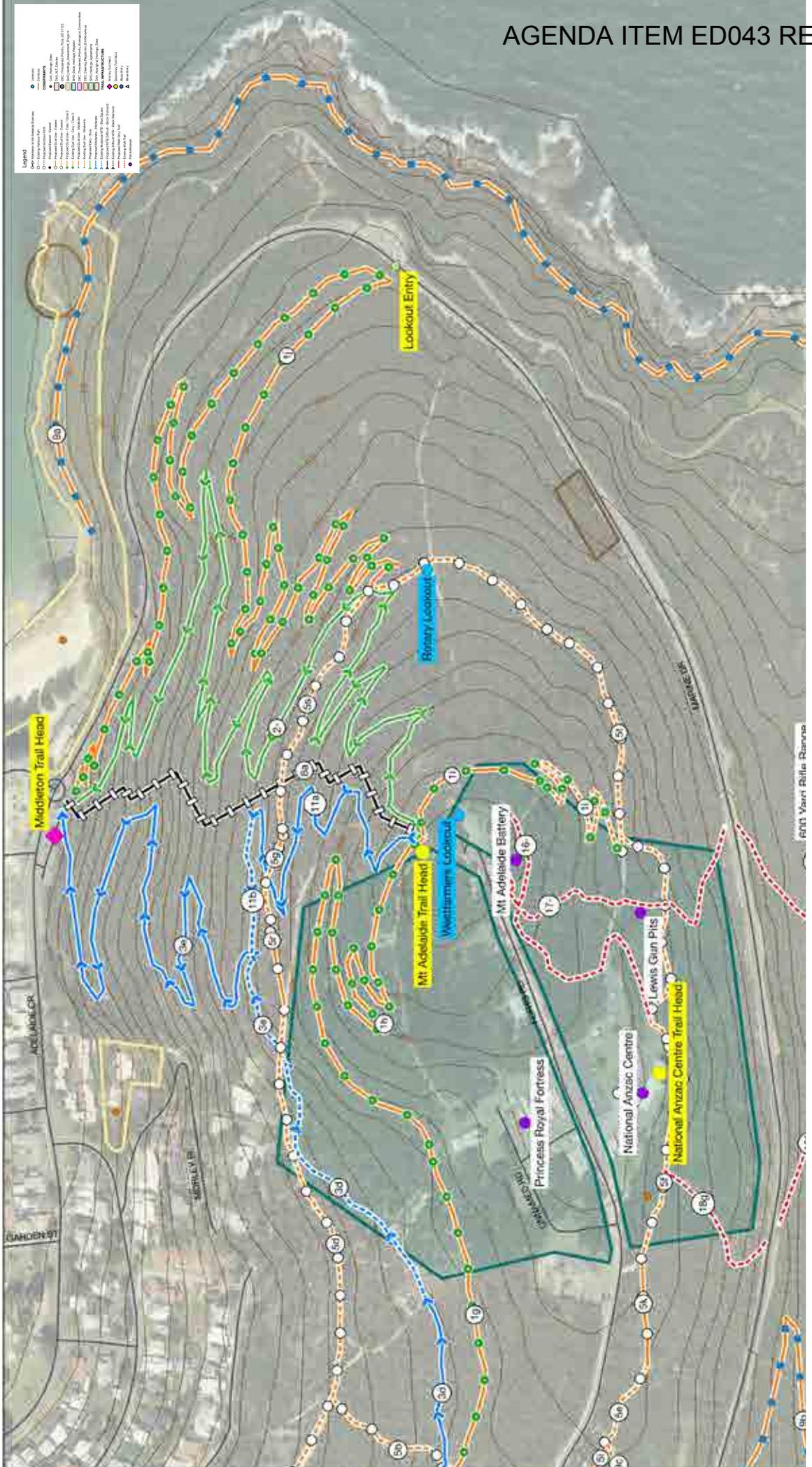
CONCEPT PLAN & TRAIL SUMMARIES

Figures 23 to 28 represent the final concept plan for the proposed trail network. The following pages provide summaries of the individual trails within the network.



FINAL CONCEPT

FIGURE 25: FINAL CONCEPT - MOUNT ADELAIDE DETAIL



FINAL CONCEPT

FIGURE 26: FINAL CONCEPT - COASTAL AREA DETAIL

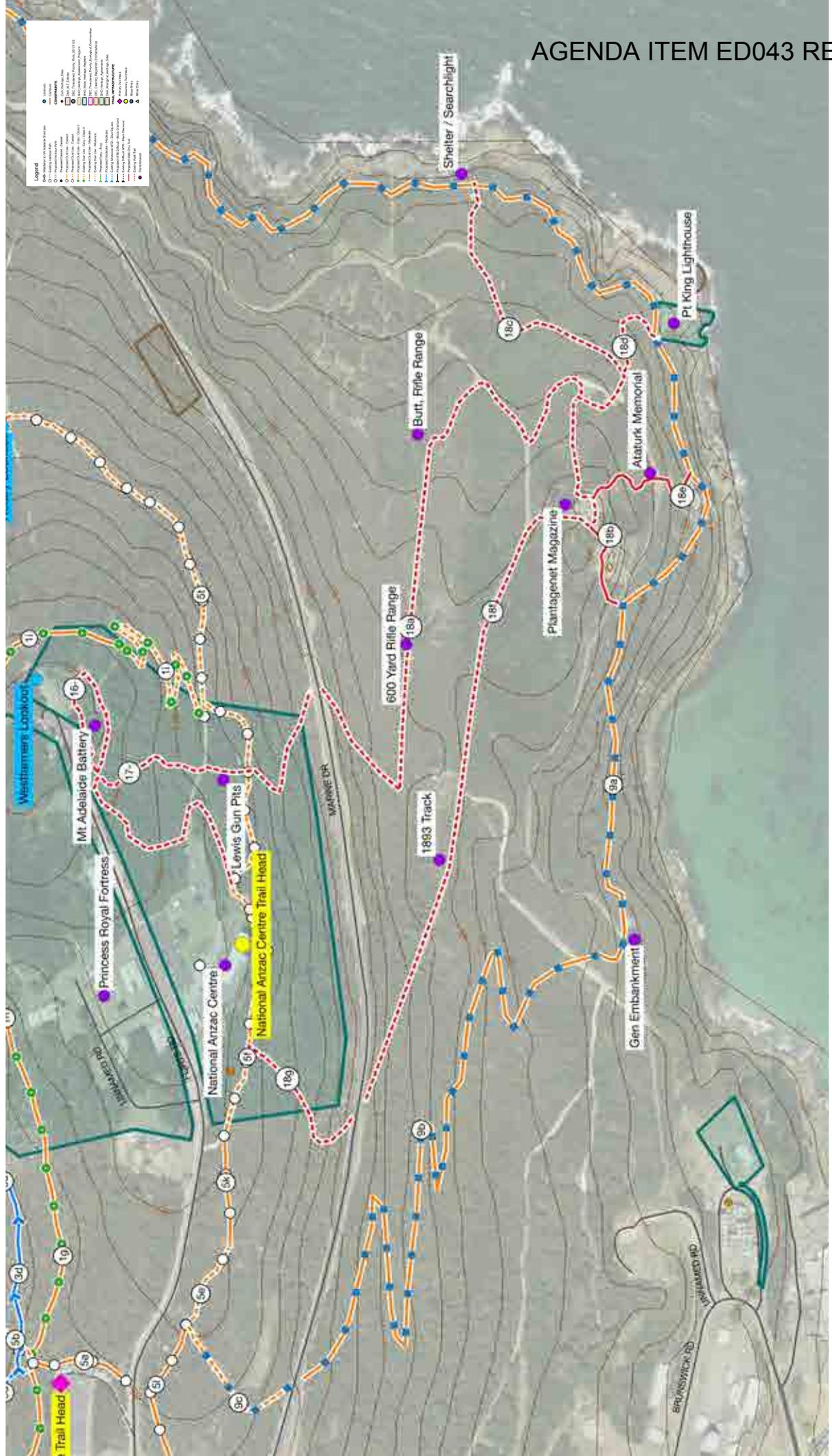
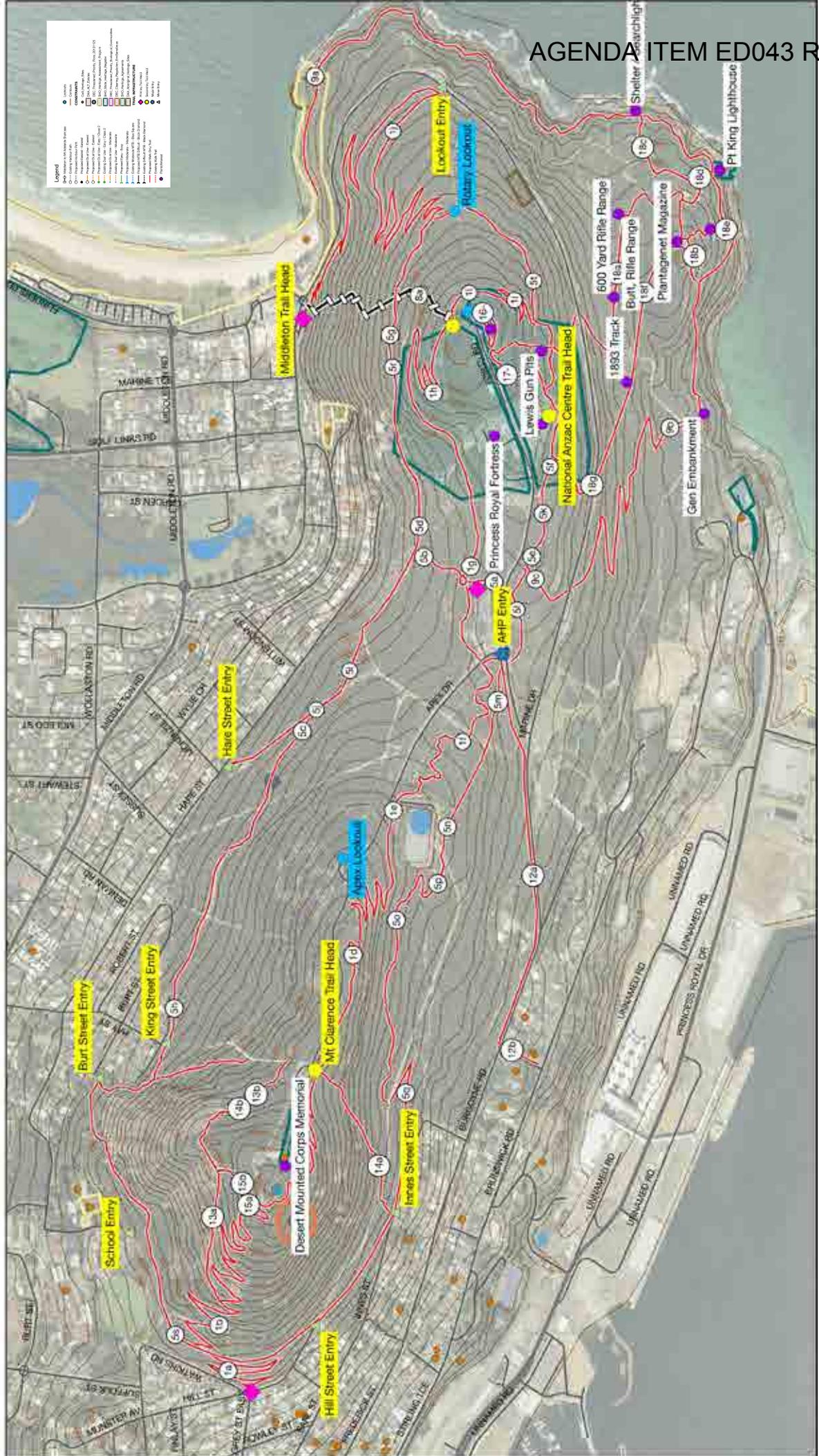
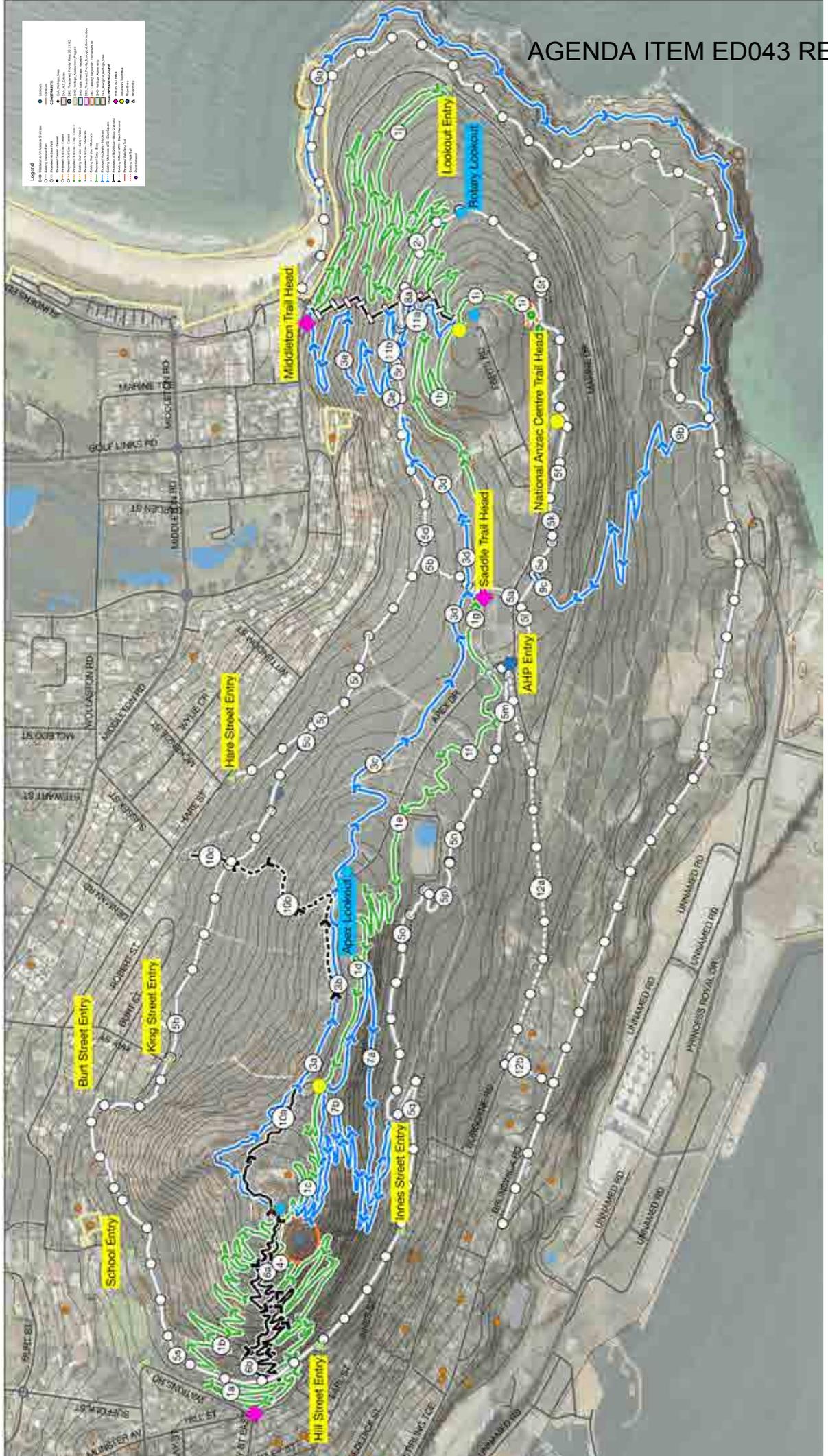


FIGURE 267 FINAL CONCEPT - WALK TRAIL SYSTEM



FINAL CONCEPT

FIGURE 28: FINAL CONCEPT - MOUNTAIN BIKE TRAIL SYSTEM



GREEN DUAL USE RIDGE LINK CORRIDOR

TRAIL ID

WALK MOUNTAIN BIKE



OVERVIEW

The Ridge Link trail is proposed to provide a unique and iconic Albany trail experience, providing a low gradient (2% average) spine connecting users to Middleton Beach from the City Centre via a scenic route traversing both Mt Clarence and Mt Adelaide. This trail provides a vital connection and access to multiple trails and route opportunities within the network and is therefore of high strategic value. As the primary access and egress to and from the City Centre and Middleton Beach, it is anticipated that this section of trail will see a very high relative level of use.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will be desirable to a range of mountain bikers and walkers seeking a range of trail experiences. The trail is therefore proposed as an easy classification dual use trail, focused primarily on providing access to the Mounts from trail heads at both the City Centre and Middleton Beach. Sections will be utilised for shorter experiences for walkers and mountain bikers when commencing at any trail head, and the link between the Mounts is suitable for wheelchair users.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Designed to be an open flowing trail with minimal features it allows users to view the surrounding scenery. As this trail is shared use, optional lines and features for higher classifications for mountain bikes are not appropriate. Optional steps may be used to provide quicker alternatives for walkers.

USE OF EXISTING TRAIL

To minimise the need to construct new trail, construction can utilise several existing disturbed alignments. Further assessment during the detailed design stage will determine how much can be utilised, upgrades required and quantity of new trail required.

CONFLICT MANAGEMENT

There is a need to manage potential conflict between user types on two particular sections of this trail. The proposed strategy is to duplicate two sections; the sections of trail originating at each trail head are dual use in the uphill direction, but only walkers will be permitted to descend on these sections. Trail 2 and 4 will provide single direction descents for mountain bikes back to the trail heads.

CONSTRAINTS

- Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.
- The trail is primarily located on rock, with some sandy soil in the eastern sections. Through the detailed design of the trail, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the broad alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	1a, 1b, 1a, 1b, 1c, 1d, 1e, 1f, 1g, 1h, 1i, 1j, 1k
Name	Ridge Link Trail
Strategic Value	High
Use	Dual – Walk & Mountain Bike
Classifications	Grade 2 / Easy – Green Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction:	1c – 1h – Dual Direction All Users; 1a, b, i & j – Dual Direction Walkers Only, Single Direction uphill for MTB Only
Ascending / Descending	Ascending & Descending
Options:	Optional Blue Features & Lines on Mountain Bike Descents Only; Optional Grade 3 Lines and steps on Walk Trail
Corridor Width	100m
Trail Length	9000m
Vertical Range	180m
Elevation Variation	360m
Prevailing Cross Slopes	Flat to Very Steep
Average Trail Gradient	2%
Maximum Trail Gradient	10% Walk 15% < 20m Mountain Bike
Minimum Line of Sight	10m
Tread Width	1500mm – 1800mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$26,886.00
Est. Construction Cost	\$640,960.00
Est. Signage & Ancillary Cost	\$12,819.20
Est. Total Trail Cost	\$969,666.20
Est. Maintenance p/year	\$28,843.20

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Sections of full bench, partial bench and lifted surface construction.
Proposed Construction Materials	Combined imported and natural material trail surface over natural & imported subsurface.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps – Optional	
Technical Inside Line	Walk Line	

MIDDLETON BEACH DESCENT CORRIDOR

TRAIL ID

2

MOUNTAIN BIKE



OVERVIEW

The Middleton Beach Descent is proposed to provide an easy classification mountain bike descent from the dual use Ridge Link trail, down to Middleton Beach. It can be used as part of the full iconic Ridge Link trail experience, or as a short mountain bike loop from the Middleton Beach Trail Head comprising a climb via the Ridge Link trail and subsequent descent. The Middleton Beach Descent trail intersects the Ridge Link trail approximately halfway uphill from the trail head, where it links to the Rotary lookout via a short walk trail, providing a shorter option again for mountain bikers. This trail forms part of the easy classification iconic Ridge Link trail, which is suitable for the majority of mountain bike users, and is therefore of high strategic value. It is anticipated that this section of trail will see a high relative level of use.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will be desirable to a the largest market of mountain bike users, the leisure market, due to its opportunities to complete short loops. The trail is likely to be a popular with many riders who finish a ride at the Middleton Beach Trail Head.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Designed to be an open cross country style trail, optional lines and features can be placed in appropriate locations to cater for more advanced riders.

USE OF EXISTING TRAIL

The descending trail is composed of a new benched alignment, primarily traversing sand and granite rock. It passes through low lying coastal shrubbery and over sections of granite vegetation and no existing alignments are available to be used.

CONFLICT MANAGEMENT

The purpose of this trail is to provide a duplicate descent that is desirable to beginner to intermediate mountain bike users, which will allow walkers to safely descend the Ridge Link Trail. Where the trail links to the Rotary and Wesfarmers lookouts via a short walk trail, signage and other measures will be installed to instruct riders to dismount and walk to the lookout.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on sand and granite rock. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the broad alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	2
Name	Green Middleton Beach (Mids) Mountain Bike Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Easy - Green Circle
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	1900m
Vertical Range	110m
Elevation Variation	110m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	6%
Maximum Trail Gradient	15% < 20m
Minimum Line of Sight	10m
Tread Width	1000mm - 1500mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	New
Est. Design Cost	\$5,556.00
Est. Construction Cost	\$74,080.00
Est. Signage & Ancillary Cost	\$1,481.60
Est. Total Trail Cost	\$93,155.60
Est. Maintenance p/year	\$3,333.60

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Predominantly full / partial bench construction with minor sections of lifted surface.
Proposed Construction Materials	Imported and natural trail tread and subsurface with TTF construction from imported and local materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Roll In	Nil
Insloped	Rollers	
Descending Turn	Tabletop	
Technical Inside Line	Grade Reversal	

MOUNTAIN BIKE



OVERVIEW

The Blue Icon Descent is a proposed moderate classification, open flowing all mountain style trail focused on providing a fun and challenging descent from the summit of Mt Clarence to the trail head at Middleton Beach. The single direction descending trail starts with viewsheds from the summit, and provides a number of rest points for views and photo opportunities. After traversing a strong prevailing cross slope via a short technical descent from Mount Clarence, the trail gradient becomes flat for 1,400m, before making the final challenging descent with a range of constructed technical trail features, to the Middleton Beach trail head. The Icon Descent Trail forms an integral component and introduces a new and unique trail type to the mountain bike trail network. It is therefore of high strategic value. As the iconic mountain bike trail within the network it is anticipated that this section of trail will see a high relative level of use.

OPPORTUNITIES

USER MARKETS

This trail is targetted at the intermediate to advanced enthusaist market, taking advantage of scenic vsitas and providing an iconic Albany experience that riders will photograph and promote to their social networks. The trail will be a primary drawcard for the this market, who will be enticed to travel to Albany for this experience.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

While the trail is aimed primarily at intermediate riders, due to its wide market appeal, there should be optional technical alternate features and lines of advanced classification to allow progression and to cater for more advanced riders.

USE OF EXISTING TRAIL

The trail makes use of the existing alignments. Where informal lines pass through granite vegetation, formalising the alignment will allow these lines to revegetate. It is predominantly located in open terrain, free of trees & shrubs, traversing granite rock.

CONFLICT MANAGEMENT

While there are proposed walk and easy descent trail options descending from Mt Adelaide, it is appropriate to provide a duplicate descent of the intermediate (blue square) classification specifically for this Icon Descent Trail. The purpose of the easy (green circle) Middleton Beach Descent trail is to cater for beginner riders, including families and children. Introducing users of the Icon Descent trail onto the Middleton Beach Descent trail is likely to cause conflict between the different levels of riders. The topography of this segment of trail also provides the greatest elevation relief and has the opportunity to provide the most challenging features of the Icon Descent trail. Therefore it is vital that the trail be duplicated in this location.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located open terrain, free of trees and shrubs, traversing granite rock and granite vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h
Name	Iconic Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Moderate - Blue Square
Trail Type	All Mountain
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Black Features & Lines
Corridor Width	100m
Trail Length	3500m
Vertical Range	180m
Elevation Variation	180m
Prevailing Cross Slopes	Flat to Very Steep
Average Trail Gradient	5%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$10,233.00
Est. Construction Cost	\$114,605.00
Est. Signage & Ancillary Cost	\$2,292.10
Est. Total Trail Cost	\$147,118.10
Est. Maintenance p/year	\$5,157.23

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted surface construction with sections of exposed rock outcrop
Proposed Construction Materials	Natural and imported trail tread and subsurface with TTF construction from imported and local materials

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock
Insloped Descending Turn	Kicker Jump	Garden
Climbing Turn	Tabletop	Stabilised
Technical Climbing Turn	Rollable Double	Root
Insloped Climbing Turn	Grade Reversal	Section
Technical Inside Line	Rollable Step	
	Down	
	Drop Off	

CITY DESCENT CORRIDOR

MOUNTAIN BIKE



OVERVIEW

The City Descent trail is a proposed easy classification, open flowing cross country trail. This single direction descending mountain bike trail starts from the Mount Clarence car park, and finishes at the City trail head. The trail can be used as the descending section of a short mountain bike loop, which includes a climb via the ascending dual use Ridge Link Trail (Trail 1a,1b). The City Descent trail intersects the Ridge Link Trail approximately halfway uphill from the trail head, providing an optional shorter mountain bike loop.

The City Descent trail forms the descent for mountain bikes to complete the link from Middleton Beach to the City Centre and is therefore of high strategic value. It is anticipated that this section of trail will see a high relative level of use.

OPPORTUNITIES

USER MARKETS

The short easy classification (green circle) mountain bike circuit options cater well for the leisure market, beginner mountain bikers and families. Due to its proximity to the city centre, the leisure market will be drawn to this as potentially their first ever mountain biking experience. It provides an achievable alternative option to visitors who want to access the summit of Mt Clarence via trails.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this section of trail will see a high relative level of use by beginner riders and minimal optional intermediate lines could provide a for progression for some riders. Riders seeking higher classification trails are sufficiently catered for on other trails descending from Mt Clarence.

USE OF EXISTING TRAIL

The descending trail is composed of a new alignment, primarily traversing relatively steep rock slabs and granite outcrops. It passes through open terrain free of trees and shrubbery, and over sections of granite vegetation.

CONFLICT MANAGEMENT

The purpose of this trail is to provide a duplicate descent that is desirable to beginner mountain bike users, which will allow walkers to safely descend the Ridge Link Trail. Where the trail meets the Padre White Lookout, signage and other measures will be installed to instruct riders to dismount and walk to and around the lookout area.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs with limited trees and shrubbery. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	4
Name	City Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Easy - Green Circle
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	1800m
Vertical Range	120m
Elevation Variation	120m
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	7%
Maximum Trail Gradient	15% < 20m
Minimum Line of Sight	10m
Tread Width	1000mm - 1500mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	New
Est. Design Cost	\$5,184.00
Est. Construction Cost	\$69,120.00
Est. Signage & Ancillary Cost	\$1,382.40
Est. Total Trail Cost	\$86,918.40
Est. Maintenance p/year	\$3,110.40

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted surface construction with sections of exposed rock outcrop
Proposed Construction Materials	Natural trail tread and subsurface with TTF construction from imported and local materials

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock
Insloped Descending Turn	Kicker Jump	Garden
Climbing Turn	Tabletop	Stabilised
Technical Inside Line	Rollable Double	Root
	Rollable Step Down	Section
	Drop Off	

DUAL USE PERIMETER CORRIDOR

WALK MOUNTAIN BIKE



OVERVIEW

The Dual Use Perimeter trail is a proposed very easy classification, low gradient dual use walk and mountain bike trail. The dual direction trail circumnavigates the lower slopes of the Heritage Park, accessed from multiple minor entry points. The trail links the Rotary Lookout and the Ridge Link Trail to the summit of Mt Adelaide, where the major trail head is located. It is therefore of high strategic value. The trail is dual use in the uphill direction, but only walkers will be permitted to descend on this section of the trail. An alternative descent is provided for mountain bikers via the Middleton Beach Descent. It is anticipated that this trail will see a high relative level of use.

OPPORTUNITIES

USER MARKETS

This dual use trail caters for the leisure market, including beginner mountain bikers, families and people with disabilities. It will provide access and links to various areas of the reserve, including the Rotary Lookout & National Anzac Centre. Due to its accessibility it is anticipated to be used as an entry and exit trail for longer walk and ride circuits.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this section of trail will see a high relative level of use at a slower pace. Some features or stairs may be provided for walkers to pass other users. Mountain bike jumps or rollers are not appropriate on this trail, due to its purpose as an easy dual use trail. Riders seeking higher classification trails are sufficiently catered for on other trails.

USE OF EXISTING TRAIL

The majority of the Perimeter Trail utilises existing alignments over sandy soils and moderately dense vegetation. Some new trail will be required to complete the circuit.

CONFLICT MANAGEMENT

This dual use trail is designed to provide a positive and enjoyable trail experience for both walkers and mountain bikers, and is likely to be used as an entry or exit trail. To ensure all trail users have sufficient visibility of oncoming users, this wide trail will be designed with very long sight lines, and users should be able to see at least 15m ahead at all times. The trail is intersected by a number of other descending and ascending walk and mountain bike trails. At the intersections, signage will be installed in accordance with the code of conduct to guide trail etiquette. The code of conduct will set up an intuitive convention for the use of all intersections, which all users will quickly become familiar with. It is likely that some trail intersections will be utilised and impacted by event days. Event overlays will guide how particular intersections should be managed during events to ensure flow of users on the intersecting trails as appropriate.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs with limited trees and shrubbery. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	5a - 5t
Name	Perimeter Trail
Strategic Value	High
Use	Dual - Walk & Mountain Bike
Classifications	Grade 2 / Easiest - White Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Optional Green Features and Lines for Mountain Bike Trail
Corridor Width	100m
Trail Length	6800m
Vertical Range	15m
Elevation Variation	15m
Prevailing Cross Slopes	Moderate
Average Trail Gradient	0%
Maximum Trail Gradient	0.08
Minimum Line of Sight	15m
Tread Width	1500mm - 1800mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$20,379.00
Est. Construction Cost	\$267,710.00
Est. Signage & Ancillary Cost	\$5,354.20
Est. Total Trail Cost	\$377,196.70
Est. Maintenance p/year	\$12,046.95

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Partial bench & lifted construction
Proposed Construction Materials	In-situ & imported trail tread and subsurface

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

BLACK CLIMB & URBAN DOWNHILL CORRIDOR

TRAIL ID

6

MOUNTAIN BIKE



OVERVIEW

The Black Climb and Urban Downhill trail is a proposed difficult classification, steep mountain bike climb and downhill trail. The single direction climbing trail originates at an intersection with the Perimeter Trail (Trail 5) and can be easily accessed from the City Trail Head. The downhill component originates at the Mt Clarence summit. Currently the annual Albany Urban Downhill event uses a mix of existing informal and formal trails, including some walk trail and some emergency access trails. The event involves mountain bike riders descending at extremely high speeds. Each year, temporary features are installed for the event and removed afterward. The closures of the various trails that intersect the race course have been a source of confusion and safety risk for other users in the area. The new Albany Urban Downhill trail is designed specifically for use in the annual Albany Urban Downhill race/festival, this descent is of high strategic value. It is anticipated that this section of trail will see a high relative level of use. A shuttle drop off point at the summit of Mt Clarence, which is normally used only for this event, will be formalised to improve the accessibility of the downhill track.

OPPORTUNITIES

USER MARKETS

While some enthusiasts may complete both the climbing and downhill components of the trail, the urban downhill component is targeting participants in the annual Urban Downhill event, and will be a drawcard for the gravity market. Users may access multiple descending trails from the Mt Clarence summit, using downhill-specific bikes and shuttle uplifts.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this track will see a high relative level of use by advanced and professional level mountain bikers. Some higher classification features or provision for temporary event-only features may be constructed to cater for professional level downhill mountain bikers. Lower classification lines and B-lines will be minimised, as intermediate riders are sufficiently catered for on other trails.

USE OF EXISTING TRAIL

The trail does not utilise any existing alignments and will be constructed as a new alignment traversing moderately dense vegetation.

CONFLICT MANAGEMENT

The trail entry is located near the popular Padre White lookout area. The code of conduct will guide how recreational mountain bike riders and event participants can share this area respectfully with other visitors and walkers. The trail exit is located nearby the entry to the uphill component, and nearby the Perimeter trail. There will be sufficient space provided between the end of the downhill track and the Perimeter trail, to eliminate the risk of collisions at this point.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	6a, 6b
Name	Black Climb & Urban Downhill
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Difficult - Black Diamond
Trail Type	Downhill
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Ascending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	700m
Vertical Range	95m
Elevation Variation	95m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	14%
Maximum Trail Gradient	50% < 10m
Minimum Line of Sight	N/A
Tread Width	300mm - 600mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	New
Est. Design Cost	\$5,040.00
Est. Construction Cost	\$73,980.00
Est. Signage & Ancillary Cost	\$1,479.60
Est. Total Trail Cost	\$92,097.60
Est. Maintenance p/year	\$3,329.10

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural trail tread and subsurface

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

MOUNTAIN BIKE



OVERVIEW

The Blue Loop Trail is a proposed moderate classification, mountain bike loop trail. The single direction trail can be accessed from the perimeter trail, or from the summit of Mt Clarence. It intersects the walk-only Circuit Trail (Trail 14) at several points. This trail provides a new type of mountain bike experience that caters well for existing demand, and is therefore of moderate strategic value. It is anticipated that this section of trail will see a high relative level of use.

OPPORTUNITIES

USER MARKETS

The Blue Loop Trail is aimed at enthusiasts who will most likely complete this trail as part of a longer ride combining the other intermediate classification trails in the network.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this track will see a high relative level of use by intermediate level mountain bikers and some beginner mountain bikers progressing their skills. Lower classification lines and B-lines can be included to cater for this range of users. Higher classification optional features will be minimised, as advanced riders are sufficiently catered for on other trails.

USE OF EXISTING TRAIL

The trail utilises new and existing alignments and traverses moderately dense vegetation.

CONFLICT MANAGEMENT

The Blue Loop Trail intersects the Circuit Walk Trail (Trail 14) at a number of points. It is designed so that at each intersection the mountain bike user is approaching a slow point on the trail, and is able to easily yield to a walker, who will have right of way at the intersection.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	7a, 7b
Name	Blue Loop
Strategic Value	Moderate
Use	Single – Mountain Bike Only
Classifications	Moderate – Blue Square
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Ascending Et Descending
Options	Optional Black Features Et Lines
Corridor Width	100m
Trail Length	2900m
Vertical Range	85m
Elevation Variation	85m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	3%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	New
Est. Design Cost	\$8,631.00
Est. Construction Cost	\$100,695.00
Est. Signage Et Ancillary Cost	\$2,013.90
Est. Total Trail Cost	\$128,601.90
Est. Maintenance p/year	\$4,531.28

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural trail tread and subsurface.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Nil
Insloped	Kicker Jump	
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical Climbing Turn	Step Down Jump	
	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

MT ADELAIDE STAIRS CORRIDOR

WALK



BASIC / MODERATE
GRADE 2

OVERVIEW

The Mt Adelaide Stairs are proposed as a basic/moderate classification staircase trail, providing a direct link between the Middleton Beach trail head and Mt Adelaide. The dual direction staircase utilises a new alignment passing between the green and blue descending mountain bike trails. It is anticipated to be a popular recreation and tourism asset, but its estimated construction cost may be prohibitive. The design of the stairs needs further consideration to ensure the appropriateness of the location and the style of construction. It is therefore of moderate strategic value.

OPPORTUNITIES

USER MARKETS

The staircase caters for the leisure and enthusiast trail user markets. It provides a short, accessible route with a hardened surface, to allow users with very limited bushwalking experience to access the Mt Adelaide attractions easily from the Middleton Beach tourism precinct. The staircase also provides an alternative descent for users walking from the City Centre via the Ridge Link trail. The staircase provides a new type of experience that will cater for current and future demand, including those walkers and runners seeking this type of facility for exercise.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that there will be a single alignment and no optional lines will be provided for other classifications.

USE OF EXISTING TRAIL

There is no existing trail within the alignment of the staircase. It utilises a new alignment and traverses moderately dense vegetation.

CONFLICT MANAGEMENT

Given the range of potential user markets, there is potential for conflict. The code of conduct will deal with yield hierarchy between ascending and descending walkers and runners. The staircase intersects with the Perimeter shared use trail approximately halfway up to Mt Adelaide. The intersection will be designed so that the dual use trail users are approaching a slow point at the intersection with the staircase. The Perimeter trail users will be able to easily yield to staircase users, who will have right of way at the intersection.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	8
Name	Mt Adelaide Stairs
Strategic Value	High
Use	Single - Walk Only
Classifications	Staircase
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	500m
Vertical Range	
Elevation Variation	N/A
Prevailing Cross Slopes	N/A
Average Trail Gradient	N/A
Maximum Trail Gradient	Refer Australian Standards
Minimum Line of Sight	N/A
Tread Width	> 1200mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	New
Est. Design Cost	\$1,428.00
Est. Construction Cost	\$476,000.00
Est. Signage & Ancillary Cost	\$9,520.00
Est. Total Trail Cost	\$535,738.00
Est. Maintenance p/year	\$21,420.00

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Preference for natural material construction rather than concrete.
Proposed Construction Materials	Imported materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Nil	Steps	Nil

BLUE DUAL USE COASTAL TRAIL CORRIDOR

TRAIL ID

9

WALK



MODERATE
GRADE 3

MOUNTAIN BIKE



MODERATE
BLUE SQUARE

OVERVIEW

The Blue Dual Use Coastal Trail is a proposed dual use, moderate classification, walk and cross country mountain bike trail, focused primarily on providing an iconic Albany experience. Showcasing the rugged and exposed coastline, users will be able to start this trail at Middleton Beach and climb toward the Saddle Trail Head traversing the rocky headland. The lower section of the trail intersects a number of walk trails that can be used by walkers to link to Mt Adelaide more directly. These links can be utilised for shorter experiences when parking at the trail head or either of the Mt Adelaide car parks.

The Coastal Trail provides an alternative connection to that provided by existing trails within the network, and is of moderate strategic value. As an iconic and visually stunning location, it is anticipated that this section of trail will see a very high relative level of use by both walkers and mountain bikers seeking a more adventurous alternative to the boardwalk pathway, as well as users who already utilise the area for other recreation activities, e.g. rock fishing.

OPPORTUNITIES

USER MARKETS

This iconic trail caters for a number of more experienced user markets, including enthusiast mountain bikers and experienced bushwalkers, and can be utilised as part of a longer half day or full day experience utilising other similar classification trails.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines should be provided at regular intervals to allow users to pass each other safely whilst ensuring the majority of the trail experience is sufficiently narrow to meet the standard requirements for the relevant trail classification.

USE OF EXISTING TRAIL

It is composed of predominantly new and some existing disturbed alignments where a number of distinct informal tracks have formed over time. The trail is primarily located on rock, with some sandy soil in the western sections (9b & 9c).

CONFLICT MANAGEMENT

The trail is designed to be dual use, with long sight lines (minimum 7.5m) for walkers and strategically placed features to slow riders to a moderate pace when climbing or descending. It is designed to allow users to view the surrounding scenery and viewsheds. Whilst it does provide a descent this trail will not be designed to cater for the gravity market, therefore features such as jumps and drops will not be installed.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	9a, 9b, 9c
Name	Ocean Trail
Strategic Value	Low
Use	Dual – Walk & Mountain Bike
Classifications	Grade 3 / Moderate – Blue Square
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Optional Lines and Steps for Walk Trail
Corridor Width	100m
Trail Length	3500m
Vertical Range	50m
Elevation Variation	50m
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	1%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm – 1000mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$10,221.00
Est. Construction Cost	\$209,090.00
Est. Signage & Ancillary Cost	\$4,181.80
Est. Total Trail Cost	\$252,919.30
Est. Maintenance p/year	\$9,409.05

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched & lifted construction.
Proposed Construction Materials	Natural & imported rock and trail tread.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps – Optional	
Technical Inside Line	Walk Line	

DOWNHILL CORRIDOR

MOUNTAIN BIKE



OVERVIEW

The Downhill Trail is a proposed difficult classification downhill mountain bike trail, focusing primarily on upgrading and extending the existing downhill race track at both ends. This will create a longer and more appealing ride experience, and will connect the track with suitable shuttle uplift drop-off and pick-up points. The shuttle uplift can utilise the existing public roads linking the trail exit and entries.

Race events using this track are regularly run by local mountain bike organisations, and involve mountain bikers descending at extremely high speed. Temporary bunting is installed to demarcate the race track zone and riders use the existing push-up track to return to the start of the track for multiple runs. When races are not being held, there is little existing demarcation and signage, which is a source of confusion and safety risk for users, including other mountain bikers, in the area.

The existing trail start can only be accessed via the push-up track, which begins at the Apex carpark. Extending the top of the trail will allow users to commence the ride from the summit of Mt Clarence. Extending the lower end of the trail will allow users to finish exit outside the perimeter of the Heritage Park, and access a shuttle uplift at the nearby Hare Street Entry point. This trail will continue to see a moderate level of use by advanced mountain bikers, but is of low strategic value to the trail network.

OPPORTUNITIES

USER MARKETS

The downhill track caters for the enthusiast and gravity markets and is aimed at riders with advanced riding ability.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Existing optional lines should remain to cater for higher classifications, and additional optional lines should be installed on new sections.

USE OF EXISTING TRAIL

It is composed of predominantly existing and some new alignments. The existing alignment is in poor condition in some areas, which should be upgraded.

CONFLICT MANAGEMENT

The downhill track intersects the Perimeter Trail (Trail 5), and it is recommended that a flyover structure be provided to prevent conflict. There is currently limited car parking provided at the existing trail head, located at the Apex Lookout, which causes conflict with other users primarily during events. The addition of the shuttle uplift facilities means that event assembly areas can be moved away from their current location, which will remove this potential conflict.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	10a, 10b, 10c
Name	Downhill
Strategic Value	Low
Use	Single - Mountain Bike Only
Classifications	Difficult - Black Diamond
Trail Type	Downhill
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Double-Black Features & Lines
Corridor Width	100m
Trail Length	1200m
Vertical Range	95m
Elevation Variation	95m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	50% < 10m
Minimum Line of Sight	N/A
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$3,360.00
Est. Construction Cost	\$53,810.00
Est. Signage & Ancillary Cost	\$1,076.20
Est. Total Trail Cost	\$68,927.20
Est. Maintenance p/year	\$2,421.45

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Lifted construction.
Proposed Construction Materials	Imported materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

MOUNTAIN BIKE



OVERVIEW

The Mids Blue Descent Trail is a proposed moderate classification descending mountain bike trail, focusing primarily on providing a link from the Mt Adelaide Trail Head to the Middleton Beach Trail Head by linking into the Blue Icon Descent Trail (Trail 3). This link trail can also be used as part of a short loop originating on the Mt Adelaide end of the Park, or as part of a longer distance intermediate loop or point to point ride. The single direction descending trail starts with viewsheds from the summit, near Wesfarmers Lookout, and provides a flowing descent through a number of switchbacks to meet with the Icon Descent.

OPPORTUNITIES

USER MARKETS

This trail caters for the enthusiast market and is aimed at riders with intermediate to advanced riding ability. Forming an integral part of multiple mountain bike circuit options, it is anticipated that this section of trail will see a high relative level of use.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional advanced features and lines should be provided to cater for the enthusiast market who are likely to be the largest user group for this trail.

USE OF EXISTING TRAIL

The Mids Blue Descent Trail is located in moderately dense vegetation, making use of existing alignments. As a result, these will be reduced from 5m wide fire management access roads, down to 300mm wide single track, allowing a substantial area of natural bush to regenerate. Some new alignments will be required in areas of moderately dense vegetation.

CONFLICT MANAGEMENT

Without the provision of this trail from the Mt Adelaide trail head, due to its predicted popularity, there is high potential for conflict with users of the easy classification (green circle) Mids Descent Trail (Trail 2) and the section of the Perimeter Trail that would otherwise be required to link with the Icon Descent to the Middleton Beach Trail Head. Therefore it is necessary to provide both trails separately.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	11a, 11b
Name	Mids Blue Descent
Strategic Value	Moderate
Use	Single – Mountain Bike Only
Classifications	Moderate – Blue Square
Trail Type	All Mountain
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Black Features & Lines
Corridor Width	100m
Trail Length	600m
Vertical Range	40m
Elevation Variation	40m
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	7%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm – 1000mm
Qualifier / Filter	TTF at Entry

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	Upgraded & New
Est. Design Cost	\$1,791.00
Est. Construction Cost	\$20,895.00
Est. Signage & Ancillary Cost	\$417.90
Est. Total Trail Cost	\$101,685.90
Est. Maintenance p/year	\$940.28

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural tread with sections of granite

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical Climbing Turn	Step Down Jump	
	Grade Reversal	
Insloped Climbing Turn	Rollable Step	
Technical Inside Line	Down Drop Off	

ALBANY HARBOUR PATH CORRIDOR

WALK



BASIC
GRADE 1

MOUNTAIN BIKE



EASIEST
WHITE CIRCLE

OVERVIEW

The Albany Harbour Path is proposed to provide a highly accessible link between the Albany Harbour and the Heritage Park, via Cuddihy Avenue, Marine Drive and Forts Road. It is therefore proposed as a basic Grade 1, easiest classification dual use trail. Intended primarily as an alternative transport option rather than recreation, it is anticipated that this section of trail will see low relative level of use and is therefore of low strategic value.

OPPORTUNITIES

USER MARKETS

It is anticipated that the trail will be used by visitors from the large number of cruise ships docking at the Harbour, as well as walkers and cyclists using the Harbour Path for transport. It is composed of 1km of new alignment and forms an integral link for visitors accessing the network, as an alternative to motorised transport options.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

There is no need for optional lines and features to be provided on the harbour path, as its primary purpose is not recreation.

USE OF EXISTING TRAIL

The Albany Harbour Path utilises predominantly disturbed alignment within public road reserves.

CONFLICT MANAGEMENT

There is a need to manage potential conflict between user types on this trail. The trail will be designed to a minimum width of 1500mm and with a minimum line of sight of 15m, to ensure users have visibility of oncoming traffic. Signage will be installed in accordance with the code of conduct to inform path users.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	12a, 12b
Name	Albany Harbour Path
Strategic Value	High
Use	Dual - Walk & Mountain Bike
Classifications	Grade 1 - Easiest - White Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	1100m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	N/A
Maximum Trail Gradient	0.071
Minimum Line of Sight	15m
Tread Width	>2000mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	New
Est. Design Cost	\$3,135.00
Est. Construction Cost	\$156,750.00
Est. Signage & Ancillary Cost	\$3,135.00
Est. Total Trail Cost	\$181,307.50
Est. Maintenance p/year	\$7,053.75

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted using imported materials, asphalt sealed
Proposed Construction Materials	Imported materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

WALK



MODERATE
GRADE 3

OVERVIEW

The Granite Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the City Trail Head.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	13a, 13b
Name	Granite Trail
Strategic Value	High
Use	Single – Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending Et Descending
Options	Nil
Corridor Width	100m
Trail Length	1000m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$2,913.00
Est. Construction Cost	\$29,130.00
Est. Signage Et Ancillary Cost	\$582.60
Est. Total Trail Cost	\$37,966.10
Est. Maintenance p/year	\$1,310.85

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench Et partial bench, mostly existing alignment, some rock outcrop
Proposed Construction Materials	Natural materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

CIRCUIT TRAIL CORRIDOR

WALK



OVERVIEW

The Circuit Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the Secondary Trail Head at Innes Street.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	14a, 14b
Name	Circuit Trail
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	1000m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$2,742.00
Est. Construction Cost	\$25,505.00
Est. Signage & Ancillary Cost	\$510.10
Est. Total Trail Cost	\$33,592.60
Est. Maintenance p/year	\$1,147.73

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench & partial bench, mostly existing alignment.
Proposed Construction Materials	Natural materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line	Chicane Choke Exposed edges
	Natural Obstacles	

WALK



MODERATE
GRADE 3

OVERVIEW

The Summit Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the Secondary Trail Head at Innes Street.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	15a, 15b
Name	Summit Trail
Strategic Value	High
Use	Single – Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	200m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$498.00
Est. Construction Cost	\$7,710.00
Est. Signage & Ancillary Cost	\$154.20
Est. Total Trail Cost	\$9,548.20
Est. Maintenance p/year	\$346.95

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench & partial bench, mostly existing alignment.
Proposed Construction Materials	Natural materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps – Optional Walk Line	Chicane Choke Exposed edges Natural Obstacles

MT ADELAIDE BATTERY CORRIDOR

WALK



OVERVIEW

The Princess Royal Fortress has two gun batteries dug into the Mt Adelaide hillside. The Mt Adelaide Battery Trail is proposed to be a Grade 2, basic to moderate classification walk trail. Utilising an existing alignment, this dual direction trail will be upgraded to provide a more structured route suitable and accessible for most users. Originating near the Wesfarmers Lookout, it is a popular entry point for visitors exploring the historic forts precinct.

OPPORTUNITIES

USER MARKETS

It is anticipated that this trail will continue to be used by visitors and local residents to access the historic sites, on a moderate distance walk trail circuit that extends down to the Ellen Cove Boardwalk, and back to the National Anzac Centre.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications, e.g. stairs may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. Features such as choke points may be installed to deter mountain bikers from using this trail.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	16
Name	Mt Adelaide Battery
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	200m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	1500mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$579.00
Est. Construction Cost	\$3,860.00
Est. Signage & Ancillary Cost	\$77.20
Est. Total Trail Cost	\$5,384.70
Est. Maintenance p/year	\$173.70

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched & lifted construction.
Proposed Construction Materials	Imported materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

WALK



BASIC / MODERATE
GRADE 2

OVERVIEW

The WW2 Track is proposed to be upgraded to a Grade 2, basic to moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links and interpretive experiences between the Princess Royal Fortress historical precinct and sites located below Marine Drive.

OPPORTUNITIES

USER MARKETS

The WW2 Track provides a moderately short experience, and can be linked with other trails to complete a longer walk. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications, e.g. stairs, may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	17
Name	WW2 Track
Strategic Value	High
Use	Single – Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending Et Descending
Options	Nil
Corridor Width	100m
Trail Length	600m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	1200mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$1,653.00
Est. Construction Cost	\$27,550.00
Est. Signage & Ancillary Cost	\$551.00
Est. Total Trail Cost	\$33,886.50
Est. Maintenance p/year	\$1,239.75

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched Et lifted construction.
Proposed Construction Materials	Imported materials.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps – Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

COLONIAL CORRIDOR

WALK



BASIC
GRADE 2



MODERATE
GRADE 3

OVERVIEW

The Colonial Trail is a proposed Grade 2 to 3, basic to moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links and interpretive experiences within the Princess Royal Fortress historical precinct.

OPPORTUNITIES

USER MARKETS

The Colonial Trail provides a moderately long walk, with a number of opportunities to visit various points of interest along the circuit. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct.

CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

TRAIL CORRIDOR DETAILS

Corridor ID	18a, 18b, 18c, 18d, 18e, 18f, 18g
Name	Colonial
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	2300m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	900mm
Qualifier / Filter	Nil

DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$6,681.00
Est. Construction Cost	\$100,215.00
Est. Signage & Ancillary Cost	\$2,004.30
Est. Total Trail Cost	\$124,489.30
Est. Maintenance p/year	\$4,509.68

RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Lifted construction.
Proposed Construction Materials	Imported materials & subsurface.

TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke

DEVELOPMENT

It is recommended that the development process outlined in the Albany Trail Hub Strategy, the Draft Western Australian Mountain Bike Management Guidelines and applicable Australian Standards are used to guide development of the AHP Trail Network.

ALBANY TRAILS HUB STRATEGY DEVELOPMENT PROCESS

The Albany Trails Hub Strategy provides a toolkit for sustainable trail facility development, which includes the trail development process, guiding principles for trail development and construction, a framework template and signage guidelines. The recommendations within this concept report align with this toolkit.

CORRIDOR EVALUATION

The Corridor evaluation stage involves detailed checks and surveys within the proposed corridor identified in the concept plan and documenting environmental or heritage protection strategies where required. The development of this concept plan has involved broad site assessments to identify the major environmental and heritage constraints. Planning and construction permits and approvals to proceed to further stages of design and construction may require additional assessments and documentation for specific trail alignments. Permits and approvals for trail development require the involvement of the City of Albany, Department of Parks and Wildlife, Water Corporation and other stakeholders. These may include specialist flora and fauna habitat surveys, Aboriginal heritage surveys, European heritage surveys, dieback mapping and geotechnical assessments. These surveys will identify appropriate ways in which trails can be developed, and establish any mitigation strategies. Permits are not usually required if an existing trail is being upgraded or modified. The concept design GPS locations for trail alignments should be used to investigate the relevant environmentally and culturally significant values. Permits issued should allow for the trail to be located within a 30m corridor, which allows the builder to respond to changing conditions after construction has commenced.

PLANNING PERMITS

Planning permits are needed for development within heritage listed areas or affecting heritage listed buildings.

BUILDING PERMITS

Building permits are granted under the Building Act to ensure that structures comply with the relevant building standards and regulations. A building surveyor may advise on whether a trail or structure requires a building permit.

VEGETATION CLEARING PERMITS

Vegetation clearing permits granted under the EP Act are administered by the Department of Environmental Regulation, and will be required prior to construction commencing. Permits may contain conditions such as revegetation requirements.

ABORIGINAL HERITAGE SURVEYS AND MONITORS

An Aboriginal Monitor may be required if Aboriginal heritage has been identified close to or within the development area and there is a high risk of harm which the presence of a Monitor could prevent.

DETAILED DESIGN

The detailed design stage ensures that trail alignments and quality and sustainability standards are defined. The alignments are informed and may be adjusted by requirements and conditions detailed in the relevant permits and approvals granted.

The detailed design identifies trail elements, such as technical features, surfacing and drainage, and enables contractors to accurately estimate construction costs, resources, materials and scheduling. Trail corridors are flagged in the field, and correspond with digitally recorded GPS coordinates for corridors and trail elements. The final detailed designs should constitute 10m wide corridors. The detailed design includes construction ready specifications and drawings noting chainage to ensure agreed quality and sustainability standards are achieved. The detailed design documentation will also include a signage plan and a summary of estimated probable construction costs. Rates for detailed design have been based around an industry standard for professional trail designers of \$3 per linear metre. This rate is applied to all new, upgraded or realigned trails, and is based on indicative trail corridors. Estimated detailed design costs per trail are provided in the following Tables.

SIGNAGE

Signage is important for visitor risk management, promotion of the trails and communication with users.

A signage plan will be produced as part of the detailed design documentation, to detail locations and types of trail signage. The signage plan will correspond with flagging in the field and electronically recorded GPS coordinates.

In accordance with the Albany Trails Hub Strategy, the following types of signage will be developed:

TRAIL HEAD SIGNS

Trail head signs will include maps, trail names, distances and classifications, as well as a code of conduct for users, safety and land manager contact information.

WAYMARKING SIGNS

Waymarking signs will be small signs located at regular intervals along the trails, at decision points and crossing points to provide directions to trail users. They will include a marker arrow and trail name.

DIRECTIONAL SIGNS

Directional signs will direct users to a trail head from the town or from other key landmarks and destinations. These may include orientation signs with a map and 'you are here' points.

INTERPRETIVE SIGNS

Interpretive signs will display cultural, heritage and environmental information in suitable locations along trails, particularly walking trails designed to be interpretive experiences.

MANAGEMENT SIGNS

Management signs will be used where trails are temporarily closed or realigned due to hazards, incidents or events.

The style and branding of signage will be in line with the City of Albany's Trails Hub brand and signage guidelines, and the trail classification information will be as per internationally recognised standards and the Draft Western Australian Mountain Bike Management Guidelines.

A rate of 2% of the total trail cost has been used to estimate the cost of trail way-marking signage. Trail head infrastructure is highly variable, and can be influenced by branding requirements. Primary trail heads are estimated at \$75,000, while secondary trail heads are estimated at \$25,000. Minor entry points are estimated at \$2,500.

INTERSECTION SIGNS

While most of the trails within the network have been designed to avoid cross-overs and associated conflicts, there are a number of points, where mountain bike trails, walk trails and dual use trails cross. These points will be signed as such, and will be designed as slow points with maximum sight lines. These strategies will ensure crossing points can be safely negotiated by all users.

CONSTRUCTION

The techniques used to construct trails will be vital to ensuring trails are sustainable. The topography of the Mounts varies from sandy soils to dense woodland to open granite outcrops. Construction methodology needs to be tailored to the specific ecological conditions and sensitivities to prevent erosion and other impacts. Many trail construction techniques can be used to prevent

soil erosion. In addition to the guiding principles for sustainable trail construction given in the Albany Trails Hub Strategy, the following techniques are recommended for specific ground conditions occurring within the proposed trail alignments.

MACHINE CUT TRAIL

Specialised trail building machinery has been recommended for construction of trails, to maximise efficiency and minimise construction costs. Mini-excavators and mini-skid steers can be used to clear vegetation on the trail corridor within the maximum disturbance width allowed by trail construction standards. Debris can be stockpiled to be later used for trail naturalisation and rehabilitation. Machinery can be used to cut the trail bed profile, back slopes and drainage to the appropriate width and depth requirements.

Mechanised compaction is achieved to the appropriate level as required by detailed design. Broad hazards, such as overhanging branches can be cleared by hand using hand held brushcutters, saws and chainsaws.

BENCHED CONSTRUCTION

Benched trail offers longevity, provides a stable trail surface, and allows water to shed off the trail surface. Benching is generally undertaken by machinery such as mini excavators and mini skid steers with minimum track width of approximately 900mm. While the initial trail is at least this width, landscaping can finish trail edges to the desired width, or over time the trail will narrow naturally as vegetation regrows.

IMPORTED MATERIALS AND SURFACE STABILISATION

Generally natural trail surface is preferred, however unstable and loose sandy ground conditions may require some surfacing. Rock armouring may be used on steep sections of trail, to achieve a natural appearance and create an appropriate obstacle. Only appropriate materials endemic to the site and where possible, in-situ materials, should be used. Where materials are imported, high clay or granite content materials similar in nature to the surrounds, will be sourced. Granitic materials with clay base are preferred over limestone or laterite gravel for longevity and visual amenity.

PRESSURE CLEANING

Some steep granite outcrops can become slippery and dangerous in wet conditions. In some cases, the rock surface may undergo treatment such as pressure cleaning to remove this hazard. The use of this technique will depend on whether the surface conditions are acceptable to the relevant trail classification.

HAND BUILT TRAIL

Hand building techniques may be required where environmental sensitivities or access restrictions may prevent trail building machinery from entering an area. This includes clearing of vegetation above and beside the trail corridor. Where trails require minor improvements only, these may be undertaken by hand.

NATURALISATION AND DEMARCATION

Trail naturalisation and demarcation involves a number of landscaping techniques to achieve the appearance that the trail has always existed. This involves using hand tools for the removal of hard edges, steep back slopes, piled spoil, vegetative matter, roots and sticks. Vegetation is trimmed above and beside the trail

corridor to ensure broad hazards are removed and sight lines are maintained. The trail surface is compacted and raked to an stable and even finish. Disturbed trail and drain edges are naturalised to blend seamlessly with the surrounding vegetation and to achieve a consistent trail width in line with the relevant classification.

Demarcation corrals and anchors are specified in the detailed design, and should utilise natural in situ rocks, logs or other features endemic to the area. These elements direct trail users to stay on the designated trail alignment to ensure the trail width stays constant with use. Clever use of demarcation will allow some trails to be used for management and emergency vehicle access.

MANAGEMENT AND MAINTENANCE

Trails require ongoing management and maintenance. Increased demand for trails will lead to increased pressure on existing facilities and services, such as car parking, toilets and rubbish removal. The City of Albany will undertake management of the trail network through recurrent funding. A range of supplementary funding and management models are recommended, which include contributions from commercial operations and volunteer involvement. A management plan will be developed to detail the management roles and responsibilities, funding and resources, maintenance program, reporting procedures and branding and marketing.

MANAGEMENT MODEL

The long term sustainability of the trail network is dependent on understanding clear roles and responsibilities of the trail owner and operator in the development, management and maintenance of trails. The trail owner is the entity that owns the physical trail and carries the liability for the health and safety of all users. The City of Albany is the trail owner of the AHP trail network.

The trail owner will provide relevant resources to carry out the management and maintenance of the trails and associated facilities and infrastructure, including:

- Trail usage monitoring
- Risk management
- Capital renewal
- Event management
- Dieback management
- Identifying and implementing revenue streams
- Marketing and promotion
- Maintenance

The operator is the entity that maintains the trail to the agreed standards of the owner. The City of Albany is the trail operator of the AHP trail network.

TRAIL MAINTENANCE REQUIREMENTS

The Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2016) provide comprehensive guidance on trail maintenance requirements to ensure trails remain in good condition and have minimal impact on the surrounding environment. The following maintenance requirements have been considered in determining cost estimates for trail maintenance:

- treatment and removal of weeds from trail alignments and trail heads
- regular inspection of technical trail features
- surface restoration

- clearing of drainage
- removal of litter and hazards
- pruning of vegetation within trail corridor

It is recommended that the detailed design of trails aims to minimise maintenance requirements; and that a comprehensive trail maintenance plan be prepared for each individual trail once the detailed design has been completed to improve accuracy of costings.

MAINTENANCE APPROACHES

Maintenance is critical to ensure the trail owner can meet its obligations to user safety. A professionally designed and constructed trail facility will require minimal ongoing maintenance. A rate of 4.5% of the total trail cost has been used to estimate the cost of a structured formal annual maintenance program for the network. It will be important to establish and document roles and responsibilities for trail management prior to trails being built.

A number of maintenance models may be considered for the AHP site, as listed below:

PROFESSIONAL ONLY

A commercial provider could be engaged to undertake the annual maintenance program for the AHP. Local industry capability and cost effectiveness would need to be considered.

VOLUNTEERS

Given the current involvement of volunteers and ongoing plans for use of the AHP as a racing venue, there is opportunity for the trail operator responsibilities to be delegated to suitable community groups, such as the Albany Mountain Bike Club. A formal trail adoption agreement may be established to formalise partnerships using the template provided within the Draft WA Mountain Bike Management Guidelines.

IN-HOUSE

CoA Reserves Staff could undertake the annual maintenance program.

PARTNERSHIPS

While there is currently no known local capability in trail maintenance in Albany, there is opportunity for development of local skills through targeted skills development programs. These programs could be developed in partnership with local businesses and education and training organisations, such as schools and TAFE. Such programs have potential to provide long term economic and social benefits to the City of Albany and the Great Southern Region.

LOCAL SKILLS DEVELOPMENT AND EMPLOYMENT

There is great economic benefit in using local labour during construction and ongoing management of trails in Albany. Strategies for addressing the skills gap should be developed in accordance with the CoA's wider economic development planning, to ensure that skills development links to future opportunities. Employment in non-skilled trail building roles and provision of training should be considered when developing tender specifications. It is recommended that CoA discusses potential opportunities in relation to delivery of this project with partner organisations, stakeholder groups and local businesses.

Consultation with the Noongar community identified aspirations for Aboriginal people to be trained and employed in construction of

the trails network. It is recommended that the CoA engages with the relevant local Noongar community training and employment organisations at a partnership level.

It is recommended that local and Noongar involvement are preferred as part of tender evaluation processes. It is important that where training is provided, this is linked with ongoing employment opportunities. Achieving long term economic outcomes will ensure a sustainable facility for the Albany community.

EVENT PROVIDERS

The CoA has relationships with a range of event providers, including commercials and not for profit bodies. With the development of the trail network, there will be significant potential for more types of events, particularly mountain bike events to use the trails. Commercial events have the potential to contribute financially to the facility. It is recommended that the CoA implement a policy for event providers involving a fee for use system, including a bond component, and relevant to the number of competitors.

PROMOTION AND EDUCATION

TRAIL USERS

Two of the main issues raised during the consultation were conflict management and environmental sensitivities. These issues arise primarily from a lack of information and cohesion within the existing trail network, and lack of understanding between trail user groups.

A trail code of conduct has been developed as part of this concept plan to describe the responsibilities of users to the values of the AHP and to other users. All groups need to be aware of each other and aware of their responsibilities when interacting on the trails. The code will be displayed on maps and signage at all trail heads, intersections and various key locations around the area.

It is recommended that an educational campaign is undertaken to communicate the code of conduct, duty of care, sustainable use of trails and sharing the trails. This will ensure the safety and enjoyment of the AHP for all users.

Information will be made available to the public online and at key locations such as CoA offices and local recreation facilities. Trail information will be communicated to all stakeholders and interested community members.

Contact information will also be provided at the trails so users can report issues or trail hazards to the CoA.

RESIDENTS

It is recommended that the education campaign includes information for residents living around the AHP with regard to access to the trails. Over time users have created a large number of tracks to gain quick access to the AHP from street level. A key part of the concept plan has been the consolidation of these access tracks, and users will need to understand which have been closed for rehabilitation, and where their closest access route is.

MAPS

Maps will be developed for the AHP trail network, to inform users of trail types, classifications (difficulty), distances, facilities nearby, points of interest, the code of conduct, as well as cultural, historical and environmental information on the area. Maps can include information about sponsors or businesses that support the

trails.

TRAILS OFFICER

In order to implement the trail project and coordinate its ongoing management, the employment of a Trails Officer is recommended. The Trails Officer would be an ongoing position responsible for working with trail user groups, partners and other stakeholders to coordinate development, maintenance and promotion of the trails.

CONSTRUCTION STAGING & COSTING

Please note that all cost estimates provided in this report are estimates only. They do not represent formal quotations from Common Ground Trails. Cost estimates are based on broad assumptions relating to expenses, imported materials, such as gravels and rocks, construction techniques, trail widths and complexity of drainage requirements. The next stages of detailed design and site assessments will inform construction requirements to enable contractors to quote to a greater level of accuracy. Quotations given following detailed design may differ to the estimates provided within this report.

WALK TRAILS

The typical rate used for walk trail construction is \$30-\$35/m. Additional landscaping recommended on some walk trails increases the rate to \$45-\$50/m.

DUAL USE TRAILS

The typical rate used for dual use trail construction is \$30-\$40/m. Additional landscaping is recommended for dual use trails to create an exceptionally high quality experience, and the rate used is up to \$90/m.

MOUNTAIN BIKE TRAILS

The rate used for mountain bike trails depends on the classification, and whether the trail is ascending or descending. Mountain bike only trails range between \$35-\$60/m.

ASSESSMENTS AND DESIGN COSTS

Assessments are estimated at \$2/m. Design costs are estimated at \$3/m.

MAINTENANCE RATES

A rate of 4.5% of the total trail cost has been used to estimate annual maintenance costs on all trails.

SIGNAGE

A rate of 2% of the total trail cost has been used to estimate the cost of trail way-marking signage.

CONTINGENCY

Allowance of average industry rates plus 10% contingency for increased trail lengths during detailed design.

TRAIL HEAD INFRASTRUCTURE

Trail head infrastructure is highly variable. Primary trail heads are estimated at \$75,000. Secondary trail heads are estimated at \$25,000 and minor entry points are estimated at \$2,500.

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CONSTRUCTION STAGING & COSTING

Table 6 outlines the recommended construction sequencing (SEQ) and broad cost estimates.

SEQ	ID	PROVISIONAL NAME	LENGTH (M)	RATE (\$/M)	CONDITION	TRAIL BUILD COST	ASSESSMENT COST	DESIGN COST	TRAIL HEAD COST	SIGNAGE COST (@1%)	CONTINGENCY (10%)	TOTAL COST
STAGE 1												
1	1a	Ridge Link	654	90	New	58,860.00	1,308.00	1,962.00	75,000.00	1,177.20	6,213.00	144,520.20
2	1b	Ridge Link	1621	90	Existing	145,890.00	3,242.00	4,863.00		2,917.80	15,399.50	172,312.30
3	1c	Ridge Link	759	90	New	68,310.00	1,518.00	2,277.00	25,000.00	1,366.20	7,210.50	105,681.70
4	1d	Ridge Link	398	80	New	31,840.00	796.00	1,194.00		636.80	3,383.00	37,849.80
5	1e	Ridge Link	740	80	New	59,200.00	1,480.00	2,220.00		1,184.00	6,290.00	70,374.00
6	1f	Ridge Link	616	50	New	30,800.00	1,232.00	1,848.00		616.00	3,388.00	37,884.00
7	1g	Ridge Link	519	50	New	25,950.00	1,038.00	1,557.00	75,000.00	519.00	2,854.50	106,918.50
8	1h	Ridge Link	860	90	New	77,400.00	1,720.00	2,580.00	25,000.00	1,548.00	8,170.00	116,418.00
9	1i	Ridge Link	296	60	New	17,760.00	592.00	888.00		355.20	1,924.00	21,519.20
10	1j	Ridge Link	166	50	New	8,300.00	332.00	498.00	2,500.00	166.00	913.00	12,709.00
11	1k	Ridge Link	2333	50	New	116,650.00	4,666.00	6,999.00		2,333.00	12,831.50	143,479.50
TRAIL 1 SUBTOTALS						640,960.00	17,924.00	26,886.00	202,500.00	12,819.20	68,577.00	969,666.20
12	2-	Mids Descent	1852	40	New	74,080.00	3,704.00	5,556.00		1,481.60	8,334.00	93,155.60
TRAIL 2 SUBTOTALS						74,080.00	3,704.00	5,556.00	-	1,481.60	8,334.00	93,155.60
13	3a	Iconic Descent	765	35	New	26,775.00	1,530.00	2,295.00		535.50	3,060.00	34,195.50
14	3b	Iconic Descent	239	15	Existing	3,585.00	478.00	717.00		71.70	478.00	5,329.70
15	3c	Iconic Descent	820	35	New	28,700.00	1,640.00	2,460.00		574.00	3,280.00	36,654.00
16	3d	Iconic Descent	114	35	Existing	3,990.00	228.00	342.00		79.80	456.00	5,095.80
17	3e	Iconic Descent	176	35	New	6,160.00	352.00	528.00		123.20	704.00	7,867.20
18	3f	Iconic Descent	281	35	Existing	9,835.00	562.00	843.00		196.70	1,124.00	12,560.70
19	3g	Iconic Descent	113	35	Existing	3,955.00	226.00	339.00		79.10	452.00	5,051.10
20	3h	Iconic Descent	903	35	New	31,605.00	1,806.00	2,709.00		632.10	3,612.00	40,364.10
TRAIL 3 SUBTOTALS						114,605.00	6,822.00	10,233.00	-	2,292.10	13,166.00	147,118.10
21	4-	City Descent	1728	40	New	69,120.00	3,456.00	5,184.00		1,382.40	7,776.00	86,918.40
TRAIL 4 SUBTOTALS						69,120.00	3,456.00	5,184.00	-	1,382.40	7,776.00	86,918.40

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SEQ	ID	PROVISIONAL NAME	LENGTH (M)	RATE (\$/M)	CONDITION	TRAIL BUILD COST	ASSESSMENT COST	DESIGN COST	TRAIL HEAD COST	SIGNAGE COST (@1%)	CONTINGENCY (10%)	TOTAL COST
22	5a	Perimeter	102	60	New	6,120.00	204.00	306.00		122.40	663.00	7,415.40
23	5b	Perimeter	203	50	Existing	10,150.00	406.00	609.00		203.00	1,116.50	12,484.50
24	5c	Perimeter	224	30	Existing	6,720.00	448.00	672.00		134.40	784.00	8,758.40
25	5d	Perimeter	597	30	Existing	17,910.00	1,194.00	1,791.00		358.20	2,089.50	23,342.70
26	5e	Perimeter	86	30	Existing	2,580.00	172.00	258.00		51.60	301.00	3,362.60
27	5f	Perimeter	215	30	Existing	6,450.00	430.00	645.00	25,000.00	129.00	752.50	33,406.50
28	5g	Perimeter	79	30	Existing	2,370.00	158.00	237.00		47.40	276.50	3,088.90
29	5h	Perimeter	136	60	New	8,160.00	272.00	408.00	2,500.00	163.20	884.00	12,387.20
30	5i	Perimeter	157	40	New	6,280.00	314.00	471.00	2,500.00	125.60	706.50	10,397.10
31	5j	Perimeter	94	40	Existing	3,760.00	188.00	282.00		75.20	423.00	4,728.20
32	5k	Perimeter	95	60	New	5,700.00	190.00	285.00		114.00	617.50	6,906.50
33	5l	Perimeter	237	60	New	14,220.00	474.00	711.00		284.40	1,540.50	17,229.90
34	5m	Perimeter	181	50	New	9,050.00	362.00	543.00		181.00	995.50	11,131.50
35	5n	Perimeter	257	30	Existing	7,710.00	514.00	771.00		154.20	899.50	10,048.70
36	5o	Perimeter	565	50	Existing	28,250.00	1,130.00	1,695.00		565.00	3,107.50	34,747.50
37	5p	Perimeter	195	60	New	11,700.00	390.00	585.00		234.00	1,267.50	14,176.50
38	5q	Perimeter	552	20	Existing	11,040.00	1,104.00	1,656.00	2,500.00	220.80	1,380.00	17,900.80
39	5r	Perimeter	66	60	New	3,960.00	132.00	198.00	2,500.00	79.20	429.00	7,298.20
40	5s	Perimeter	2302	40	Existing	92,080.00	4,604.00	6,906.00	2,500.00	1,841.60	10,359.00	118,290.60
41	5t	Perimeter	450	30	Existing	13,500.00	900.00	1,350.00	2,500.00	270.00	1,575.00	20,095.00
TRAIL 5 SUBTOTALS						267,710.00	13,586.00	20,379.00	40,000.00	5,354.20	30,167.50	377,196.70
STAGE 1 GRAND TOTAL						1,166,475.00	45,492.00	68,238.00	242,500.00	23,329.50	128,020.50	1,674,055.00
STAGE 2												
42	6a	Black Climb	1002	40	New	40,080.00	2,004.00	3,006.00		801.60	4,509.00	50,400.60
43	6b	Urban Downhill	678	50	New	33,900.00	1,356.00	2,034.00		678.00	3,729.00	41,697.00
Trail 6 Subtotals						73,980.00	3,360.00	5,040.00	-	1,479.60	8,238.00	92,097.60
44	7a	Blue Loop	1409	35	New	49,315.00	2,818.00	4,227.00		986.30	5,636.00	62,982.30

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45	7b	Blue Loop	1468	35	New	51,380.00	2,936.00	4,404.00	1,027.60	5,872.00	65,619.60
		Trail 7 Subtotals				100,695.00	5,754.00	8,631.00	2,013.90	11,508.00	128,601.90
46	11a	Midds Blue Descent	473	35	New	16,555.00	946.00	1,419.00	75,000.00	1,892.00	96,143.10
47	11b	Midds Blue Descent	124	35	Existing	4,340.00	248.00	372.00	86.80	496.00	5,542.80
		TRAIL 11 SUBTOTALS				20,895.00	1,194.00	1,791.00	417.90	2,388.00	101,685.90
		STAGE 2 GRAND TOTAL				195,570.00	10,308.00	15,462.00	75,000.00	22,134.00	322,385.40
STAGE 3											
48	8a	Mt Adelaide Stairs	476	1000	New	476,000.00	952.00	1,428.00	9,520.00	47,838.00	535,738.00
		TRAIL 8 SUBTOTALS				476,000.00	952.00	1,428.00	9,520.00	47,838.00	535,738.00
49	9a	Ocean Trail	2231	70	New	156,170.00	4,462.00	6,693.00	3,123.40	16,732.50	187,180.90
50	9b	Ocean Trail	1030	45	New	46,350.00	2,060.00	3,090.00	927.00	5,150.00	57,577.00
51	9c	Ocean Trail	146	45	Existing	6,570.00	292.00	438.00	131.40	730.00	8,161.40
		TRAIL 9 SUBTOTALS				209,090.00	6,814.00	10,221.00	4,181.80	22,612.50	252,919.30
52	10a	Downhill	396	60	New	23,760.00	792.00	1,188.00	475.20	2,574.00	28,789.20
53	10b	Downhill	615	40	Existing	24,600.00	1,230.00	1,845.00	492.00	2,767.50	30,934.50
54	10c	Downhill	109	50	New	5,450.00	218.00	327.00	109.00	599.50	9,203.50
		TRAIL 10 SUBTOTALS				53,810.00	2,240.00	3,360.00	1,076.20	5,941.00	68,927.20
55	12a	Albany Harbour Path	938	150	New	140,700.00	1,876.00	2,814.00	2,814.00	14,539.00	162,743.00
56	12b	Albany Harbour Path	107	150	New	16,050.00	214.00	321.00	321.00	1,658.50	18,564.50
		TRAIL 12 SUBTOTALS				156,750.00	2,090.00	3,135.00	3,135.00	16,197.50	181,307.50
57	13a	Granite Trail	440	30	Existing	13,200.00	880.00	1,320.00	264.00	1,540.00	17,204.00
58	13b	Granite Trail	531	30	Existing	15,930.00	1,062.00	1,593.00	318.60	1,858.50	20,762.10
		TRAIL 13 SUBTOTALS				29,130.00	1,942.00	2,913.00	582.60	3,398.50	37,966.10
59	14a	Circuit Trail	383	25	Existing	9,575.00	766.00	1,149.00	191.50	1,149.00	12,830.50
60	14b	Circuit Trail	531	30	Existing	15,930.00	1,062.00	1,593.00	318.60	1,858.50	20,762.10
		TRAIL 14 SUBTOTALS				25,505.00	1,828.00	2,742.00	510.10	3,007.50	33,592.60
61	15a	Summit Trail	91	60	New	5,460.00	182.00	273.00	109.20	591.50	6,615.70
62	15b	Summit Trail	75	30	Existing	2,250.00	150.00	225.00	45.00	262.50	2,932.50
		Trail 15 Subtotals				7,710.00	332.00	498.00	154.20	854.00	9,548.20
63	16-	Mt Adelaide Battery	193	20	Existing	3,860.00	386.00	579.00	77.20	482.50	5,384.70

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64	17-	TRAIL 16 SUBTOTALS	551	50	Existing	3,660.00	386.00	579.00	-	77.20	482.50	5,384.70
		WW2 Track				27,550.00	1,102.00	1,653.00		551.00	3,030.50	33,886.50
65	18a	TRAIL 17 SUBTOTALS	499	45	Existing	27,550.00	1,102.00	1,653.00	-	551.00	3,030.50	33,886.50
		Colonial				22,455.00	998.00	1,497.00		449.10	2,495.00	27,894.10
66	18b	Colonial	94	45	New	4,230.00	188.00	282.00		84.60	470.00	5,254.60
66	18b	Colonial	94	45	New	4,230.00	188.00	282.00		84.60	470.00	5,254.60
67	18c	Colonial	341	45	Existing	15,345.00	682.00	1,023.00		306.90	1,705.00	19,061.90
68	18d	Colonial	90	45	Existing	4,050.00	180.00	270.00		81.00	450.00	5,031.00
69	18e	Colonial	142	45	New	6,390.00	284.00	426.00		127.80	710.00	7,937.80
70	18f	Colonial	904	45	Existing	40,680.00	1,808.00	2,712.00		813.60	4,520.00	50,533.60
71	18g	Colonial	157	45	Existing	7,065.00	314.00	471.00		141.30	785.00	8,776.30
		TRAIL 18 SUBTOTALS				100,215.00	4,454.00	6,681.00	-	2,004.30	11,135.00	124,489.30
		STAGE 3 GRAND TOTAL				1,089,620.00	22,140.00	33,210.00	2,500.00	21,792.40	114,497.00	1,283,759.40
		OVERALL GRAND TOTAL				2,451,665.00	77,940.00	116,910.00	320,000.00	49,033.30	264,651.50	3,280,199.80

Table 6: Construction Staging Et Costing

TRAIL BREAKDOWN BY CLASSIFICATION

Table 7 outlines the classification, type, style, value and classification breakup of the proposed trail network

ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
STAGE 1						
1a	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	654
1b	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	1621
1c	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	759
1d	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	398
1e	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	740
1f	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	616
1g	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	519
1h	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	860
1i	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	296
1j	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	166
1k	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	2333
TRAIL 1 SUBTOTALS						8962
2	Mids Descent	Easy - Green Circle	Cross Country	Open	High	1852
TRAIL 2 SUBTOTALS						1852
3a	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	765
3b	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	239
3c	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	820
3d	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	114
3e	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	176
3f	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	281
3g	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	113
3h	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	903
TRAIL 3 SUBTOTALS						3,411.00
4	City Descent	Easy - Green Circle	Cross Country	Open	High	1728
TRAIL 4 SUBTOTALS						1,728.00
5a	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	102
5b	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	203
5c	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	224
5d	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	597
5e	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	86
5f	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	215
5g	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	79
5h	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	136
5i	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	157
5j	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	94
5k	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	95
5l	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	237
5m	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	181
5n	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	257
5o	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	565

ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
5p	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	195
5q	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	552
5r	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	66
5s	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	2302
5t	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	450
TRAIL 5 SUBTOTALS						6,793.00
STAGE 1 GRAND TOTAL						22,746.00
STAGE 2						
6a	Black Climb	Difficult - Black Diamond	All Mountain	Technical	Moderate	1002
6b	Urban Downhill	Difficult - Black Diamond	Downhill	Technical	Moderate	678
TRAIL 6 SUBTOTALS						1,680.00
7a	Blue Loop	Moderate - Blue Square	Cross Country	Open	Moderate	1409
7b	Blue Loop	Moderate - Blue Square	Cross Country	Open	Moderate	1468
TRAIL 7 SUBTOTALS						2,877.00
11a	Midds Blue Descent	Moderate - Blue Square	All Mountain	Technical	Moderate	473
11b	Midds Blue Descent	Moderate - Blue Square	All Mountain	Technical	Moderate	124
TRAIL 11 SUBTOTALS						597.00
STAGE 2 GRAND TOTAL						5,154.00
STAGE 3						
8a	Mt Adelaide Stairs	Staircase	Walk	Open	Low	476
TRAIL 8 SUBTOTALS						476
9a	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	2231
9b	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	1030
9c	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	146
TRAIL 9 SUBTOTALS						3,407.00
10a	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	396
10b	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	615
10c	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	109
TRAIL 10 SUBTOTALS						1,120.00
12a	Albany Harbour Path	Class 1 - Easiest - White Circle	Walk / Cross Country	Open	Low	938
12b	Albany Harbour Path	Class 1 - Easiest - White Circle	Walk / Cross Country	Open	Low	107
TRAIL 12 SUBTOTALS						1,045.00
13a	Granite Trail	Grade 3	Walk	Open	Low	440
13b	Granite Trail	Grade 3	Walk	Open	Low	531
TRAIL 13 SUBTOTALS						971.00
14a	Circuit Trail	Grade 3	Walk	Open	Low	383
14b	Circuit Trail	Grade 3	Walk	Open	Low	531
TRAIL 14 SUBTOTALS						914.00
15a	Summit Trail	Grade 3	Walk	Open	Low	91
15b	Summit Trail	Grade 3	Walk	Open	Low	75
TRAIL 15 SUBTOTALS						166.00
16-	Mt Adelaide Battery	Grade 2	Walk	Open	Low	193
TRAIL 16 SUBTOTALS						193.00
17-	WW2 Track	Grade 2	Walk	Open	Low	551

ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
TRAIL 17 SUBTOTALS						551.00
18a	Colonial	Grade 2	Walk	Open	Low	499
18b	Colonial	Grade 2	Walk	Open	Low	94
18c	Colonial	Grade 2	Walk	Open	Low	341
18d	Colonial	Grade 2	Walk	Open	Low	90
18e	Colonial	Grade 2	Walk	Open	Low	142
18f	Colonial	Grade 2	Walk	Open	Low	904
18g	Colonial	Grade 2	Walk	Open	Low	157
TRAIL 18 SUBTOTALS						2,227.00
STAGE 3 GRAND TOTAL						11,070.00
OVERALL GRAND TOTAL						38,970.00

Table 7: Trail Breakdown by Classification

RECOMMENDATIONS

The proposed Albany Heritage Park Trails Network has been developed to consolidate and rationalise the existing trail system, to produce a cohesive, logical network of trails for a range of users. The introduction of shared use trails presents a progressive approach to trail facility development. A formalised walk trail system will cater for the current user groups, and provide more accessible experiences for new users and visitors. A formalised mountain bike trail system will introduce new user groups to the area, and encourage visitors to Albany to return or extend their stay in the region.

The facility will set a new benchmark for trail development in

Western Australia, drawing on industry best practice planning and development processes.

The concept plan allows for rehabilitation of disused or degenerated areas of native bushland that have been heavily impacted by past and current activities. The result will be a net improvement to the environmental values of the AHP.

The following recommendations provide achievable steps to ensure sustainable development through detailed design and appropriate construction methods.

The recommendations include associated management and maintenance requirements to ensure the new system achieves a positive social, environmental and economic impact on the Albany community.

DEVELOPMENT STAGE	RECOMMENDED ACTIONS
DESIGN	Council endorses concept plan
	Conduct detailed site assessments of trail alignments – a desktop assessment has been completed as part of this planning process. This will inform any further environmental, cultural and social surveys required to ensure trail development avoids environmentally and/or culturally sensitive areas, and reduces user conflict by enhancing the area for all users.
	Obtain approvals and associated risk management plans
	Review concept design against site assessment findings. If required, amend concept design to address approvals requirements and inform detailed design
	Prepare a design brief based on this concept plan
	Appoint a designer to design trails using the Western Australian Mountain Bike Management Guidelines
	Develop a trail signage plan, including all trail heads, way marking and orientation signage
	Develop an interpretive signage plan, including all interpretive sites and trails in consultation with key stakeholders (e.g. Noongar community, Historical Society)
	Prepare a construction cost estimate

DEVELOPMENT STAGE	RECOMMENDED ACTIONS
CONSTRUCTION	Develop a staged delivery program for the facility
	Determine construction standards, on-site management plans (e.g. hygiene, heritage)
	Prepare a construction brief based on this plan and the detailed design specifications and the Western Australian Mountain Bike Management Guidelines and other applicable standards
	Appoint a contractor to undertake construction in accordance with the detailed design specifications
	Install trail signage as per the signage plan
MANAGEMENT	Create a trail network management plan that identifies and clarifies management roles and responsibilities internally, and includes a trail maintenance plan
	Evaluate and apply suitable revenue generation models
	Implement a fee per use arrangement for all competitive events using the trail network
	Consider appointing a 'Trails Officer' position to assist with direct management of the trail network and potentially other City of Albany trails
	Create a trails database and undertake regular inspections to identify and resolve maintenance issues or hazards in accordance with the trail maintenance plan
	Install trail counters at strategic locations to monitor usage.
	Evaluate trail usage to identify issues and gaps, through analysing data from trail counters, maintenance inspections and community feedback. Adopt the Code of Conduct provided in Appendix 5.
PARTNERSHIPS	Investigate partnerships with community organisations, local residents, local Noongar community, interest groups, businesses, sponsors etc to identify and establish partnership opportunities for the long term success of the network
	Create a formal trail adoption agreement with the Albany Mountain Bike Club
MARKETING & PROMOTION	Develop a brand for the AHP Trail Network and focus marketing as a recreation resource for local residents and short stay tourism via a range of media
	Develop and implement an interpretive trails plan, identifying sites and detailed interpretive materials
	Undertake targeted education initiatives to address user conflict and environmental protection and access and inclusion
	Create a calendar of events, including races, community and family events, maintenance days and others

Table 8: Development Recommendations

DEFINITIONS

Active Recreation	Activities involving physical exertion, such as walking, running, cycling	TO	Touring (trail type)
AM	All mountain (trail type)	TTF	Technical Trail Feature
AMTB	Adaptive mountain bike (trail type)	UCL	Unallocated Crown Land
BL	Black diamond (trail difficulty classification)	WAMBA	Western Australian Mountain Biking Association
BU	Blue square (trail difficulty classification)	WAPC	Western Australian Planning Commission
CALM	Conservation and Land Management (Superseded by Parks and Wildlife)	WH	White circle (trail difficulty classification)
CX	Cyclocross	WHPZ	Wellhead Protection Zone
DB classification)	Double black diamond (trail difficulty classification)	World Class	Trails are planned, designed, constructed and managed using methods and techniques that are reflective of the practices implemented in other world wide destinations that are visited and recognised by a significant population worldwide
DH	Downhill (trail type)	XC	Cross country (trail type)
DSR	Department of Sport and Recreation		
EN	Enthusiast (mountain bike rider type)		
FR	Freeride (trail type)		
GN	Green circle (trail difficulty classification)		
GR	Gravity (mountain bike rider type)		
GSDC	Great Southern Development Commission		
Iconic	an experience that is unique to the local area, that cannot be replicated or experienced anywhere else in the region or the world		
IMBA	International Mountain Bike Association		
IN	Independent (mountain bike rider type)		
LS	Leisure (mountain bike rider type)		
MBTF	Munda Biddi Trail Foundation		
MTBA	Mountain Bike Australia		
Parks and Wildlife	Department of Parks and Wildlife		
Passive Recreation	Low intensity activities such as picnicking, bird watching		
PDWSA	Public Drinking Water Source Area		
PK	Park (trail type)		
RPZ	Reservoir Protection Zone		
SP	Sport (mountain bike rider type)		

APPENDICES



APPENDIX 1

ATTRIBUTES OF A SUCCESSFUL TRAILS DESTINATION

Trail terminology is varied and no single system is universally adopted. The terminology used in this plan is consistent with the best practice Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015). The following sections describe the various trail models and their attributes, as well as the types of trail systems within trail models.

Trails come in a variety of types and configurations and are defined by their model, system, use, direction and classification. They can accommodate a range of user types and cohorts.

TRAIL MODELS

A trail model defines the extent of development for a trail facility. Depending on a number of factors, the scale of trail model can vary significantly from individual trails up to trail centres and trail hubs. The type of trail model should be appropriate to the significance rating of the trail facility and where possible, allow for opportunities to generate revenue that can sustain the development. Refer Figure 29 for a summary of trail models relating to significance level.

INDIVIDUAL TRAILS

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

SHORT LINEAR TRAILS

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

LONG DISTANCE LINEAR TRAILS

Long distance trails often connect towns or locations. These are

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

TRAIL NETWORK

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

Trail networks suit locations close to residential population centres as passive recreation facilities for community use. They also suit locations where demand does not exist for significant development and there is no supporting population centre.

With careful planning, trail networks can be designed to accommodate staged development with a view to becoming a trail centre as demand increases.

TRAIL CENTRE

A trail centre is a single site with dedicated visitor services and facilities, provided by a single trail provider. It includes multiple signed and mapped trails of varying type and classification.

A trail centre can be part of a trail hub and incorporates a trail network. They are typically located close to major population centres or iconic locations.

TRAIL HUB

A trail hub is a population centre or popular recreation destination that offers a wide range of high quality trails as well as related services, facilities, businesses, strong branding and supportive governance. They can incorporate trail centres and typically have multiple trail networks. A trail hub may consist of a number of

sites, hosting several signed and mapped trails of varying type and classification.

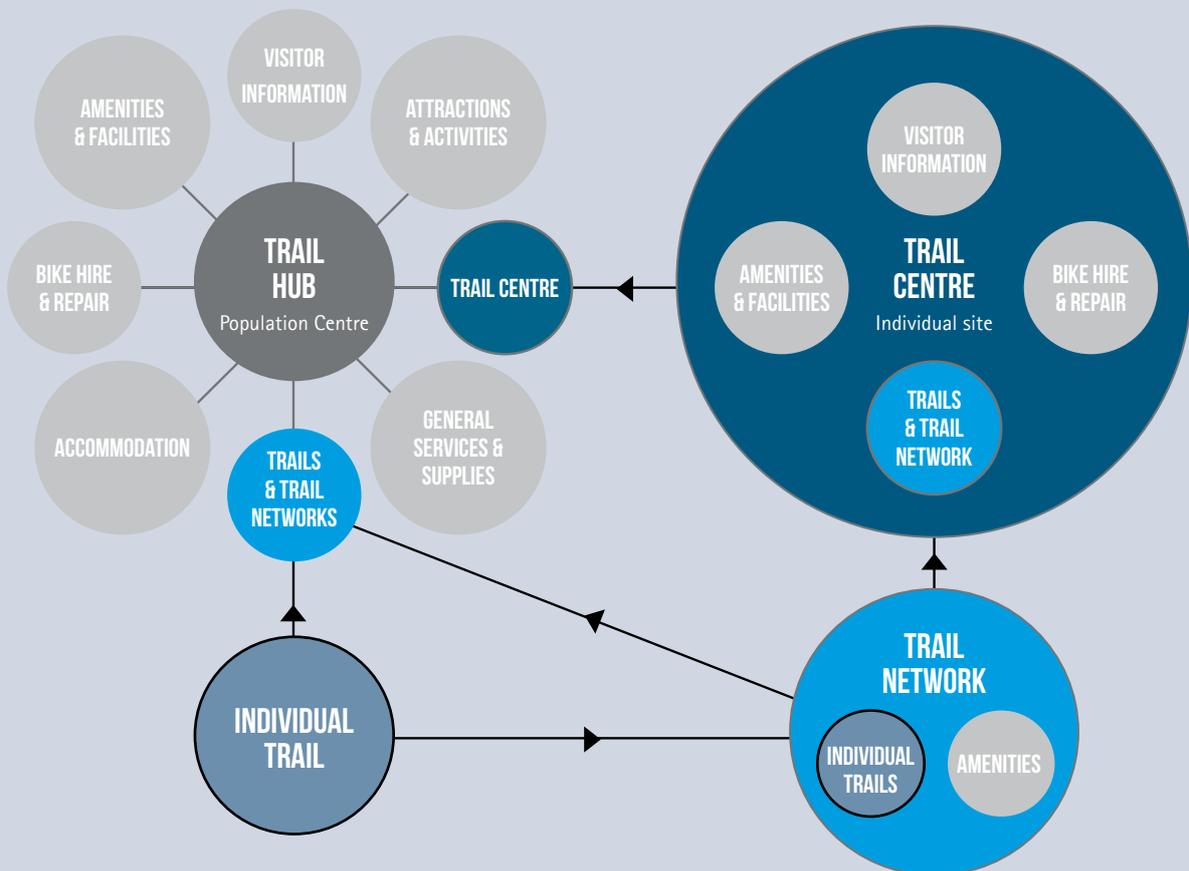
Facilities such as car parking and visitor services are available within the vicinity, typically provided by independent businesses. In order to appeal to the market majority, it is important trail hubs are user friendly and have high quality directional signage and maps.

Trail hubs benefit from having a single central information and service centre to promote and provide access to trails. Although different, these can act similarly to a trail centre.

Trail hubs should have at least one cohesive trail network offering multiple classifications and trail types within a single uninterrupted area (for example, with no major road crossings).

	TRAIL HUB	TRAIL CENTRE	TRAIL NETWORK	INDIVIDUAL TRAILS
National Significance	✓	✓	Only if part of trail hub	Only if part of trail hub
Regional Significance	✓	✓	✓	Only if part of trail hub
Local Significance	✗	✗	✓	✓
Population centre based user services & facilities	✓	✗	✗	✗
Site-based user services & facilities	✓	✓	✗	✗
Associated infrastructure	✓	✓	✓	✓
Multiple trails	✓	✓	✓	✗
Single trail	✗	✗	✗	✓

Figure 29: Significance Hierarchy & Appropriate Trail Model



LINEAR TRAILS		TRAIL NETWORK	
SHORT LINEAR TRAILS		LONG DISTANCE LINEAR TRAILS	
SERVICES	Toilets, parking, trail information, accommodation on or nearby trail	Parking, trail information, accommodation and toilets on or nearby trail	Toilets, parking, trail information
MARKET	Day trip tourism markets	Short break tourism markets if accommodation is provided	Day trip tourism markets
USER TYPES	Depending on the type of trail and points of interest, users include enthusiast, sport and gravity	Appeals to more experienced, independent or enthusiast user types who actively seek this type of experience	Generally lacking visitor services, serves more experienced enthusiast, sport, and gravity
POTENTIAL REVENUE GENERATION AND ECONOMIC IMPACT	<ul style="list-style-type: none"> • A potential marketable 'epic trail' or 'epic ride' product that can attract sponsorship and be promoted alongside similar international experiences. • Achieving IMBA Epic Ride status would attract international enthusiast market. • Potential for concessions to commercial operators with revenue being returned to trail management. 	<ul style="list-style-type: none"> • Potential for economic benefit for businesses and accommodation providers along the trail. • Potential to link a number of established trail hubs, enhancing economic impact. • Potential for concessions to commercial operators with revenue being returned to trail management. 	<ul style="list-style-type: none"> • Clearly identifiable recreation product that can attract sponsorship for ongoing management and maintenance. • Scale manageable by volunteer and not-for-profit organisations. • Potential for concessions to commercial operators with revenue being returned to trail management.
ADVANTAGES	<ul style="list-style-type: none"> • Facilitates important access to key landscapes. • They can provide important access to sensitive habitats and landscapes. • Relatively easy to sign and waymark. 	<ul style="list-style-type: none"> • Can have iconic status and be tourism assets. • May bring economic benefits to communities along the route. • Can be a valuable local recreation resource. 	<ul style="list-style-type: none"> • Can cater for a range of abilities. • Accessibility can be significantly enhanced. • Single trailhead makes it easier to manage visitors and trail users. • A number of loops can be focused on one trailhead. • Can be consolidated in a single location with minimal external influences. • Ability to manage trail quality and standards and user experience.
DISADVANTAGES	<ul style="list-style-type: none"> • The linear nature of the trails can deter some users. • May experience intense physical and user pressure due to linear trails receiving twice the use. 	<ul style="list-style-type: none"> • Lack of visitor services and facilities deter the market majority. • The market for end to end use is relatively small and often specialised. • The linear nature can deter some recreational users. • Requires significant investment to achieve very high quality and to succeed as a tourism asset. 	<ul style="list-style-type: none"> • Lack of visitor services and facilities deter the market majority. • Difficult to generate income for management. • Can limit overnight stay and community economic benefit. • Typically less accessible to users. • More remote trail networks can lack community development, activation and stewardship.

Table 5: Trail Model Requirements

TRAIL CENTRE	TRAIL HUB
<p>Visitor information, trail information, cafe, car parking, toilets, showers, bike hire and repair and sometimes accommodation</p>	<p>Attractions, accommodation, restaurants, bars, cafes, visitor information, trail information, car parking, toilets, showers, bike sales, hire and repair</p>
<p>Day trip tourism market, but can include short break if accommodation is provided nearby or within vicinity</p>	<p>Holiday, short breaks and day visit tourism markets</p>
<p>Very user friendly, they can serve all types including leisure, enthusiast, sport, and gravity</p>	<p>Can be user friendly and serve all mountain bike user types including leisure, enthusiast, sport, and gravity</p>
<ul style="list-style-type: none"> • Clearly identifiable and marketable recreation and/or tourism trail products. • Focusing trails on a single trailhead with support facilities makes it possible to generate income directly from trail users. • Accessible to a wide range of users including those with low levels of expertise. • Use as an important marketing tool for other trail models and opportunities. 	<ul style="list-style-type: none"> • Possible to package a local area as a trail-based destination • Wide range of visitor services can be provided by the greater trail hub, spreading economic impact wider and more effectively.
<ul style="list-style-type: none"> • They produce a clearly identifiable and marketable recreation or tourism trail product. • Focusing the trails on a single trailhead with support facilities makes it possible to generate income directly from trail users. • The trail model is accessible to a wide range of users including those with low levels of expertise. • The accessibility of the trail model to a range of markets can have a significant effect on increasing levels of participation in trail activities. • Can be key iconic trail products with recreational and tourism strategic significance. • Can be important marketing tools for other trail models and opportunities and a number of strategic levels. 	<ul style="list-style-type: none"> • Ability to package a local area as a trail-based destination. • A wide range of visitor services and facilities can be provided by the greater trail hub which can distribute economic impacts more widely and effectively. • Utilising existing infrastructure and services can reduce capital investment. • Community development, activation and stewardship. • Overnight stays increase community economic benefit. • Accessible trails especially for the community, families and young people. • Diversity of trail provider and tenure. • Multiple stakeholders typically involved.
<ul style="list-style-type: none"> • Popularity and high usage can create management issues. • Can limit overnight stays and community economic benefit. • Capital investment to develop infrastructure and services can be significant. • Typically less accessible to users. • Lack of community development, activation and stewardship. • Increased management to maintain consistency, quality and trail status information. • Additional costs for development and management of trail centre infrastructure. • If the scope and scale of trail centres is inappropriate, visitor pressures can exceed capacity. • Accommodation and other visitor services must be provided by local communities. • Direct economic benefits can be restricted to the trail centre and its associated facilities if the trail centre is developed to more than local significance. 	<ul style="list-style-type: none"> • Poor execution may result in negative user experience. • More barriers to generating revenue for management. • Potentially confusing for new users if there are limited visitor services and trail information. • Inability to manage quality of services. • Multiple providers can result in varied trail quality, maintenance standards, and experiences. • Limit to scale of population centre that is appropriate. • Unless the trail models are suitably market focused, they may not be effective at targeting key markets. • Trail provision can be haphazard, inconsistent and differ between differing owners and/or tenures unless centrally coordinated.

TRAIL SYSTEMS

Trails can standalone or be part of trail systems that link several linear or loop trails, or other facilities together. The layout and design of a trail system is dependent on the location's characteristics and attributes:

- The location of the trailhead
- Topography and environmental conditions
- Land tenure

LINEAR TRAILS

Linear trails are point-to-point alignments that start and finish in different places. Linear trails may be single direction, or dual direction and have trailheads at both ends.

Linear trails can be used to link destinations, points of interest or other trails, with long-distance linear trails providing an uninterrupted trail experience over a significant distance.

LOOP TRAILS

Loop or circular trails are trails that start and finish in the same place with a single trailhead.

Loops can be stacked so that they enable trail users to ride shorter or longer sections and vary the route they take. Loop trails may be interconnected with each other or linked together by linear trails to enable trail users to travel one trail and return to the same point via an alternative trail. Loop trails are an efficient design that may

allow for longer trail lengths within the available space.

CONCEPTUAL TRAIL SYSTEMS

Different trail systems can make the optimal use of available space by linking several trails together from a trailhead and may include a combination of trail styles, difficulty levels and designs, depending on the location's characteristics and attributes.

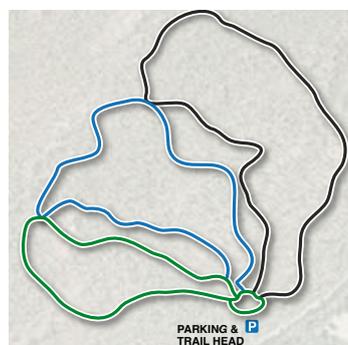
It is important to consider emergency and maintenance access points in the design stages of all trail networks.

Larger trail networks may require more than one trailhead, however where practicable, trail systems should limit access to one entry and egress area, preferable at the bottom of hills.

Dependant on the design of the trailhead, trail systems may utilise a core trail. The core trail could lead from the trailhead and provide access to the rest of the system. As the core trail will receive the most use, it should be able to accommodate a variety of trail users.

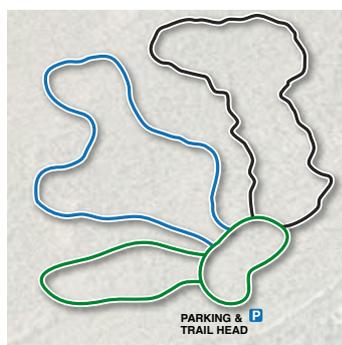
It may be more appropriate to design downhill mountain bike trails within a trail network closer to the core trail or trailhead, as trail users seeking these styles typically do not want to ride long distances or climb uphill too much due to the style of bike they are riding (e.g. heavy, long travel, highly geared). When designing downhill mountain bike trails, vehicle access should be considered to enable shuttling from the bottom to the top.

KEY TRAIL SYSTEM DESIGNS

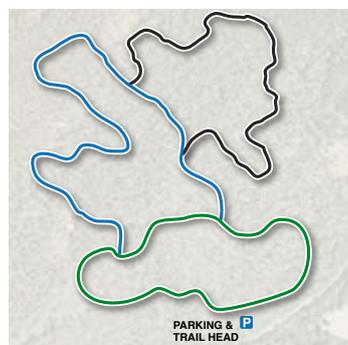


LINKED LOOP

A Linked Loop system has linkages between trails to enable trail users to try a different trail without having to ride back to the trailhead.

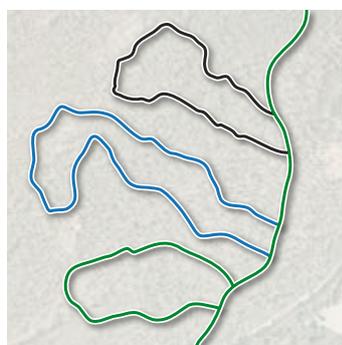


CLOVERLEAF Cloverleaf designs are a series of loop trails that radiate from a central trailhead and core trail. Linear trails can link loops together meaning the trails can be used in many combinations.



STACKED LOOP

Stacked loop designs are a series of loop trails that radiate concentrically from a trailhead and core trail, usually in a single direction. This means that there are loops inside other loops. Linear trails can link loops together, meaning the trails can be used in many combinations. Depending on the style of trails within the system, trails can



TRAIL FINGER

Trail fingers fan out from the core trail or trailhead at various points giving riders a simple choice of options, trails could be loops or linear. Trail finger design lends itself to uplift facilities such as a chair lift or shuttle road.

become longer and more technically challenging as the distance from the core trail or trailhead increases, as trail users seeking difficult or remote experiences are usually willing to travel further. This design is generally suited to cross-country and all-mountain trail types.

APPENDIX 2

OVERVIEW OF TRAIL CLASSIFICATION SYSTEM

WALKING TRAIL CLASSIFICATION SYSTEM

The Australian Walking Track Grading System (based on the Australian Standard 2156.1-2001 Walking Tracks – Classification and Signage) provides walking trail information to users, from people who are not regular users to highly experienced bushwalkers. A summary of the grades is provided below, and further detail is contained within the Users Guide to the Australian Walking Track Grading System (Department of Sustainability and Environment, Victoria).



GRADE 1

No bushwalking experienced required. Flat even surface with no steps or step sections. Suitable for wheelchair users who have someone to assist them. Walks no greater than 5km.



GRADE 2

No bushwalking experience required. The track is a hardened or compacted surface and may have a gentle hill section or sections and occasional steps. Walks no greater than 10km.



GRADE 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.



GRADE 4

Bushwalking experience recommended. Tracks may be long, rough and very steep. Directional signage may be limited.



GRADE 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.

MOUNTAIN BIKE TRAIL CLASSIFICATION SYSTEM

Trail classification is determined by trail width, tread surface, average trail gradient, maximum trail gradient and natural obstacles and technical trail features. The mountain bike trail classifications are:



EASIEST – WHITE CIRCLE (WH)

Wide trails with smooth terrain and low gradients. Surface may be uneven, loose or muddy at times but free from unavoidable obstacles. Recommended for novice riders.



EASY – GREEN CIRCLE (GN)

Flowing open trails on firm terrain with gentle gradients. Surface may be uneven, loose or muddy at times. Riders may encounter small rollable obstacles and technical trail features. Recommended for beginner mountain bikers.



MODERATE – BLUE SQUARE (BU)

Narrow trail with loose, soft, rocky or slippery sections and hills with short steep sections. Riders will encounter obstacles and technical trail features. Recommended for riders with some technical mountain biking experience.



DIFFICULT –BLACK DIAMOND (BL)

Trails with variable surfaces and steep gradients. Riders will encounter large obstacles and technical trail features. Recommended for experienced riders with good technical skill levels.



EXTREME – DOUBLE BLACK DIAMOND (DB)

Trails may contain highly variable surfaces, very challenging terrain and/or very steep sections. Riders will encounter unavoidable obstacles and technical trail features. Recommended for very experienced riders with high technical skill levels.

APPENDIX 3

GENERAL TRAIL PLANNING, DESIGN & CONSTRUCTION PRINCIPLES

The information provided here is an overview of the terminology and principles used in the planning, design and construction of mountain bike facilities and is a summarised version of what can be found in the Western Australian Mountain Bike Strategy (WestCycle, 2015) and Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015).

SUSTAINABLE TRAIL DEVELOPMENT PRINCIPLES

ENVIRONMENTAL PROTECTION AND REHABILITATION

Every visit to the bush causes an environmental impact. Construction and use of mountain bike trails is no exception. The challenge for land managers is balancing the environmental impact while helping people maintain a connection with nature.

Mountain biking is inherently a nature-based activity and protection of environmental values is essential for delivering enjoyable trail experiences. Mountain biking is an increasingly popular and enjoyable way to access, explore and appreciate nature, which can result in less user impact, e.g. from littering or user built unsanctioned trails. In close proximity to urban environments, this is particularly important.

Mountain bike trails have a similar impact on flora, fauna and ecological communities to walking trails. Mountain bikers seek narrow trails (1 m or less) and the impact of trail development is significantly less than clearing for access tracks and fire breaks. Disturbance and impacts on important, rare and protected flora, fauna and ecological communities are mitigated through a stringent planning, design and construction process that includes multiple environmental assessments and reviews. This rigorous process results in sustainable trails in appropriate locations.

Uncontrolled access by mountain bikes, either through inappropriate use of walk trails or unauthorised building of trails, jumps or structures has serious and sometimes irreversible impacts on these values. Unauthorised, or unsanctioned, building sets a poor example of responsible stewardship of public lands and does not consider a comprehensive planning process to ensure environmental impacts are minimised through developing a trail.

Rationalising and upgrading existing unsanctioned trails can successfully control access through careful planning, design and construction strategies. The Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015) have been developed to combine best practice trail development and management from around the world to guide the sustainable development and management of mountain bike trails in WA.

ENVIRONMENTAL DEGRADATION FROM POORLY DESIGNED TRAILS

The majority of trails used in the AHP are unsanctioned or informal. These comprise fire management access tracks, walk tracks and informal user-created trails. These trails have not been formally planned or designed nor has their construction been in accordance with best practice. The increased demand for trails, particularly mountain bike trails in the AHP has led to greater intensity of usage, and further degradation of the trails and impacts on the surrounding natural environment. The potential long term impacts created by these trails include:

- Erosion and soil displacement along steep gradient trails that are sloped along the fall-line. Continued use of these trails can create deep ruts, which increase the rate of erosion and create hazards for trail users.
- Widening can occur where poor drainage has caused water to pool on the trail surface, and trail users have avoided travelling through the water. Widening causes the trail to encroach on surrounding vegetation.
- When the alignment of a trail has not been properly designed, or passes over undesirable obstacles such as rocks or tree roots, users may create their own alternative lines or shortcuts, called 'desire lines'. The creation of multiple desire lines can result in trail widening and significant impact on surrounding vegetation.
- Structures that are constructed from unsuitable or old materials can deteriorate over time creating the potential for serious injury to users, and risk to the environment. Poorly built structures can also impact negatively on the aesthetic value of the surrounding natural environment.

- Where trails exist without appropriate facilities, users may seek privacy and relieve themselves in areas of sensitive vegetation that cannot sustain damage from shoes or human waste. Seeds from invasive plants can also be introduced by dirt carried on shoes and bike tyres. The inadvertent discovery of such locations can also be an unpleasant experience for other trail users.
- Lack of signage can lead to risk management issues, such as potential injury to individual users and conflict between users. Visitor safety may be compromised without clear understanding and communication of trail etiquette, especially at intersections and on narrow singletrack with tight corners.
- Fire management can be difficult if the whereabouts of users is unknown. Land managers typically communicate planned fire management activities via formal communication media to user groups who use sanctioned trails in those areas. Damage caused to sanctioned trails by unplanned bushfires can typically be repaired under insurance arrangements.

For the reasons listed above, it is important that proper planning, design and construction processes are implemented to prevent further construction and usage of poorly designed trail.

PREVENTION OF ENVIRONMENTAL IMPACT THROUGH IMPLEMENTING THE WESTERN AUSTRALIAN MOUNTAIN BIKE MANAGEMENT GUIDELINES

The formal planning, design and construction processes prescribed in the Guidelines are designed to prevent and minimise environmental impacts from mountain bike trail development. The Guidelines advise on:

- Compatibility with land tenure; depending on the purpose and value of a reserve type, some types of mountain biking activities may be conditionally compatible or incompatible
- Permit requirements for clearing of vegetation for the construction of mountain bike trails as per Australian environmental protection legislation
- Detailed site assessments and surveys required to identify environmental constraints, such as sensitive or poorly represented vegetation, threatened fauna and habitats, and Aboriginal heritage sites
- Consultation practices to identify or better understand constraints
- Mapping and detailed documentation standards and level of detail to be used in consultation and to obtain approvals and permits
- Appropriate drainage design to remove water from trails effectively
- Design methods to ensure a high quality user experience to keep users on the trail alignment
- Appropriate construction techniques to minimise impacts during construction and to ensure trails in unstable areas are adequately supported

APPENDIX 4

SUMMARY OF USER SURVEY RESULTS

INTRODUCTION

This Survey was conducted as part of the Albany Heritage Park (AHP) Concept Plan consultation process, to understand the existing trends of the wider community and their preferences for trails development in the AHP.

The survey was developed as an online form and was widely distributed throughout the community. It was promoted by the City of Albany (COA) via their website, social media, letters to residents, public notices, at the COA office and the Library, as well as via user group social media. The survey received a total of 230 individual responses during the month long comment period, with 96% of responses from Albany residents, based on their postcode.

Given that the survey was mainly targeting people who live in Albany, or visit for recreation regularly, it is likely that it did not capture much of the tourism market, being those who may visit the park as a tourist attraction, for leisure or as a beginner level mountain biker.

In addition to identifying respondent demographics, the survey established a detailed community profile, where respondents identified what they felt was lacking, or what they felt were issues that could be addressed through the project.

Respondents identified locations of where and how they access the AHP, their recreation habits, as well as features of the AHP that are important to them and they feel a connection with.

Respondents were asked about the interactions between mountain bike trails and walk trails, whether conflicts have been experienced, and any particular locations that are problematic. This feedback will form an integral component of the overall design of the network and will be used as a basis to inform the broad concept.

KEY INSIGHTS

The key insights and communication received through the survey included:

- 90% of respondents are comfortable with dual use trails

- Many locations around the AHP are appreciated for their recreational, environmental or historical value
- Many trails are popular with both walkers and mountain bikers, creating potential for and actual conflict between users
- Walking trails could be improved with some links and better access to desirable locations surrounding the AHP
- The existing sanctioned mountain bike trail (advanced black diamond downhill) does not cater for a wide range of mountain bike users
- There is a lack of suitable trail to challenge beginner and advanced mountain bike riders
- There are many popular walking trails that are experiencing degradation through poor design / construction and the inappropriate use by mountain bikes
- There is confusion about the purpose of tracks, and signage is lacking
- There is poor access to trails and there are no formal trail heads with information or facilities for visitors

COMMUNITY PROFILE

The AHP survey provided some information on trail usage and engagement of the community. Of the 230 respondents:

- 96% of respondents lived in or near Albany
- 87% reside in the City of Albany
- 33% live less than 100m from the Albany Heritage Park
- 58% of the respondents had used the AHP within the last week
- 62% were male
- 38% were female
- 29% are from the 40-49 year age group
- 48% use the existing mountain bike trails
- 63% of respondents use the existing walk trails
- 73% of respondents who use the existing walk trails, also use the existing mountain bike trails

- 43% of mountain bike respondents ride the existing black (advanced) downhill trail

KEY FEEDBACK ON EXISTING FACILITIES

Respondents provided information on the quality of trails they use and how frequently they use them. This gave some information regarding the usage and habits of trail users at the AHP.

69% of respondents think the trails and facilities such as visitor information at the AHP are average or below.

FREQUENCY OF USE AND ACCESS

58% of the respondents had visited the AHP in the last week. 28% had visited in the last month, and 14% had visited in the last year.

Of the total number of estimated visits to the AHP each year:

- 30% of those were for walking trails or dog walking.
- 14% of visits were for off road cycling or mountain biking.
- 12% of visits were for the lookouts, 12% for running trails.
- A small percentage of visits were for historical, interpretive or culturally significant sites, road cycling routes, rock climbing and bird / wildlife watching.
- Most people use trails around both Mount Clarence and Mount Adelaide in a circuit, as opposed to favouring one over the other.

VALUES THAT NEED PROTECTING

- Specific areas of environmental, cultural, historical or recreational value within the AHP that users feel need protecting include:
- ANZAC related features, monuments and history, National ANZAC Centre, Forts, Fort Monuments, Desert Corp Memorial, Historical buildings
- Lookouts and Boardwalks - Padre White Lookout, Wesfarmers Convoy Lookout
- Old drains running on south side of Mount Clarence
- Indigenous Cultural history, Potential Aboriginal artefacts and sites
- Native fauna and flora species and habitats - particularly internationally recognised flora
- General protection of the bush through providing quality trails and access to walkers, sightseers and riders, to prevent users from making their own
- Walking tracks - protection from bike riders eroding track surfaces and steps, making them difficult to walk on
- Existing trails such as Granite Trail for walking, used by tourists
- Mountain bike tracks - Mount Adelaide Rock Garden Trail, Mount Clarence Downhill track
- Recreational value of area close to town to engage kids and adults in nature and physical activity is the most important value of this inner city park
- Natural bush environment and the ability for people to feel connected to the authentic Albany nature
- Sandy areas on north of Mount Adelaide full of rabbits and being badly degraded by cyclists making too many tracks

WALKING TRAIL USER HABITS

63% of respondents use the walking or running trails, or visit interpretive and cultural sites.

The primary reason for using the walking trails is for walking.

POPULAR TRAILS

Most people use trails around both Mount Clarence and Mount Adelaide in a circuit, as opposed to favouring one over the other. Particular trails that are used for walking include:

- Padre White Trail
- Mass Rock Trail
- Firebreaks
- Granite Trail
- Boardwalk from Middleton Beach

ACCESS POINTS

While over 50% of respondents access the walking trails by private vehicle and parking on site, 50% also access the trails via off-road tracks and access points from home or from Middleton Beach. The most popular access points are listed below:

- Bottom of Downhill Track
- Hare Street
- Morley Place
- Burt Street
- Hare Street (near the intersection with Sussex Street) Marine Terrace and Apex Drive Car park
- Burt Street (Tracks off street)
- Hare Street (Top of)
- Middleton Beach (3 Anchors Car park)
- Hill Street (Tracks off street)
- Hay Street
- Middleton beach (car parking area)
- Earl Street
- Hill Street
- Middleton Beach Area
- From Middleton Beach via Boardwalk
- Ennis Street
- Padre White Trail
- Golf Links Road Marine Parade
- Watkins Road
- Gravel fire road near Albany High School tennis courts
- Innes Street
- Serpentine Road East (behind school oval Mount Clarence)
- Track from Middleton Beach
- Innes Street (opposite about 17 Innes Street)
- Suffolk Street
- Wooden steps from Marine Drive
- Burt Street (Northern side of Mt Clarence)
- Sussex Street
- Grey Street
- King Street Boardwalk
- Watkins Road

28% of respondents said they'd participated in a walking or running based competitive or social event, including the following:

- Adventurethon
- City to Surf
- Albany athletic cross country

- Fun run / walks
- Parkrun
- Port to Point
- Galliopli run

Respondents suggested the following types of walking or running competitive social events that they would participate in or would like to see in the AHP:

- Adventure racing
- Cultural tours
- Multisport racing with running and bike components
- School excursions
- Ultra marathon
- Charity events / fun runs/walks
- Cross country running

LOCATIONS

- Trails above Marine Parade
- Padre White Trail
- The downhill mountain bike track (walking on the track not realising it was a mountain bike track)
- Trails above Marine Parade
- Small trail below the top (guns) lookout, and sandy area below reception centre on Mount Adelaide
- Steep stepped track above the ASHS

GENERAL ISSUES AND INCIDENTS

- Mountain bikers (individuals or groups) riding on walking trails
- Near misses with mountain bikers appearing unexpectedly, frightening walkers
- Mountain bikers use the walking trails, as there are no designated mountain bike trails available. As such conflicts are common along most trails.
- Mountain bikers going too fast on the trails above Marine Parade
- Dogs off leash – in the way of others, or jumping on others running or walking
- Sometimes not enough visibility for mountain bikers to slow down
- Potential for injury to dogs by 'out of control' bikes
- General lack of consideration, and abuse
- Not clear who has right of way
- Sticks placed on tracks endangering all users

- Tourist excursions
- Trail running
- Free family events
- Bush walking
- Guided night walks to observe wild life

CONFLICT

30% of respondents said they'd experienced conflict with other trail users, such as mountain bikers, when using the walking trails at the AHP. Specific locations and issues mentioned include:

MOUNTAIN BIKE TRAIL USER HABITS

48% of respondents said they use or have used the AHP for mountain biking.

MOUNTAIN BIKE USER STYLES

Respondents to the survey showed an underrepresentation of advanced ability when compared with the broader WA mountain biking population. They showed an overrepresentation of beginner and novice riders. This is attributed to the very limited opportunities for progression and general lack of mountain bike trails in or near Albany.

Most riders classify themselves as an Enthusiast – a general mountain biker interested and mountain biking and mountain biking often.

60% of mountain bikers were members of the Albany Mountain Bike Club or another formal cycle club.

11% said they would join the Albany Mountain Bike Club upon

finishing the survey.

43% of respondents said they use the existing black (advanced) downhill mountain bike trail, including all of the A lines.

ACCESS TO AHP

The preferred modes of access to the AHP were via off road tracks by bike, from the City Centre by bike, and via private vehicle. When accessing the existing downhill track by car, respondents said they generally park at the Apex Lookout car park.

Other ways to access points to the AHP by bike included:

The most popular access points are as listed below:

- Albany Hwy, Middleton Rd, through ASHS
- Grey Street (fire road off road)
- Middleton beach Car park
- Apex Drive Hare Street (Above) Middleton Beach Board walk
- Bay merchants car park Hare Street (Gate entry) Middleton Road (cnr Burt Street shared path)
- Behind ASHS
- Hare Street (near the intersection with Sussex Street)
- Near ASHS
- Behind ASHS on Burt Street
- Hay Street
- Northern side of Mount Clarence along Burt Street

- Burt Street
- Hill Street (The Earl Lane end)
- Rear of ASHS
- Burt street (eastern end)
- Hill Street (onto Pipeline trail)
- Road to National Anzac Centre
- Burt Street (near high school)
- Hill Street (end of)
- Serpentine Road East (above school oval, Mount Clarence)
- Burt Street (trail off road)
- Innes Street (trail off road)
- Serpentine Road East up past the access road near ASHS oval
- Burt Street (between ASHS and Hay Street)
- Innes Street (corner Innes and Clarence Streets) Suffolk Street (Near)
- Dome car park
- Innes Street (opposite about 17 Innes Street)
- Sussex Street (Top)
- Emu point car park at surfers

- King Street
- Through ASHS (near Campbell Road)
- Earl Street
- Main entrance
- Watkins Road
- Forts Road
- Marine Parade
- Grey Street
- Middleton beach area (Wylie Crescent and Morley Place)

CONFLICT

41% of mountain bikers said they'd experienced conflicts with other trails users.

Many commented that interactions have usually been friendly when encountering other users on the trails.

Some comments indicate many people see the trails as either 'walk only', 'mountain bike only' or 'shared', but there is no consistent understanding amongst users.

Specific locations and issues mentioned included:

LOCATIONS

- Adelaide trail
- Innes Street
- Most single track trails
- Mount Clarence
- Stairs section
- Trail above Hare Street and Innes Street

GENERAL ISSUES AND INCIDENTS

- Being caught unaware of other users
- Branches, logs and sticks placed across some tracks, including trail above Hare Street and Innes Street
- Dogs off leash
- Issues and conflict with Land manager staff members
- People blocking trails
- Repeated incidents of piles of sticks placed on the trails, pose a danger to mountain bikers particularly
- The limestone track from the car park at the bottom of apex drive to hare street is popular with bikers but fast and blind - near misses between bikes and walkers
- Occasionally unfriendly exchanges
- Walkers have expressed that they are not happy about bikes being on the trails
- Walkers on the downhill track

ROCK CLIMBING USERS AND HABITS

8 individuals identified themselves as rock climbers who use rock climbing or bouldering routes at the AHP. There are few existing tracks to boulders with some anchor points installed on the town side of the Mounts near the Padre White trail.

The locations given included:

- Along Middleton Beach to the Point area
- Either side of Burt Street
- Any boulders available

It was noted that there are a large number of boulders on the AHP that may be suitable for use. There are many interesting sites of scenic, geological and historical significance.

Most climbers typically access the mounts via private vehicle, and some walk or ride in via off road tracks. The Padres White Trail and Granite Track were noted as areas of conflict.

PARENTS AND CHILDREN'S HABITS

40% of respondents were parents who have children who use the AHP, primarily for either mountain biking or bushwalking.

Of the parents whose children use the AHP, bushwalking and mountain biking were the most popular activities. 11.1% indicated they do other activities, which included dog walking, exploring granite caves and rocks, making cubbies, taking visitors and Grandparents.

Usually (56%) parents drive their children to the park, or they travel with friends. 32% of children will access the park via off road tracks either walking or by bike.

88% of parents recreate with their children at the park.

PRIORITIES FOR TRAIL DEVELOPMENT

WALKING TRAILS AND INTERPRETIVE TRAILS

74% of respondents said they would use walking trails if they were

developed.

WALKER PREFERENCES

The main reasons given for using the walking trails if they were developed were, in order of importance:

- Walking or running
- Sight seeing
- Dog walking
- Bird/wildlife watching

43% of respondents said they would use grade 5 walking trail – the highest grade recommended for very experienced bushwalkers.

SPECIFIC POINTS OF INTEREST

Specific features of interest to respondents when walking or running on them included, in order of importance:

- Scenic views
- Cultural or historic values
- Connection with nature
- Geocaching
- Being away from traffic, noise and other people
- Being close to home and services, cafes and bars
- Physical challenge

ACCESS

The preferred method of accessing the walking trails for most people was private vehicle to on site car parking. Other methods, in order of popularity, were:

- Walking, via off road tracks
- Walking, from Middleton Beach
- Ride bike to on site car park
- Walking, from City Centre
- Walking, via the road and entry on Marine Terrace

Many respondents also gave walking from home as a preference.

SUGGESTED IMPROVEMENTS

Few respondents commented that there were already sufficient walking trails and signage. Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

Additional access points

- Alternative walking access to town from Mount Adelaide
- Hare Street
- Watkins Road
- Access down to Middleton Beach
- Better access off Hare street and from Middleton beach area

Creating circuits and new linkages

- Better loop trail on the southern side
- Circuit around both Mounts
- Signage for circuit style tracks
- Better link from Middleton Beach to Mount Adelaide and Mount Clarence
- Connection between The Forts and Middleton Beach possibly via a 'Jacob's Ladder', similar to that near King's Park
- Link to Emu Point
- Links between roads

- Links to more water bodies, e.g. Middleton, Middleton path, ANZAC park or Emu Point
- Marine Drive lookout
- Ellen Cove car parking
- Safe and clear linkages from Mt Clarence to board walk
- Trail from Middleton Beach/Ellen Cove
- More public events

Improve facilities

- End point e.g. showers in the city centre to prepare to go to work in the morning after activities. Not rusty ones at ALAC
- Some good trail heads with toilets and maps
- Parking on Serpentine road to improve access

General improvements to the trails

- Some tree clearing could be done to improve views in certain parts.
- Fix erosion
- Improve signage
- Improvement of existing trail surfaces would be better than creating new trails
- Narrower, purpose built walking trails i.e. less erosion. Designated mountain bike low-moderate skill level trails signposted as bike trails but with pedestrian access.
- More trails, including sign posted circuit around the whole park
- More wooden board walk style infrastructure
- Upgrading of existing trails,
- Better sign posting

MOUNTAIN BIKE TRAILS

If mountain bike trails were developed to suit a range of abilities and styles, 52% of all survey respondents said they would use them.

MOUNTAIN BIKER PREFERENCES

46% of respondents said they would volunteer to assist with authorised trail building and maintenance when mountain bike trails are developed in the AHP.

Of those who would use the trails, their preferences for style of trail were as per below, with 82% of respondents preferring a trail network catering for all skill levels, including some cross country, all mountain and downhill.

ACCESS

Most respondents typically access mountain bike trails via private vehicle or off-road track by bike, and these are the preferred modes of access. When accessing the existing black downhill track, riders on downhill bikes (which are designed for downhill riding only) prefer to park in the Apex Lookout car park and push up to the start of the track. When doing a cross country ride (involving pedalling up and down hills), mountain bikers will often link together a number of fire roads, walking trails, other bush tracks and sections of the downhill track to create a circuit, and can be accessed from a number of access points surrounding the AHP. Popular ride start and finish points are those with good car parking and/or coffee, food and drinks, including Dome café, Bay Merchants café and Earl on Spencer pub. Many people also ride to the AHP from home, via a series of access tracks surrounding the AHP.

If a shuttle-able trail system was developed, most respondents

indicated they would continue to push up most of the time, but would also sometimes use a private shuttle vehicle. Occasionally they would use a commercial shuttle service. Some people would ride up rather than push or shuttle.

SUGGESTED IMPROVEMENTS

Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

Additional access points

- Better access from Middleton Beach
- Access to the area below Marine Drive

Creating circuits and new linkages

- Connections to existing tourist areas
- A well built series of green and blue trails that link the whole area and can be ridden by all abilities
- Better links to avoid riding on Burt Street
- Circuit of both Mounts without any road sections
- New circuit from Middleton Beach to a 'figure 8' around the Mounts, down to Middleton on a flowy fun descent
- Trail which drops down to the Middleton Beach from the Forts, to finish ride with descent
- Trail head at Middleton facilities and cafes
- Link from Middleton Beach to town via single track through the AHP
- Incorporate magnificent vistas as lookout points
- Trail from top of Mount Clarence that links with Ellen Cove bike/walk trail

Improve facilities

- Provide facilities such as toilets, drinking water points, shelter, seating, first aid, trail maps and riding tips at trails heads - suggest at the bottom car park on Apex Drive
- Clear trail markers showing ability level and maps at multiple locations
- Trail maps where tourists enter, e.g. town centre or Middleton beach

General improvements to the trails

- More gravity trails, another downhill track and cross country loops with multiple options, more exposure, longer trails, flowing single track for a range of abilities
- Dedicated mountain bike trails
- Improve accessibility for visitors
- Variety of cross country loops to cater for travelling mountain bikers
- Trail heads at site of old water tank on Mount Clarence, north of the Garrison behind the Shop where the undercover shed is

located

- Apps to provide trail information and directions
- Longer downhill race track to improve competition and capacity for larger events

EVENTS

- The majority of respondents indicated that they would like to see or participate in mountain biking events at the AHP.

CHANGES TO THE EXISTING DOWNHILL TRACK

85% of respondents felt the existing downhill track should be extended at both the top and bottom of the existing track.

52% of respondents said the existing black downhill trail is good. 35% said it was average and 13% said it was excellent.

Reasoning for respondents' opinions were given in positive and negative comments.

The following improvements and links to the downhill track were made to improve the trail and its connectivity:

- Area for event parking and event 'village' facilities
- Another black diamond downhill track
- Better access to the start point
- Creating more trails for beginners and families
- Flow jumps
- Something to prevent riders riding down the push up track
- Relocate the DH trail elsewhere if it suits the overall design better
- Better finish area to run events
- Better separation between the track and the push up track to stop people crossing from one to the other
- 'Give way to cyclist' signage
- Improve flow
- Convert push track into a blue flow trail
- Build new push up track that can be ridden uphill also
- More exposure
- Better spectator access
- Additional berms down the bottom end
- Shuttle point at Mount Clarence car parks
- Move start of trail closer to the top car park at Mount Clarence
- More regular maintenance days
- Create green downhill trail similar to 'Hammies' trail in Queenstown, NZ

BROAD ISSUES IDENTIFIED

ENVIRONMENT

Several people submitted comments relating to protection of

LEVEL OF SEPARATION	% OF WALKERS PREFER	% OF MOUNTAIN BIKERS PREFER
Yes, completely separated	12.2%	6.7%
Yes, but it's ok to have some mutual trail heads or meeting points	45.9%	53.3%
No, as long as trails are designed to avoid user conflict	24.9%	24.2%
No, there should be a mix of shared use and single use trails	17.1%	15.8%

biodiversity and the fragile environment being incompatible with development of trails.

There was also some strong, but minimal, opposition to mountain bike trails specifically, on the basis of its threat to the environment.

It is recommended that further clarity on environmental protection measures be provided within the concept planning.

CONFLICT MANAGEMENT

When asked "Do you think walking and interpretive trails should be separated from mountain bike trails?" respondents who use walking trails and respondents who use mountain bike trails had a proportionately similar response.

While there were many comments made by respondents that indicated some misunderstanding between 'walkers' and 'mountain bikers', there are some things that both user types seem to agree on. i.e. 45.9% of walkers and 53.3% of mountain bikers think that trails should be separate but it's ok to have some mutual trailheads or meeting points.

The walkers show a stronger preference for complete separation than mountain bikers do.

For the responses given, walkers and mountain bikers gave the following broad reasons:

SAFETY AND ENVIRONMENTAL CONCERNS

- General safety concerns, including children, dogs, walkers getting hit by mountain bikers, especially on faster downhill sections where riders may not be able to stop in time
- Mix of shared use and single use where appropriate will be safer
- Concerned about impact of mountain bikes with electric motors (emerging user type)
- Concerns about mountain bikers building their own tracks, destroying the ecosystem
- To prevent further damage to sensitive vegetation, and as there is a desire of all users to reach similar locations, some sharing will be necessary

TRAIL DESIGN CONSIDERATIONS

- Opens up the quantity of trails that can be used by walkers and riders
- Preference for trails that are multi purpose
- Sharing trails will make better use of the small space available
- Do not see a need for more trails, just better use of the existing ones
- There needs to be locations for mountain bikers to ride fast at times, where they can enjoy their riding. This is not compatible with some users on walk trails, e.g. deaf elderly person walking
- There are some cases where shared use or single track is more appropriate
- Separation of trails would provide peace of mind to users

RESPECT BETWEEN USERS

- When restrictions are placed, people tend to claim ownership (and don't share)
- User education about inclusivity is important to prevent conflict. It is inevitable that users will end up on the wrong trails from time to time so education and conflict prevention is more important
- As long as user conflict is managed, having a few specific use

trails is good for those that cannot share with other users

- Separate trails become too difficult to manage and leads to exclusivity amongst users
- Concern that people will not follow the rules, so there needs to be dedicated separated trails on both Mounts
- Some people have had only good experiences on all trails, whether walking, running or bike riding
- Some people have had negative experiences, nearly been hit by bikes going fast on trails
- If everyone takes care when using the trails, it allows more people to use more trails
- More awareness of all users is required

OTHER EXAMPLES SEEN ELSEWHERE

- Have seen well-planned trails around the world where walkers and riders can coexist successfully. This would work for some of the network
- Good trail design could incorporate mountain biking and walking in some sections, similar to other trail networks in the country
- Belief that shared paths don't work, using the Middleton Beach to Emu Point path as an example where users refuse to share the path

SERVICES

60% of respondents said they would be willing to pay for trail maps.

Other services that walkers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence
- Audio guides
- Showers
- Access to specific areas
- Other services that mountain bikers indicated they'd be willing to pay for, in order of preference included:
 - Shuttle service for transport to the top of Mount Clarence
 - Bike wash
 - Showers
 - Access to specific areas
 - Car parking

CLOSING

Overall, the survey outcomes show that the Albany community is passionate about ensuring that the AHP is conserved in a way that is sensitive to the environmental, historical and recreational values.

As user groups have emerged organically, this has led to use of tracks and trails to an extent greater than originally intended. The impact on the environment and conflict between users has been increasing over time, and as a result there is general misunderstanding and misconception between walkers and mountain bikers.

Many of the issues identified and suggestions offered by survey respondents will be helpful in determining the most appropriate concept. This will achieve good outcomes for the environment and reduce conflict and promote reconciliation between user groups.

APPENDIX 5

PROPOSED USER CODE OF CONDUCT

INTRODUCTION

A Code of Conduct is a tool developed to include information about trail user responsibilities and etiquette when using trails. This Code of Conduct provides a set of rules and guidelines to manage potential conflict between users of the AHP Trail System as per the Concept Design.

The Western Australian Mountain Bike Management Guidelines include a basic Western Australian Mountain Biker's Code, which will form the basis of the Code of Conduct for the AHP Trail Network.

The Code of Conduct for the AHP specifically deals with the following potential areas of conflict within the site:

- Yield hierarchy between walkers and mountain bikers
- Passing conventions between same and different users
- Passing conventions between walkers and runners on the Mt Adelaide Staircase
- Navigating trail intersections
- Trail closures and modifications during events, such as the Urban Downhill
- Construction and use of unsanctioned trails
- Other unique rules, such as recommended times to use certain trails
- Guidance on how, where and what type of signage should be installed

During the detailed design stage, the code of conduct should be refined in partnership with local user groups representatives. The Code of Conduct should be heavily promoted through signage and online information and communicated via other media.

DETAILED DESIGN

At the detailed design stage, specific features of the trail will be designed, mapped and marked on drawings for construction. The trail designer will consider the intended trail use, gradient, ground conditions, landscape value and other features to determine placement of all trail elements. Placement of elements such as passing opportunities, trail intersections, turns, natural features,

drains, choke points and anchor points will impact on the overall user experience of the trail. The Western Australian Mountain Bike Management Guidelines provide appropriate design measures to control how single and shared use and single and dual direction trails are used.

RULES OF THE TRAIL

The following are some examples of rules of the trail, adapted from the Western Australian Mountain Biker's Code, that should be promoted as part of the user code of conduct, to encourage users to be responsible.

SIGNAGE

With the introduction of dual use trails and a number of new mountain bike only trails, communication of the Code of Conduct will be extremely important to visitor safety. Simple, effective signage can be used to educate trail users on appropriate trail etiquette.

TRAIL HEAD SIGNAGE

- Trail head signage should include clear information about Trail Users Code of Conduct
- Each trail should be identified on the trail head sign as either a Walk Only Trail, Mountain Bike Only Trail or Dual Use Trail

The symbols and their meanings shown in Table 9 should be included on trail head signage.

SYMBOL	MEANING
	For the safety of all visitors, entry is not permitted on trails marked with this symbol
	For the safety of all visitors, riding is not permitted on trails marked with this symbol
	For the safety of all visitors, walking is not permitted on trails marked with this symbol

Table 8: Code of Conduct Symbols & Meanings

WAY MARKING SIGNAGE

- All trails should be marked with relevant classification symbols as per the above system.
- The exits of all single direction trails should be marked with 'No Entry' symbols.
- The entries of all walk trails should be marked with 'No bikes' symbols
- The entry of all mountain bike trails should be marked with 'No walkers' symbols
- Where trails merge or intersect, signage should be installed a reasonable distance prior

DUAL USE TRAIL SIGNAGE

As formal dual use trails are being introduced to the AHP for the first time, it will be important for users to understand the code of conduct. Additional educational signage should be installed at the entries to dual use trails where mountain bike users are only permitted in the uphill direction. This signage may be temporary, for re-education of current trail users who may be required to change their usage habits.

TRAIL CLOSURES FOR EVENTS

The following events are currently run on a regular basis, and utilise some of the existing trails of the AHP.

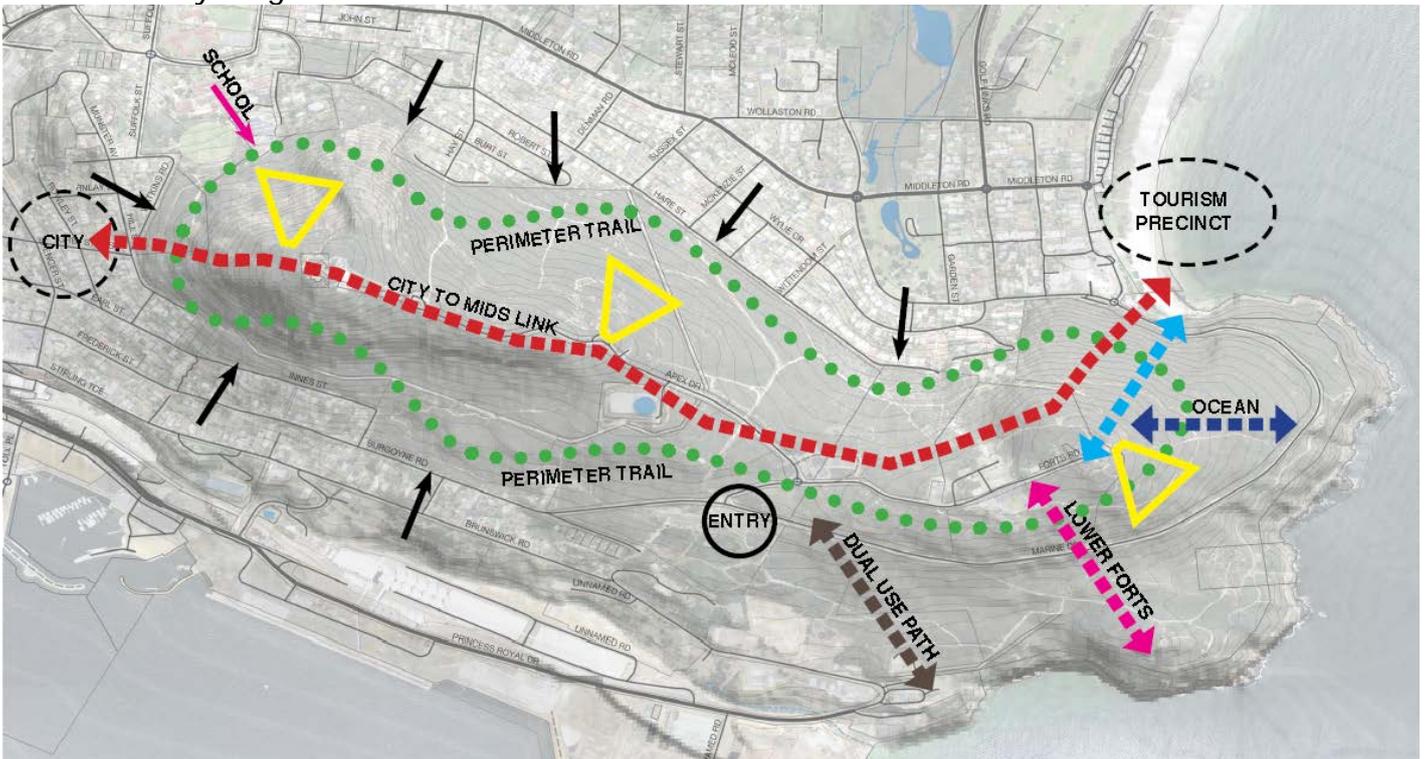
- Southern Mountain Bike Festival Cross Country race
- Southern Mountain Bike Festival Urban Downhill race
- Albany Mountain Bike Club Cross Country race
- Albany Mountain Bike Club Downhill race
- Albany Adventurethon
- Trail Running
- Anzac Day Commemoration

It is recommended that an event overlay be developed through the detailed design to describe broadly how certain trails and areas of the AHP should be used during events. However, it is the responsibility of event organisers to communicate event management plans, which include trail closures or disruptions. Additionally, mountain bike events sanctioned by Mountain Biking Australia (MTBA) are governed by the MTBA Event Guidelines, which include provisions for managing safety of spectators and passers-by.

	USER RESPONSIBILITIES	ACTIONS
<p>SAFETY</p> 	Be prepared	<ul style="list-style-type: none"> • Check trail conditions & current weather report • Tell someone your plans • Plan for worst-case scenario and carry extra water, food, spares, tools, clothes and first aid
	Give way	<ul style="list-style-type: none"> • Generally, cyclists give way to walkers. However, courtesy toward all trail users in all situations should be displayed. • On dual use trails, mountain bikers are only permitted to use the trail in the uphill direction. Separate descending trails are provided for mountain bike use only. • Users should always communicate clearly before passing or overtaking • At trail intersections, users should obey signage • When using roads, normal traffic road rules apply
	(Bike symbol) Bike riders - Know yourself, your equipment and your trail	<ul style="list-style-type: none"> • Read the trailhead and choose your trail • Check your bike, helmet and gear • Ride within your skills and abilities
	(Walkers symbol) Day walk / short walks	<ul style="list-style-type: none"> • Check your shoes, hat and gear • Consider your fitness and experience for the trail
<p>ENVIRONMENT</p> 	Respect your trail and the environment	<ul style="list-style-type: none"> • Follow signage • Stay on track and don't take shortcuts • Don't make your own trails • Dispose of rubbish in bins provided • Prevent spreading dieback: keep your bike and gear clean – use the wash stations provided before and after
	<p>ATTITUDE</p> 	Make it a good experience

Report

www.albany.wa.gov.au



Should Council adopt the Albany Heritage Park Trails Concept Plan?

Community Engagement Results, November 2016.

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1. Project Overview

In 2015, Council adopted the City of Albany Trails Hub Strategy 2015-2016 with the vision:

- to allow Albany to become one of Australia's primary trails destinations; and
- for Albany to become a World Class Trails Tourism Hub situated around high quality trail systems, supported by a complete package of hospitality and visitor services set within our unique natural landscape.

The strategy identified seven key projects for the City of Albany to work towards developing Albany as a Trails Tourism Hub.

The highest priority of these projects was determined to be the rationalization, consolidation and construction of new trails in the Albany Heritage Park (AHP), located at Mt Clarence and Mt Adelaide, based on the sites proximity to the city centre, good opportunities for multiple user groups, and high deliverability (minimum constraints around land tenure, multiple land managers etc.).

Based on the above vision and priorities consultants, Common Ground Trails, were commissioned in 2015 to develop a draft concept plan for the area to:

- Identify where logical separated trails for different user groups;
- Purpose designed single track and single direction trails to guide users to their appropriate trail;
- Alignments that are based on the ground conditions, not necessarily the current trail alignments;
- Multiple access points to the trail system;
- Trail connections focused on connecting the city centre and Albany Harbour path;
- Mountain bike trails (20-25km) circumnavigating Mt Adelaide and Mt Clarence ensuring they do not conflict with heritage areas and interpretive trails;
- Walking based trails focused on Mt Clarence capitalizing on the unique landform and connection to the city; and
- Interpretive walking trails around the National ANZAC Centre, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

The draft concept plan has now been complete and is presented to Council for consideration.

1.1 Community Engagement & Participation

The Community Engagement Plan sought to ensure broad consultation and seek to increase participation from key stakeholders and community. The objective was to gain local knowledge and input into the concept plan. Engagement was undertaken by meetings with key stakeholder groups, inviting members of the community to attend information workshops, complete an online survey and make submissions.

Community workshops were held as follows:

17 February 2016 – Civic rooms, North Rd. – 6pm – 8pm. 37 Attendees

21 July 2016 – Civic rooms, North Rd. – 5:30pm – 7:30pm. 28 Attendees

22 August 2016 – Civic rooms, North Rd. – 5:30pm – 7:30pm. 38 Attendees

The online survey was conducted during February/March 2016 and was opened for four weeks attracting 230 individual responses of which 93% were Albany residents based on the post code included in the survey.

2. Survey Results

The survey was developed as an online form and was widely distributed throughout the community. It was promoted by the City of Albany (COA) via the website, social media, letters to residents, public notices, city office and library, as well as via user groups social media.

2.1 Key insights

The key insights and communication received through the survey included:

- Many locations around the AHP are appreciated for their recreational, environmental or historical value;
- Many trails are popular with both walkers and mountain bikers, creating potential for and actual conflict between users;
- Walking trails could be improved with some links and better access to desirable locations surrounding the AHP;
- The existing sanctioned mountain bike trail (advanced black diamond downhill) does not currently cater for a wide range of mountain bike users;
- There is a lack of suitable trails to challenge beginner and advanced mountain bike riders;
- There are many popular walking trails that are experiencing degradation through poor design construction and the inappropriate use by mountain bikes
- There is confusion about the purpose of tracks, and signage is lacking; and
- There is poor access to trails and there are no formal trail heads with information or facilities for visitors.

2.2 Community profile

The AHP survey provided some information on trail usage and engagement of the community. Of the 230 respondents:

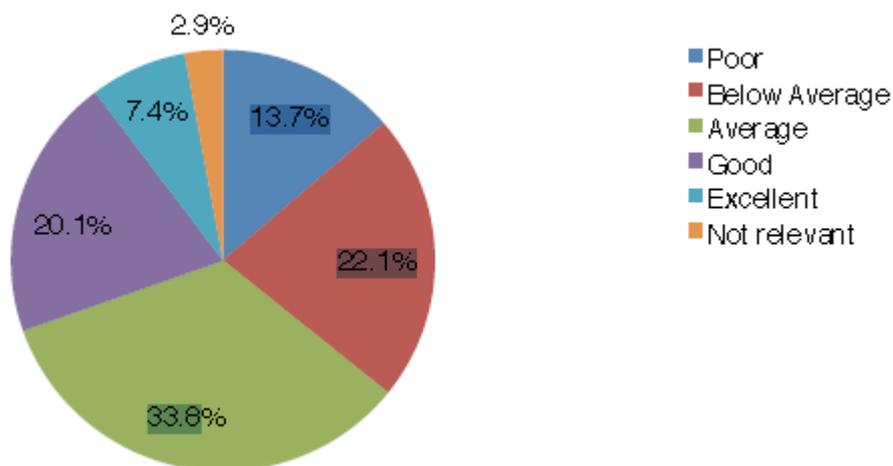
- 96% of respondents lived in or near Albany
- 87% reside in the City of Albany
- 33% live less than 100m from the Albany Heritage Park
- 58% of the respondents had used the AHP within the last week
- 62% were male
- 38% were female
- 29% are from the 40-49 year age group
- 48% use the existing mountain bike trails

- 63% of respondents use the existing walk trails
- 73% of respondents who use the existing walk trails, also use the existing mountain bike trails
- 43% of mountain bike respondents ride the existing black (advanced) downhill trail

2.3 Key feedback on existing facilities

Respondents provided information on the quality of trails they use and how frequently they use them. This gave some information regarding the usage and habits of trail users at the AHP.

69% of respondents think the trails and facilities such as visitor information at the AHP are average or below.



2.4 Frequency of use and access

There were 58% of the respondents who had visited the AHP in the last week. While 28% had visited in the last month, and there were 14% who had visited in the last year.

Of the total number of estimated visits to the AHP each year:

- 30% of those were for walking trails or dog walking;
- 14% of visits were for off road cycling or mountain biking;
- 12% of visits were for the lookouts, 12% for running trails; and a small percentage of visits were for historical, interpretive or culturally significant sites, road cycling routes, rock climbing and bird / wildlife watching.

Most people use trails around both Mount Clarence and Mount Adelaide in a circuit equally.

2.5. Values that need protecting

Specific areas of environmental, cultural, historical or recreational value within the AHP identified in the survey that users say need protecting include:

- ANZAC related features, monuments and history, National ANZAC Centre, Forts, Fort monuments, the Desert Corp Memorial, historical buildings;
- Lookouts and boardwalks – the Padre White Lookout, the Wesfarmers Convoy Lookout;
- Old drains running on south side of Mount Clarence;
- Indigenous cultural history, potential local Noongar artefacts and sites;
- Native fauna and flora species and habitats – particularly internationally recognised flora;
- General protection of the bush through providing quality trails and access to walkers, sightseers and riders, to prevent users from creating new tracks;
- Walking tracks – protection from bike riders eroding track surfaces and steps making them difficult to walk on;
- Existing trails such as the Granite Trail for walking, and used by tourists;
- Mountain bike tracks – the Mount Adelaide Rock Garden Trail and the Mount Clarence Downhill track;
- Recreational value of area close to town to engage kids and adults in nature and physical activity is the most important value of this inner city park;
- Natural bush environment and the ability for people to feel connected to the authentic Albany nature; and
- Sandy areas on north of Mount Adelaide is full of rabbits and being badly degraded by cyclists making too many tracks.

2.6 Walking trail user habits

There were 63% of respondents use the walking or running trails, or visit interpretive and cultural sites.

The primary reason for using the walking trails is for walking.



2.6.1 Popular trails

Again, most respondents reported using trails on both Mt Clarence & Adelaide equally as opposed to favouring one over the other. Particular trails that are used for walking include:

- Padre White Trail;
- Mass Rock Trail;
- Firebreaks;
- Granite Trail; and
- Boardwalk from Middleton Beach.

2.6.2 Walking access points

While over 50% of respondents access the walking trails by private vehicle and parking on site, 50% also access the trails via off-road tracks and access points from home or from Middleton Beach.

Some of the most popular access points are listed below:

- Bottom of the Downhill Track
- Hare Street
- Morley Place
- Burt Street
- Hare Street (near the intersection with Sussex Street)
- Marine Terrace and Apex Drive Car park
- Hare Street (top of)
- Middleton Beach
- Hill Street
- Earl Street
- Ennis Street
- Padre White Trail
- Marine Drive
- Watkins Road
- Behind of Albany High School
- Innes Street
- Grey Street
- Sussex Street
- King Street Boardwalk

2.6.3 Events

There were 28% of respondents who said they'd participated in a walking or running based competitive or social event, including the following listed:

- Adventurethon
- City to Surf
- Albany athletic cross country
- Fun run / walks
- Parkrun
- Port to Point
- Gallipoli run

Respondents suggested the following types of walking or running competitive social events that they would participate in or would like to see in the AHP:

- Adventure racing
- Cultural tours
- Multisport racing with running and bike components
- School excursions
- Ultra-marathon
- Charity events / fun runs/walks
- Cross country running
- Tourist excursions
- Trail running
- Free family events
- Bush walking
- Guided night walks to observe wild life

2.6.4 Conflict

There were 30% of walker respondents said they'd experienced conflict with other trail users, such as mountain bikers, when using the walking trails at the AHP. Specific locations and issues mentioned include:

Locations	General issues and incidents
<ul style="list-style-type: none"> • Trails above Marine Parade • Padre White Trail • The downhill mountain bike track (walking on the track not realising it was a mountain bike track) • Trails above Marine Parade • Small trail below the top (guns) lookout, and sandy area below reception centre on Mount Adelaide • Steep stepped track above the ASHS 	<ul style="list-style-type: none"> • Mountain bikers (individuals or groups) riding on walking trails • Near misses with mountain bikers appearing unexpectedly, frightening walkers • Mountain bikers use the walking trails, as there are no designated mountain bike trails available. As such conflicts are common along most trails. • Mountain bikers going too fast on the trails above Marine Parade • Dogs off leash – in the way of others, or jumping on others running or walking • Sometimes not enough visibility for mountain bikers to slow down • Potential for injury to dogs by 'out of control' bikes • General lack of consideration, and abuse • Not clear who has right of way • Sticks placed on tracks endangering all users

2.7 Mountain Bike trail user habits

There were 48% of respondents said they use or have used the AHP for mountain biking.

2.7.1 Mountain bike user styles

Respondents to the survey showed an underrepresentation of advanced ability when compared with the broader W.A mountain biking population. They showed an over representation of beginner and novice riders. This is attributed to the very limited opportunities for progression and general lack of mountain bike trails in or near Albany.

Most riders classify themselves as an enthusiasts – a general mountain biker interested in mountain biking and mountain biking often.

Shown were 60% of mountain bikers as members of the Albany Mountain Bike Club or another formal cycle club.

Results showed 11% said they would join the Albany Mountain Bike Club upon finishing the survey.

Of those surveyed 43% of respondents said they use the existing black (advanced) downhill mountain bike trail, including all of the A lines (difficult features).

2.7.2 Mountain bike Access

The preferred modes of access to the AHP were via off road tracks by bike, from the city centre by bike, and via private vehicle. When accessing the existing downhill track by car, respondents said they generally parked at the Apex Lookout car park.

Similar to for walking (see 2.6.2) the other most popular access points to the AHP by bike included:

- From Middleton Road through ASHS
- Grey Street via fire access track
- Middleton Beach Car Park via boardwalk
- Apex Drive
- Hare Street
- Hay Street
- Burt Street
- Hill Street
- Serpentine Road East (behind school oval)
- Innes Street
- Sussex Street
- Watkins Road
- Middleton Beach via Wylie Crescent and Morley Place

2.7.3 Conflict

Shown were 41% of mountain bikers who said they'd experienced conflicts with other trails users.

Many commented that interactions had usually been friendly when encountering other users on the trails.

Some comments indicate many people see the trails as either 'walk only', 'mountain bike only' or 'shared'. However there is no consistent understanding amongst users.

Specific locations and issues mentioned included:

Locations	General issues and incidents
<ul style="list-style-type: none"> • Adelaide trail • Innes Street • Most single track trails • Mount Clarence • Stairs section • Trail above Hare Street and Innes Street 	<ul style="list-style-type: none"> • Being caught unaware of other users • Branches, logs and sticks placed across some tracks, including trail above Hare Street and Innes Street • Dogs off leash • Issues and conflict with Land manager staff members • People blocking trails • Repeated incidents of piles of sticks placed on the trails, pose a danger to mountain bikers particularly • The limestone track from the car park at the bottom of apex drive to hare street is popular with bikers but fast and blind - near misses between bikes and walkers • Occasionally unfriendly exchanges • Walkers have expressed that they are not happy about bikes being on the trails • Walkers on the downhill track

2.8. Rock climbing users and habits

There were eight individuals who identified themselves as rock climbers, and who use rock climbing or bouldering routes at the AHP. There are few existing tracks to boulders with some anchor points installed on the town side of the Mounts near the Padre White trail.

The locations given included:

- Along Middleton Beach to the Point area;
- Either side of Burt Street; and
- Any boulders available.

It was noted that there are a large number of boulders on the AHP that may be suitable for use.

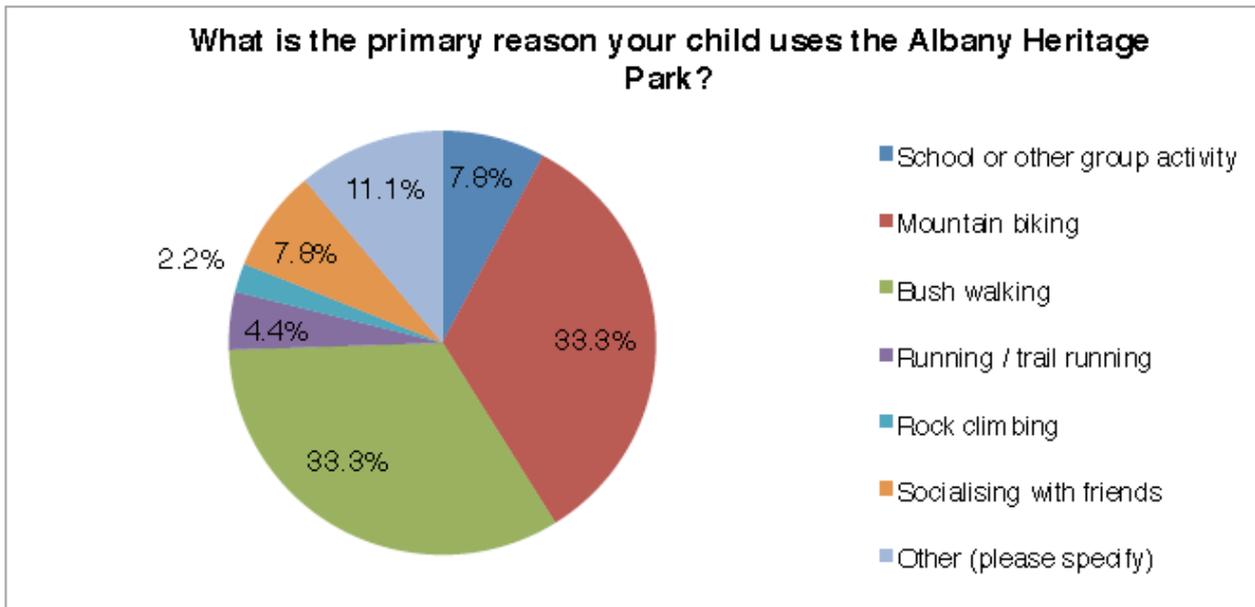
There are many interesting sites of scenic, geological and historical significance.

Most climbers typically access the mounts via private vehicle, and some walk or ride in via off road tracks.

The Padres White Trail and the Granite Track were noted as areas of conflict.

2.9. Parents and children’s habits

Results showed that 40% of respondents were parents who have children and use the AHP. This was mostly for mountain biking or bushwalking.



Of the parents responding whose children use the AHP, bushwalking and mountain biking were the most popular activities. There were 11.1% who indicated they do other activities, which included dog walking, exploring granite caves and rocks, making cubbies, taking visitors and grandparents for a walk.

Usually (56%) parents drove their children to the park, or they travelled with friends. There were 32% of children who accessed the park via off road tracks either walking or by bike.

Results indicated that 88% of parents recreate with their children at the park.

2.10. Priorities for trail development

In the survey respondents identified their priorities for future trail development as follows:

2.10.1 Walking trails and interpretive trails

Results showed 74% of respondents said they would use walking trails if they were developed. The main reasons given for using the walking trails if they were to be developed would be ranked in order of importance:

1. Walking or running
2. Sight seeing
3. Dog walking
4. Bird/wildlife watching

There were 43% of respondents who said they would use grade 5 walking trail – the highest grade recommended for very experienced bushwalkers.

Specific features of interest to respondents when walking or running on them were ranked in order of importance:

1. Scenic views
2. Cultural or historic values
3. Connection with nature
4. Geocaching
5. Being away from traffic, noise and other people
6. Being close to home and services, cafes and bars
7. Physical challenge

The preferred method of accessing the walking trails for most people was private vehicle to on site car parking were:

Other methods, in order of popularity, were:

- Walking, via off road tracks;
- Walking, from Middleton Beach;
- Ride bike to on site car park;
- Walking, from City Centre; and
- Walking, via the road and entry on Marine Terrace.

Many respondents also gave walking from home as a preference.

2.10.1.1 Suggested improvements for walkers

Few respondents commented that there were already sufficient walking trails and signage. Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

Additional access points:

- Alternative walking access to town from Mount Adelaide;
- Hare Street;
- Watkins Road;
- Access down to Middleton Beach; and
- Better access off Hare street and from Middleton Beach area.

Creating circuits and new linkages:

- Better loop trail on the southern side;
- Circuit around both Mounts;
- Signage for circuit style tracks;
- Better link from Middleton Beach to Mount Adelaide and Mount Clarence;
- Connection between The Forts and Middleton Beach possibly via a 'Jacob's Ladder', similar to that near King's Park;
- Link to Emu Point;
- Links between roads;
- Links to more water bodies, e.g. Middleton, Middleton path, ANZAC park or Emu Point;
- Marine Drive lookout;
- Ellen Cove car parking;
- Safe and clear linkages from Mt Clarence to board walk;
- Trail from Middleton Beach/Ellen Cove; and
- More public events.

Improve facilities:

- End point e.g. showers in the city centre to prepare to go to work in the morning after activities;
- Some good trail heads with toilets and maps; and
- Parking on Serpentine road to improve access.

General improvements to the trails:

- Some tree clearing could be done to improve views in certain parts;
- Fix erosion;
- Improve signage;
- Improvement of existing trail surfaces would be better than creating new trails;
- Narrower, purpose built walking trails i.e. less erosion. Designated mountain bike low-moderate skill level trails signposted as bike trails but with pedestrian access;
- More trails, including sign posted circuit around the whole park;
- More wooden board walk style infrastructure;
- Upgrading of existing trails; and
- Better sign posting.

21.13.2 Mountain bike trails

If mountain bike trails were developed to suit a range of abilities and styles, 52% of all survey respondents said they would use them.

There were 46% of respondents who said they would volunteer to assist with authorised trail building and maintenance when mountain bike trails are developed in the AHP.

Of those who would use the trails, their preferences for style of trail were as per below, with 82% of respondents preferring a trail network catering for all skill levels, including some cross country, all mountain and downhill.

Style of trail	% of Respondents prefer
Trail network catering for all skill levels, including some cross country, all mountain and downhill	82.1%
Cross country trail network	46.2%
Children specific skills area / pump track	41.0%
Skills park	36.8%
Descending focussed cross country / all mountain trail	35.9%
Pump track	35.0%
Multiple downhill tracks	25.6%
Jump park	21.4%
Other – including long gentle grade cross country trails that make use of the elevation	6.0%

Results indicated that if a shuttle-able trail system (where cars can transport riders to the top) was developed, most respondents indicated they would continue to push or ride up most of the time, but would also sometimes use a private shuttle vehicle. They said they would occasionally use a commercial shuttle service if this was available.

2.10.3 Suggested improvements to the Mountain Bike Trails

Many access points, points of interest and additional links and connections were suggested, to improve mountain biking in the AHP, including the following:

Additional access points:

- Better access from Middleton Beach; and
- Access to the area below Marine Drive.

Creating circuits and new linkages:

- Connections to existing tourist areas;
- A well-built series of green and blue trails that link the whole area and can be ridden by all abilities;
- Better links to avoid riding on Burt Street;
- Circuit of both Mounts without any road sections;
- New circuit from Middleton Beach to a 'figure 8' around the Mounts, down to Middleton on a flowy fun descent;
- Trail which drops down to the Middleton Beach from the Forts, to finish ride with Descent;
- Trail head at Middleton facilities and cafes;
- Link from Middleton Beach to town via single track through the AHP;
- Incorporate magnificent vistas as lookout points; and
- Trail from top of Mount Clarence that links with Ellen Cove bike/walk trail.

Improved facilities:

- Provide facilities such as toilets, drinking water points, shelter, seating, first aid, trail maps and riding tips at trails heads – suggest at the bottom car park on Apex Drive;
- Clear trail markers showing ability level and maps at multiple locations; and
- Trail maps where tourists enter, e.g. town centre or Middleton Beach.

General improvements to the trails:

- More gravity trails, another downhill track and cross country loops with multiple options, more exposure, longer trails, flowing single track for a range of abilities;
- Dedicated mountain bike trails;
- Improve accessibility for visitors;
- Variety of cross country loops to cater for travelling mountain bikers;
- Trail heads at site of old water tank on Mount Clarence, north of the Garrison behind the Shop where the undercover shed is located;
- Apps to provide trail information and directions; and
- Longer downhill race track to improve competition and capacity for larger events.

Events:

The majority of respondents indicated that they would like to see or participate in mountain biking events at the AHP.

Extension of Downhill Mountain Bike Trail:

Results indicated that 85% of respondents said the existing downhill track should be extended at both the top and bottom of the existing track.

There were 52% of respondents who said the existing black downhill trail is good. With 35% who said it was average, and 13% who said it was excellent.

The following improvements were suggested to the downhill track to improve the trail and its connectivity:

- Area for event parking and event 'village' facilities;
- Another black diamond downhill track;
- Better access to the start point;
- Creating more trails for beginners and families;
- Flow jumps;
- Something to prevent riders riding down the push up track;
- Relocate the DH trail elsewhere if it suits the overall design better;
- Better finish area to run events;
- Better separation between the track and the push up track to stop people crossing; from one to the other;
- 'Give way to cyclist' signage;
- Improve flow;
- Convert push track into a blue flow trail;
- Build new push up track that can be ridden uphill also;
- More exposure;
- Better spectator access;
- Shuttle point at Mount Clarence car parks;
- Move start of trail closer to the top car park at Mount Clarence;
- More regular maintenance days; and
- Create green downhill trail similar to 'Hammies' trail in Queenstown, NZ.

2.11 Broad issues identified

In the survey a number of broad issues were identified by respondents and are summarised as follows:

2.11.1 Environment

Several people submitted comments relating to protection of biodiversity and the fragile environment being incompatible with development of trails.

There was also minimal, (but strongly expressed) opposition to mountain bike trails specifically, on the basis of its threat to the environment.

2.11.2 Conflict management

When asked "***Do you think walking and interpretive trails should be separated from mountain bike trails?***" respondents who use walking trails and respondents who use mountain bike trails had a proportionately similar response.

While there were many comments made by respondents that indicated some misunderstanding between 'walkers' and 'mountain bikers', there are some things that both user types seemed to agree on. Including 45.9% of walkers and 53.3% of mountain bikers who said that trails should be separate but it's okay to have some mutual trailheads or meeting points.

The walkers show a stronger preference for complete separation than mountain bikers do as indicated below:

Level of separation	% of walkers prefer	% of mountain bikers prefer
Yes, completely separated	12.2%	6.7%
Yes, but it's ok to have some mutual trail heads or meeting points	45.9%	53.3%
No, as long as trails are designed to avoid user conflict	24.9%	24.2%
No, there should be a mix of shared use and single use trails	17.1%	15.8%

For the responses given, walkers and mountain bikers gave the following broad reasons:

Safety and environmental concerns:

- General safety concerns, including children, dogs, walkers getting hit by mountain bikers, especially on faster downhill sections where riders may not be able to stop in time;
- Mix of shared use and single use where appropriate will be safer;
- Concerned about impact of mountain bikes with electric motors (emerging user type);
- Concerns about mountain bikers building their own tracks, destroying the ecosystem; and
- To prevent further damage to sensitive vegetation, and as there is a desire of all *users to reach* similar locations, some sharing will be necessary.

Trail design considerations:

- Opens up the quantity of trails that can be used by walkers and riders;
- Preference for trails that are multi-purpose;
- Sharing trails will make better use of the small space available;
- Do not see a need for more trails, just better use of the existing ones;
- There needs to be locations for mountain bikers to ride fast at times, where they can enjoy their riding. This is not compatible with some users on walk trails, e.g. deaf elderly person walking;
- There are some cases where shared use or single track is more appropriate; and
- Separation of trails would provide peace of mind to users.

Respect between users:

- When restrictions are placed, people tend to claim ownership (and don't share);
- User education about inclusivity is important to prevent conflict. It is inevitable that users will end up on the wrong trails from time to time so education and conflict prevention is more important;
- As long as user conflict is managed, having a few specific use trails is good for those that cannot share with other users;
- Separate trails become too difficult to manage and leads to exclusivity amongst users;
- Concern that people will not follow the rules, so there needs to be dedicated separated trails on both Mounts;
- Some people have had only good experiences on all trails, whether walking, running or bike riding;
- Some people have had negative experiences, nearly been hit by bikes going fast on trails;
- If everyone takes care when using the trails, it allows more people to use more trails; and
- More awareness of all users is required.

2.12 Other examples seen elsewhere

Survey respondents also made comment on examples of trail networks they had seen elsewhere as follows:

- Have seen well-planned trails around the world where walkers and riders can coexist successfully;
- Good trail design could incorporate mountain biking and walking in some sections, similar to other trail networks in the country; and
- Belief that shared paths don't work, using the Middleton Beach to Emu Point path as an example where users refuse to share the path.

2.13 Services

There were 60% of respondents who said they would be willing to pay for trail maps.

Other services that walkers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence;
- Audio guides;
- Showers; and
- Access to specific areas.

Other services that mountain bikers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence;
- Bike wash;
- Showers;
- Access to specific areas; and
- Car parking.

3. Community workshops

Community workshops to gain community input into the draft concept planning were held as follows:

17 February 2016. Civic rooms, North Rd – 6 pm – 8 pm – 37 Attendees

21 July 2016. Civic rooms, North Rd – 5:30 pm – 7:30pm – 28 Attendees

22nd August. Civic rooms, North Rd – 5:30 pm – 7:30pm – 28 Attendees

The participants at the workshops included representatives on all the key stakeholders groups including; the Albany Bushwalking Club, Albany Mountain Bike club, as well as a broad range of Albany local residents, State Government agencies (DpaW & GSDC), and the general Albany community.

Feedback at the workshops were consistent with the results in the on line survey with the key issues being:

- Concern that the environmental and cultural values of the Mounts should be a high priority for protection;
- Concerns about the interaction between mountain bikers and walkers especially where mountain bikers are travelling downhill at speed and trail design doesn't include appropriate sight lines to ensure walkers have adequate warning;
- A perception that Mountain Bikes cause more environmental damage (especially erosion) than walkers;
- Concerns about ongoing funding for maintenance of trails; and
- The impact of increased use on the mounts historic use as a quiet places for those who appreciate walking, contemplation, wildlife and flora.

4. Written Feedback

During the community consultation phase of developing the draft concept plan, and specifically after the first community workshop in February 2016, a small number (5) of written submissions were received.

The key points in the submissions included:

- That protecting the Heritage Park environment should be the highest priority;
- A perception that Mountain Biking is incompatible with the sensitive environment and other users on the Mounts;
- That there should be more use of Noongar names and interpretive material on the trails network;
- The Mounts should be quiet places for those who appreciate walking, contemplation, wildlife and flora;
- Council needs a better maintenance plan in place for current trails before commencing construction of new trails; and
- There appeared to be a lack of awareness of the significant role the Park plays for current and future nearby residents for whom it is essentially their local public open space for walking and exercise amenity.

5. Stakeholder meetings

As part of gathering information to inform the development of the draft concept plan the consultants and city staff had numerous meetings with stakeholder groups including

- Noongar Elders, families and the COA Noongar consultative committee;
- Staff at the National ANZAC Centre and Forts precinct;
- Department of Parks and Wildlife staff;
- Albany Bushwalkers Group;
- Albany Mountain Bike Club; and
- City of Albany reserves management staff.

Input from these groups has been critical to the development of the draft concept plan.

6. Social Media

After the second community workshop a media release published on the City of Albany News and Events Facebook page reached over 2150 people.

On the Facebook page there was a comment from a person who raised their concern about the possible negative impact of mountain bikes interacting with walkers. A further comment related to the benefit of a well-designed trail system for tourism and to protect the environment by addressing current issues around erosion.

7. Summary of Community Comment during development of the Concept Plan

Community feedback provided in the online survey, community workshops, written submissions and meetings with key stakeholder groups has been, where ever possible and practical, incorporated into the draft concept plan.

The plan addresses the main themes from community feedback as follows:

- protecting the environment through appropriately located and designed trails;
- protecting the areas cultural heritage values through working locating trails away from sensitive values while also providing opportunities to interoperate the values were appropriate;
- where necessary separating trail user groups to reduce visitor risk and possible conflict; and
- where appropriate utilising appropriate trail design to allow shared use while maintaining a high level of user safety.

The draft concept plan also meets the majority of the wishes of the community expressed in the consultation including:

- Retention and improvements to multiple entry points, including three major trail heads with signage, information and facilities;
- Trails that provide access to areas of significance and scenic views;
- A trail system that is suitable for a range of community members of varying physical ability, experience or skill level;
- A trail system that includes some single use, single direction trails as well as some shared use dual direction trails;
- Trails that incorporate the historical and cultural values of the area;
- Trails that create strategic links between the city centre, Albany Harbours Path, Middleton Beach and significant sites within the AHP; and
- Retention of areas for quiet reflection.

8. Official Community Comment Period on Draft Concept Plan

After the community engagement and input outlined in sections 1-8 of this report the draft Concept Plan was released to the wider community on 29th September 2016 for a period of 3 weeks with the comment period closing on Sunday 23rd October 2016.

8.1 Advertising and promotion

The opportunity to provide comment on the draft concept plan was advertised and promoted widely including

- Advertisements in the Albany Advertiser (29/9/16, 6/10/16, 13/10/16, 20/10/16)
- Direct emailing of the information to all community members who had previously attended one or more of the community forums/workshops
- Displays at the North Road Offices, Albany Public Library and Albany Leisure and Aquatic Centre.
- Displays at community events such as the Over 50's Have a Go Day
- Briefings of community groups including the Middleton Beach Group, Fredericks Town Progress Association, South Coast NRM and the Albany Bike Users Group
- One on One meetings with a number of interested community members
- Placement of information in information shelters on Mt Clarence and Mt Adelaide.
- Placement of signage at key walk trail entries to the AHP
- Posts on the City of Albany Social Media and website
- Post on the social media platforms of groups such as the Albany Bushwalking Club, Albany Trail Runners and Albany Mountain Bike Club from which the posts were shared by members and
- A radio interview on ABC Great Southern by the COA Project Officer

8.2 Submissions

Community members were offered the opportunity to make submissions via an online survey or by providing a written submission.

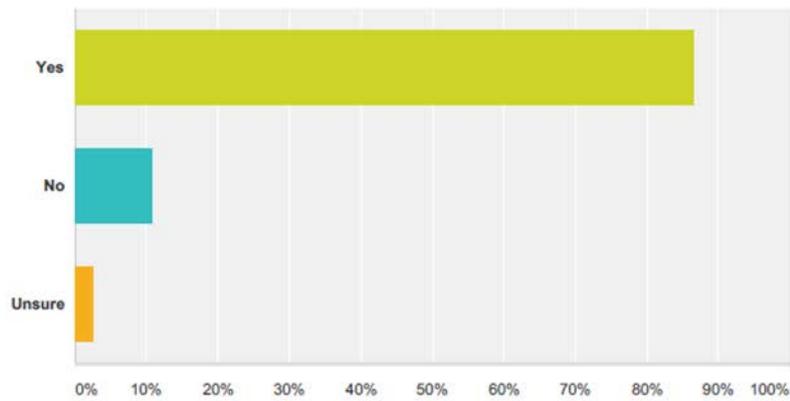
8.2.1 Online Submissions

Online submissions proved the most popular form of community comment on the draft concept plan.

A total of 248 online submissions were received. Of which 215 (86.69%) were supportive of the overall plan, while 27 (10.89%) were not supportive of the plan and 6 (2.42%) were unsure.

Q1 Overall are you supportive of the concept plan

Answered: 248 Skipped: 2



Answer Choices	Responses
Yes	86.69% 215
No	10.89% 27
Unsure	2.42% 6
Total	248

The part of the plan with the highest level of support was Trail # 17 the WW 2 interpretive trail with 91.25% support.

The part of the plan with the least level of support was Trail # 15 with 86.42% support.

A range of written comments were provided during the online survey (see appendix 1 for full detail) with the majority being supportive of the concept plan.

There was a number of submissions that continued to raise the concern regarding dual use trails and the possibility of conflict and/or collision between cyclists and pedestrians. The same respondents often also raised the concern that providing mountain bike trails in the area would change the character of the park from one of quiet reflection and nature study to one of extreme sports.

Concerns regarding the possible environmental impacts or statements relating to the need to ensure high standards of environmental protection during trail construction and ongoing maintenance were also raised in a number of submissions.

8.2.2 Written submissions

A total of twenty four (24) written submissions were also received (see appendix 2 for full submissions). Of these fourteen were unsupportive (58.33%), while eight (33.33%) were supportive and two were classified as inconclusive.

A number of the written submissions received were extremely similar (word for word in several locations) and appear to have been heavily influenced by lobbying from a single community member.

In most cases the need to develop or upgrade trails in the AHP as acknowledged but there were concerns raised about:

- That the construction of mountain bike trails on the Mounts may change the character of the park from one of quiet reflection and nature study to extreme sport.
- The possibility of conflict/collision between walkers and MTB riders.
- The development of recreational trails being inconsistent with the purpose of the Management Orders for the reserves.
- The Concept Plan being endorsed prior to the Natural Reserves Strategic Plan
- Need for good trail network signage to address safety issues and provide more guidance to infrequent visitors
- Possible environmental impacts of trail (especially MTB trail construction), including but not limited to the spread of dieback, impacts on the endangered Western Ring-tail Possum, impacts on rare flora.
- Need for maintenance of current trails as well as development of new trails and if the City would commit to ongoing funding for maintenance.
- The need for more dedicated “walker only trails” and
- Need for a better balance between the amount of walk trail and mountain bike trail.

8.2.3 Response to concerns raised

8.2.3.1 Change to the Character of the Park

The Albany Heritage Park has been and is utilized for a range of recreational activities for a significant period of time including motor sport activities using Apex Drive (motor bike and motor car hill climbs), soap box events, trail running and mountain biking as well as more tranquil activities such as walking and nature study.

The Mounts Management Plan adopted by Council in 2006 stated as an objective in several sections “To ensure trail networks are managed to allow for the continued use by walkers and cyclists”.

Mountain Biking has become and continues to increase as a popular use of the AHP. Failing to adequately provide for this group is likely to result in increased user conflict and result in greater changes to the AHP “character” than a well designed and constructed trail system.

8.2.3.2 Conflict/collision between walkers and MTB riders.

Mountain Biking has become and continues to increase as a popular use of the AHP, while the number of walkers and trail runners also continues to increase.

Although research indicates that the perception of the risk of collision is higher than the actual risk, this has a significant negative impact on the enjoyment and use of trails by all users where the trails have not been built to appropriate standards including sight lines and speed restricting features.

Failing to adequately provide suitable trails built to appropriate standards is likely to result in increased user conflict and the increased likelihood of collision. A well designed and constructed trail network including single use and single direction trails has proven in many other locations worldwide to be an appropriate and successful strategy in reducing user conflict and the likelihood of collision.

A Code of Conduct and Yield Hierarchy have also been developed as part of the concept planning process and will be heavily promoted in signage etc. to promote a “share the trails” culture.

8.2.3.3 Recreational trails being inconsistent with the purpose of the Management Orders for the reserves.

Recreational Trails have been in place in AHP for a significant period of time.

The Mounts Management Plan adopted by Council in 2006 stated as an objective in several sections "To ensure trail networks are managed to allow for the continued use by walkers and cyclists".

The reserves are under Management Orders to the City of Albany with a range of purposes including Public Park, Parks & Recreation and Recreation & Parkland.

Although the Department of Lands was unable to provide a definitive list of activities allowed under the purpose for each Reserve verbal advice provided to COA staff indicated that recreational trails are consistent with the purpose of all the reserves.

8.2.3.4 Concept Plan being endorsed prior to the Natural Reserves Strategic Plan

Internal staff that are working on both the AHP Trails Concept Plan and the Natural Reserves Strategy concurrently and are ensuring the plans align and the two documents. The aim is to ultimately have the two plans compatible and complimentary to each.

The Trails Hub Strategy which formed the basis of the brief for the consultant to develop the AHP Concept Plan has also been utilised as a base document towards the development of the Natural Reserves Strategy.

The current draft of the Natural Reserves Strategy supports a well-designed, constructed and maintained network of trails in the Mounts precinct.

8.2.3.5 Need for good trail network signage to address safety issues and provide more guidance to infrequent visitors

The concept plan identifies a number of trail heads (major and minor) at which it is proposed to have signage including maps of the trails.

Signage is identified in the concept plan as a key component of all the trails and signage plans will be developed in the during the detailed design stage of each trail as per the trail signage designs developed in 2015.

Walk trails in the AHP are already included in the soon to be published 10 great Walks Map and once sufficient Mountain Bike trails have been constructed in Albany it is proposed to develop a 10 Great Mountain Bike Trails Map.

8.2.3.6 Possible environmental impacts of trail

8.2.3.6.1 Dieback

As part of the initial planning process for the Trails Concept Plan the City engaged a qualified Dieback Interpreter to undertake an assessment of the AHP.

The report by the consultant indicated that the AHP due to its long history of uncontrolled access during all weather conditions is highly infested with Dieback. The report also indicated that although there may be small areas of unfested native vegetation due to the high level of use and uncontrolled access along with the natural spread of the disease (primarily downhill) that no areas are deemed to be protectable from future disease spread or introduction

This was further confirmed with advice from the Dept. of Parks and Wildlife who noted that a recreation plan such as this presents the opportunity to encourage activity within identified recreation zones and reduce activities in other areas.

8.2.3.6.2 Western Ringtail Possum

Based on recommendations from DPaW the City has engaged a qualified consultant who has been running the previous WTP monitoring in the AHP to undertake a WRP monitoring program for the approved demonstration trail for the purpose of documenting any impact of newly established trails with data to be used in the detailed planning of future trails.

8.2.3.6.3 Rare Flora

There has been extensive surveying of flora by both professional Botanists and many experienced and enthusiastic community members over many years.

Both the COA and DPaW data sets of previously recorded rare flora were used to guide the proposed trail alignments to ensure they did not impact on known populations of rare flora.

Additionally during the detailed planning stages of each trail as a condition of securing the appropriate environmental approvals from DER detailed and target flora surveys will need to be undertaken for each alignment. This will ensure that prior to construction commencing any rare flora is identified and the alignments modified to avoid the flora where possible or for other appropriate management strategies to be implemented.

8.2.3.7 Trail Maintenance

Current trails are suffering a range of maintenance issues due to their poor design and/or placement along with use for purposes that they were not designed for.

Appropriately designed and constructed trails would be less costly to maintain and the COA would look to implement a range of other strategies such as formal agreements with user groups to secure resources (funds, volunteer or other in-kind) to ensure ongoing maintenance.

A range of options relating to the ongoing management are recommended in the documents supporting the Concept Plan.

8.2.3.8 More dedicated “walker only trails” and a better balance of trail types

During development of the Trails Hub Strategy an audit found that the COA currently manages 147km of walk trail and 700m of Mountain Bike trail

The current AHP Trail Concept Plan recommends 5.8km (approximately 1.5hrs of walking) of walk only trails, 20.4km of share use trail and 12.6km (1hr of riding) ride only trails.

The amount of trails proposed are consistent with the recommendations adopted by Council in the Trails Hub Strategy in 2015.

9 Recommendations

The current draft concept plan is closely aligned with the guiding principles for trail development in the Albany Heritage Park endorsed by Council in the Trails Hub Strategy 2015-2025 especially including the mix of trail (dual use, walk only and MTB only).

The Draft Concept Plan has received a high level of community support and the majority of issues raised are in the concept plan or will be addressed in the detailed design stage of the planning and approval processes prior to final trail construction. (see section 8.2.3)

Based on the positive outcomes of the community engagement and community comment processes the following recommendation is made:

That Council:

1. ADOPT the Albany Heritage Park Trails Concept Plan subject to
 - Acknowledging the community submissions and working closely with the respondents during the detailed design phase.
 - Consideration of the recommendations of the Albany Natural Reserves Strategy during the detailed design phase for each trail.
 - Consideration of the recommendations of the AHP Aboriginal Heritage Survey during the detailed design phase for each trail.
2. Instructs the CEO to commence planning for stage one of the project including
 - taking into account the feedback provided by the community in the concept planning process
 - investigating funding opportunities to assist in the plans implementation.

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SYNERGY REFERENCE NO: ED.PJT.4

Combined Community Comment AHP Trails Concept Plan

Julie & Colin Berry (via email 6/10/16) – inconclusive

Hi Carl

Thanks for keeping us informed about the progress of the Plan

I note the reference to different classes of walks (1, 2 &3), but there does not appear to be any definition of these walks .. maybe they should be included?

I am somewhat concerned about the Coastal Path .. it appears to be (more or less) a duplication of the Boardwalk .. however, as advised at the last presentation we understand the rationale to have a minimum number of kms for the bikes

Best Regards

Julie & Colin Berry

Albany Bike User Group (received via Email 13/10/16) - *Supportive*

Hello ABUG members and friends,

See below for info about the Trails Concept Plan.

This is an exciting project which will make Mt Clarence and Mt Adelaide iconic destinations for walkers and cyclists.

Please get behind the plan by providing input during the public comment period.

As noted at our last meeting , when Carl Beck explained the concept to us, ABUG members **endorsed the plan** and were pleased with such a comprehensive approach.

I have attached some information but you may need to go to the Library or the City's website to get a better sense of what is being proposed.

Please contact Carl Beck TravelSmart Officer at the City with comments, feedback or enquiries.

Chris Gunby (received via email 10/10/16) - *Neutral (points for and against)*

My general comments

1. The case for increased mountain biking trails on the mounts is well made and supported in the strategic documentation provided.
2. The need for simple to explain, circular trails catering for cyclists and walkers of various abilities is also well made and supported in the strategic documentation provided. Note, this is not demonstrated in the proposed trails map.
3. The proposed dedicated walking trails are totally inadequate and do not achieve the above objective. There is only one dedicated circular walk and this is connecting the forts with the

coastal armaments. This route is not likely to be used other than first time visitors to the forts. Other dedicated walk trails such as the granite walkway all join dual use paths or mountain bike trails and so the walker is competing with cyclists for use of the trail.

The dual use paths have limited value for the walker. The Mt Adelaide DUP is really an ascending route for cyclists, and has little value for walkers, who are unlikely to use the long and torturous route when much simpler routes exist to get to the top of Mt Adelaide (such as using the road network and paths from Hare St). Likewise the DUP from the town centre is really an ascending route for cyclists.

Presently walking is the main activity on the Mounds, but is greatly overlooked in the proposed trails. There needs to be an objective of providing both cycling and walking circular trails, that meet both sector's needs. This means more separation and dedicated use for each activity. This is particularly important given so many existing walkers are with dogs, given its proximity to urban areas.

There is a need for dedicated circular walk trails that go from the tourist nodes and main entrance points of Middleton beach and the town centre, and join together. There appears plenty of opportunity to provide such dedicated trails solely for walkers, with plenty of existing trails (such as along the water pipeline) that could help to connect with the Granite walk and trail on the south side of Mt Clarence to form a circular walk trail.

The present trail arrangement is heavily focused on meeting the needs of mountain cyclists, and needs to similarly better cater for the local and tourist walker.

4. There is no recognition of biodiversity values on the Mounds, the need to protect these or mapping to show key areas that need protection. As such it is not possible to say if the proposed new trails are appropriately located.

A key issue is making sure dieback is not encouraged and spread though the construction of or along new trails. Plant species show parts of the Mounds are already affected by dieback but other areas show species richness with no dieback signs. This has not been mapped and incorporated, as far as I can see, in any trail design.

New trails (whether for walkers, cyclists or illegally cleared) provide pathways for weeds, dieback and predators, and so we need to ensure high biodiversity values of the Mounds are protected through discouraging any access or clearing in key areas. I ask that these key areas be determined by appropriate professionals and this information be used to guide proposed trails. We need an integrated approach to the management of the Mounds, not a silo mentality of looking at predominately one issue or user.

Specific comments

1. I strongly support the concept of a 'ladder' for walkers to get to the top of Mt Adelaide. I expect this would be heavily used for locals and tourists, for fitness as well as access.
2. The circular walk has heritage values such as old drains, and granite outcrops along the route, and if a 2.5m wide path was created these features could be lost. Can such features be retained and used to reduce speeds in localised areas?

3. The proposed DUP along the coast creates ready and abundance access to a dangerous coastline. It is normal to manage such dangers by having defined access points running at right angles to a coastal path well set back. In this way facilities can be more readily provided eg lifebuoys. I would suggest the coastal route not be used, but instead the access points from the existing boardwalk be upgraded to enable better coastal vantage points. Should the coastal trail be implemented, then it needs to have links with the existing boardwalk to enable circular trips to be made.
 4. The trail maps key is confusing – there are far too many categories and they are shown in inconsistent ways. In most cases dotted lines are existing trails, but in some cases dots represent proposed trails (coastal path) and for the easy DUPs both dots and lines represent proposed trails. There is a need to make this simpler, particularly as there is a need at some stage to easily show these trails in leaflets or on site with simple interpretation. Naming of the routes or colouring of key routes could be used.
 5. The amount of vegetation clearing could be reduced if existing trails are used, rather than new trails created. For example, why is the existing water pipeline trail not shown as a proposed trail?
-

Trish Flowers (received via email 7/10/16) - *Supportive*

Thank you to the City and to you for taking on the task of improving one of our best loved assets.

Ralph and use the mountain at least 3-4 times per week and really love having this on our door step, however we would not like to see it over done.

As a user of this track and many more around Australia and elsewhere, I would like to make a few comments. In particular, I enjoyed walking on the Great Ocean Road tracks in Victoria which I did this year. These tracks were narrow, limestone based, continuous with no stairs, documented, easy to follow and the vegetation was let to grow naturally without being hacked back.

Some recommendations:

1. Use numbers, colours or symbols to show the way. Print is hard to see.
2. Avoid dual use. Bike tracks can be marked with a bike symbol. Bikes and casual walkers do not mix. I have not experienced near misses with bikes on the mountain but friends have.
3. Avoid the use of stairs. Narrow limestone based tracks are best for walkers and those with strollers.
4. Keep tracks narrow. Impact on the environment should be kept to a minimum.
5. At all times Council should lead the way with respect of the environment. Unnecessary hacking back of vegetation should be avoided.
6. Track symbols should be visible both ways.
7. Create both an on-line and hard copy brochure with the walks, their grade, distance, starting and finishing points.

Best Wishes

Trish Flowers
7 October 2016

Middleton Beach Group – Barb Madden (via Email to another party 8/10/16) –
Supportive

Hi XX

My apologies for not getting back to you sooner, but I needed to consult with the rest of the MBG executive re using our E group to promote the issue of independent possum research prior to the construction of the trails.

I'm afraid we can't help you in this regard. We have considered the information provided by Carl Beck, to you and to us. We understand from him that several COA officers have also spoken with you. The MBG also had an informative meeting with Carl a few weeks ago and **felt that the proposed trails were an improvement** on the existing and ever expanding ad hoc trails in the area.

On receipt of your email, I initially shared your concern re potential impact on a Threatened Species. However, we are satisfied with Carl's explanation that the proposed trail width will still allow possums to move across the canopy, and that their nocturnal nature reduces potential conflict with cyclists. **We also believe that rationalising existing trails and constructing new ones to best practice design standards should reduce adverse environmental impacts.**

As we don't have another meeting planned in the short term we are not likely to discuss this again before the consultation period ends. Everyone has the opportunity to write submissions though and we've informed the group re that.

We understand your passion and commitment and suggest that your best option is to continue pursuing the question of research with DPaW.

Regards

Barbara

Nikki Poulish (Via Email 10/10/16) - Supportive

Hi Carl

I am writing in response to the proposed recreation trails concept plan for Albany Heritage Park.

The trail plan looks like a fantastic community and tourism resource for Albany – something we will all be proud to include in the suite of all Albany has to offer!

The aspects of the plan that I am very impressed by are

- The plan captures the diversity of trail user ability with different trail classifications
- Progressive trail difficulty levels allow gradual building of confidence and skills
- Trail markings and maps make it easy for trail users to plan and provide them with a realistic expectation of how long it will take (**trail time**) and what conditions they will face (**trail difficulty rating**)
- Simple colour classifications make it easy to assess difficulty and match to other sporting trails elsewhere (such as the ski run trail classification system)
- Single direction flow on difficult trails reduce risk of collision
- Areas of dual use path allow families to go together (e.g. parents may walk while their young children ride)
- Extensive trail network in the area will allow multiple visit opportunities with a new experience each time
- The location of the heritage park so close to town will allow access by those without the ability to transport their bikes (e.g. tourists, larger families etc)

The items I would like to see addressed or confirmed as to how they will be handled are

- Crossover points for blue and black runs (medium and advanced levels) where they meet other paths – how is this to be designed to allow safety for all users and reduce the risk of collision?
- Trail user register – particularly for the advanced run. Can you have a mobile online trail register sign in/sign out system?
- How these trails link to other trails and plans for other bike/walk trail and other areas in Albany – Mark nearest water access point and public toilet facilities on trail maps for user comfort

Kind regards

Nikki Poulish

K & S Lindesay (via email 17/10/16) - Unsupportive

SUBMISSION

ALBANY HERITAGE PARK –CONCEPT PLAN

Having spoken to a number of residents in the area surrounding Mt Adelaide/Clarence I strongly recommend re-examination of the planned development of the area as all are of the opinion that the Park should be for multiple use for a variety of activities which provide minimum environmental impact; thus ensuring its sustainability on a long term basis.

Specific issues raised were:-

- The maintenance of new trails when even existing ones were causing problems e.g. steps on trail behind ASHS very difficult to navigate due to mud & degradation by bike users & erosion damage on some downhill trails.
- Very little consideration being given to the impact on the flora & fauna of the area. It appears that the proponents are oblivious of the number of local residents who just enjoy walking in this area. Others come to photograph the plants – particularly the wildflower including some rare orchids. Vegetation disturbance will drive more of the endangered ring tailed possums into residential areas with consequences.
- The impact any new paths will have on an identifiable delicate ecology. Making new trails over rocks will destroy lichen/moss/liverworts populations which have taken considerable time to establish and which grow in a unique habitat with summer drought tolerance & winter inundation. One question often asked was why better use was not made of the existing tracks & firebreaks?
- Further infestation by Phytophthora of the few healthy stands. Any soil disturbance, either in the making of new tracks or by vehicular activity will aid the spread of the disease. The possibility that activity on this scale will spread both Phytophthora & Armillaria root rot downhill into the residential area with consequential effects on fruit & ornamental

trees was of concern. An environmental impact statement should be made after surveying to determine the extent of infestation.

- The potential of conflict between high speed bikers & walkers, particularly the elderly. An accident may occur. It would be naïve to think signage will fix this and multiple signs are unsightly in such a picturesque location. The Heritage Park is regarded as a haven within the city precinct and a reason why many residents live in the area. Who will police the respective trail users as designated?
- A number of the trails duplicate & crisscross existing tracks thus further bisecting the reserve. Trail #3 duplicates #1 but the walkers on #1 do not benefit from the good views from trail #3. The perception is further reinforced that this concept is somewhat exclusively for mountain bikers.

Personally, I do support the establishment of one decent, challenging mountain bike trail in this area and a continuation of it on to Mt Melville. I do believe it is a drawcard for the town & a good outdoor activity for the youth. I also see merit in having a trail for use by passengers on cruise ships to get to the ANZAC Interpretive Centre for a bit of exercise (although my experience is only a few would relish the uphill exercise!) There should also be a decent tarred (for all weather) short walk around from the Anzac Centre (as there is on Castle Hill, Townsville) to cater for visitors to the Centre who want a bit of reflective exercise afterwards while they take in the views.

But, this area is Albany's Heritage Park – there is nothing heritage about multiple mountain bike trails – the problem with the plan is the change of focus and scant regard being payed to local residents and users other than mountain bikers.

K & S Lindesay
69 Wylie Crescent,
ALBANY. 6330

Ph 98417793/0426511838

E.Rodgers (Mrs) – (Via email 18/10/16) - Unsupportive

I have viewed the map of the proposed trails for the Heritage Park and I have grave reservations about these proposals.

Safety , habitat destruction & environmental are some of my concerns. To date I have had a few encounters with MTB's(on dual use trails) and although I haven't been injured in any way I have had to move quickly out of their way to avoid any sort of collision. I do keep my dog on a leash all the time when out walking on the Mounts but I do see other dog owner walking their dog on the Mounts without any form of lead control at all. Unless this is addressed in some way under the new proposals I envisage more encounters like mine and maybe some unfortunate accidents.

Environmental issues are also of concern: 1. the spread of die-back

2. the invasion of more weeds due to the clearing of the natural bush

3. the disturbance to the wildlife on the Mounts especially the already threatened & small population of Ring-tailed possums & Honey possums .

4. there are threatened and priority plants still managing to survive on the Mounts and their habitats should be preserved & not be encroached upon.

Management and maintenance of the trails are other concerns

Volunteers are already involved with some maintenance of the Heritage Park, such as weeding.

Will funding be available for the upkeep of the many trails proposed?? If so where is this funding to come from and for how long ?? From the many MTB's??

The map is confusing to me as to which trails I will be able to walk on safely with my dog and my camera in hand.

The amount of signage required informing users of the trails and where they can go or not, would need to be very prominent and many of them and in my view would be taking away the very natural beauty of the area. The very thing that many locals and visitors come to see in Albany. I do believe, and I think many locals will be of the same opinion, and that is that some users of these proposed trails will not adhere to any amount of signage put up there to guide them along on to the correct trail they should be using for their particular pastime.

Albany is noted for its stunning views from MT Adelaide and Clarence and this makes it attractive to not only the locals but tourists from the world over. Not many cities these days can boast that they have nature on their doorstep because of habitat destruction, for new buildings/housing and for sports! and recreation facilities. !

I think the proposed trails are too biased towards the MTB community. To criss-cross the Mounts with kilometres of MTB trails, whether they be dual use or single use, will be detrimental to what the Heritage Park means to a lot of people and that is a place where one can wander, take in the beautiful views , photograph nature etc, without looking over ones shoulder in fear of a mountain biker speeding down the hillside hoping to get to the bottom as quickly as possible.

Sincerely

E.Rodgers (Mrs)

Kathy Walker (via email 17/10/16) Unsupportive

As a long time resident and ratepayer of the city of Albany I have concerns about the proposed Recreational trails. Living next door to Mount Clarence and walking daily in the bush for more than 40 years my fear is the hill is being taken over by bikes which are having a impact of the natural environment. The bike users don't appear to stay on designated tracks, which will mean in a few years time we have no beautiful bush or wildflowers and one won't be able to walk on the hill as the track will be so eroded away as is in some places now.

> I question whether in 5 or ten years time after the fad of mountain bike riding goes what will be left of the environment and on this time what are the benefits for our beautiful town.

> For many years we have had volunteers caring for the reserves protecting species, has anyone thought and listened to his group of people who care about the future generation.

> I am quiet happy to share our beauty with the whole community but it appears the extreme mountain bikers who aren't there to take the environment or breathtaking scenery will own the hills.

> I only hope the receiver of this email isn't biased towards the bikers.

> Kathy Walker

Stephen Murray (via email 18/10/16) – Supportive (with comments)

Thank you for the opportunity to respond to the latest plan for the Albany Heritage Park Trails (AHPT).

I live on a street adjacent to the park. I walk through the park almost daily on route to work and have had numerous walks over many years, predominantly in the western area, but oftentimes through to the eastern segments. I attended two of three public forums on the AHPT development.

The development of the AHPT is very worthwhile. Assembling a top class facility such as this should benefit the economy of Albany city and surrounds. It should also add much to the recreational opportunities for people, young or old, able or requiring additional assistance, and visiting or

resident. In a time when our physical and mental health seems to be problematic for many this proposal should bring many benefits.

Two main interest groups seem to be most involved: pedestrians and cyclists. It seems that the emphasis of the AHPT is on providing trails for mountain bikes. There appears to be trails for all types of bike abilities in many parts of the park. Furthermore the trails are designed to link together for moving up and down the hillsides, and the western and eastern sets of trails are connected by a dedicated bike path. In all it is a coherent bike riding facility.

The dual use paths seem well planned and, if they enable access for wheelchairs and other mobility aids including gophers and prams, seem adequate. The dedicated pedestrian trails do not appear so numerous and do not seem as coherent, especially in the western sector. The walk immediately south of the carpark next to the toilets down from the Desert Mounted Corps memorial, is crossed 4 times by a mountain bike trail. There are gaps on the walk trails north of the carpark. The path direct to the summit from the north becomes multiple use for the last segment.

With the above in mind I would like to put the following for consideration.

The dedicated paths in the western sector be made more coherent by joining the three walk trails in the vicinity of the carpark.

The dedicated walk trails have segments added to provide a loop that incorporates dual use but not mountain bike trails. I understand that the mountain bike trails may be the uphill segment but I would rather as a walker share with wheelchairs and prams than mountain bikes. I think mountain bikes, even though going uphill, would be racing to the top.

That the area just north of the Desert Mountain Corps memorial be uncluttered of trails. I have walked this area very frequently and find it difficult to imagine relaxing with various bike trials having their start point here.

That the dedicated walk trail south of the carpark and toilets have less or no mountain bike cross overs – is it accurate to call it dedicated walk track when bikes cross on many occasions?

I am wondering how much impact the mountain bike trails will have on the western sector as there seem to be many trails in a small area.

In recent times I have noted the effect of mountain bikes on what are presently predominantly walk paths. It seems the riders, not surprisingly, enjoy a touch of speed. This activity has significantly widened current tracks and turned muddy segments into quagmires. I am interested to see the material and grading that stops this happening.

Perhaps my greatest concern is safety. Having seen how fast riders travel and also seen impaired elderly people ascending the paths with a stick for an aid I worry that that the two will meet with potentially dire consequences. It will be essential for all users to be courteous and knowledgeable of the protocols. Is it the case that pedestrians will always have right of way on dual use paths? It is also essential that signage be of the highest quality.

It was mentioned at a public forum that if good trails are not provided then riders will make their own; therefore it is wise to provide top quality trails. I wonder of pedestrians would be the same, if

adequate trials are not provided, they will make their own? I hope not but people are people and I think that the better the trails provided the better the long term outcome.

I close again thanking the proponents of the AHPT for the well thought out development and the opportunity to participate. I hope I have understood the plan well (I printed an A3 colour copy) and not misunderstood any aspects. I tender my suggestions as a person who very much enjoys walking as a relaxing, informative and healthy pastime.

Stephen Murray
15 Watkins Rd
Albany
0477 918 696

John and Erica Wilkinson (via email 15/10/16) – Supportive with comments

Dear Carl

As a way of introduction, we are local residents who live close to the top of Hay Street on the side of Mt Clarence and utilise the walking trails on Mt Clarence and Mt Adelaide almost daily and, as you are aware, have been involved in the Council meetings regarding this project.

As a result of not being able to easily find the "electronic survey" on the new City website, we herewith submit our comments on the above concept plan.

1. Dual Use Ridge Link Corridor / Mt Adelaide Stairs Corridor. We feel this trail is a good concept for linking the town with Middleton Beach. It is our understanding that this corridor would be in stage 1 of the building project. Should this be so, we feel it is imperative that the staircase be given equal status in the building plan as it is an alternative route for strong walkers. The dual use corridor at this end seems to be very lengthy and there could be a temptation for people to use the shorter bike trails if they have the ability to get down or up to/from the beach in a shorter time (especially if the end is in sight on the downward journey). The staircase would also be an excellent training/exercise spot for avid walkers. Personally, we would definitely use a staircase rather than rambling up or down a dual use path.
2. Dual Use Perimeter Corridor. Although the more capable bikers may not use this path as extensively, it would be useful to have signage at regular intervals to remind bikers to be aware of walkers, ring their bells before overtaking and to keep their speed down. As a Grade 1 walk, this puts "safety" first. In fact, this should be the case on all dual use paths.
3. City Trail Head/Hill Street /Innes Street ENTRY/EXIT points. These appears to be the main entry/exits points at the town side for bikers in particular. As the whole project is to amplify Albany's natural beauty and promote tourism, has anyone given any thought to where vehicles carrying pedestrians/bikes are going to park when this trail hub becomes extremely popular in

future? Surely this should be incorporated into the "hub" strategy. Residents along these streets may find their roads getting congested!

4. Dual Use Ocean Trail Corridor. The section at the eastern end from Middleton Beach to the Shelter/Searchlight seems quite unnecessary. Why disturb this pristine area when there is a perfectly usable Boardwalk already as a link. All users, walkers, mountain bikers and road bikers (tourists and locals alike) already use the Boardwalk as a scenic route. There needs to be more discussion about this section.

5. Path maintenance. This continues to be of concern. The mountain bike fraternity has advised that the local Mountain Bike club/s would be engaged in this activity. As it is, the paths on both mountains haven't seen obvious regular maintenance over the years except to maintain emergency access/egress. Will there be regular maintenance incorporated into the hub strategy plan?

Yours sincerely,

John and Erica Wilkinson

11 Hay Street, Mt Clarence.

Tel: 98429242

Margaret Dickson (Via previous survey form 18/10/16) – **Unsupportive/Inconclusive (issues raised are what plan is trying to address)**

I among many Albany groups strongly disagree with council plan to allow mountain bike riding without adequate controls and signage.

This has been an area of concern for all volunteers at the Princess Royal Fortress as rocks are raised and paths become unsafe for visitors.

There must be some reason for Mt Melville not to be used for any recreational activities.

I have been a keen cyclist but always make way for pedestrians and ring my bell but this no longer happens on walking paths being misused by cyclists.

To City of Albany 20.10.16
 re Mountain Bike Trails
 on Mts Clarence & Adelaide

I think CoA is making a big mistake in creating MBTs on the City Mounts.

I would go so far as to allow one trail with maximum safeguards and minimum damage but the number & extent of proposed trails is over the top.

Reasons for my view

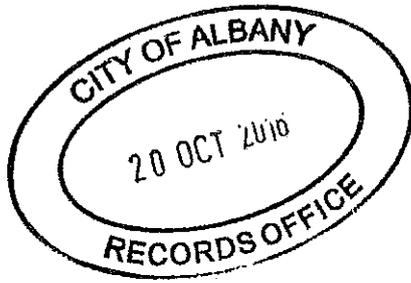
- ① damage to bush / granite / flora / fauna / habitat etc.
- ② cost I doubt the cost would be re-comped by the city.
- ③ the peaceful, safe retreat for residents, out-of-towners & tourists would be shattered
- ④ there is potential danger in collision of cyclist, walker, dog etc.

We are fortunate in Albany to have these mounts in the centre of the city. This is Albany's King's Park.

Would Perth people allow groups of cyclists to hurtle along bush tracks only to tear down Mt Eliza threatening life & limb to any unwitting Glenda who may have taken a wrong turn?

MARGARET NASH
 31 WARE ROAD.

Member of Albany Branch
 Wildflower Society



Jack Markovs
16 Bluff St Mira Mar WA 6330
j.markovs@gmail.com



City of Albany Records
c No: ICR16240154
t: CR.COC.43
le: 20 OCT 2016
icer TSO;MCE

Re: Albany Heritage Park Recreational Trails Concept Plan

Dear Council Member,

I hope this letter finds you well.

I am writing to you today to express my support for the Albany Heritage Park Recreational Trails Concept Plan. I believe the plan has been well thought out and provides a wide variety of trails and paths for cyclists and walkers to traverse. As an avid mountain bike rider, I am especially excited about the proposed Single Use Mountain Bike trails, specified in the planning document as Trail IDs 2, 3, 4, 6, 7, 10, and 11.

I regularly use the existing trails around the proposed area and feel that additional investment by the council would be money well spent, as the fantastic views and pristine bushland make an ideal location for drawing in tourists wanting an adventure so close to town (and extra dollars for the local economy!).

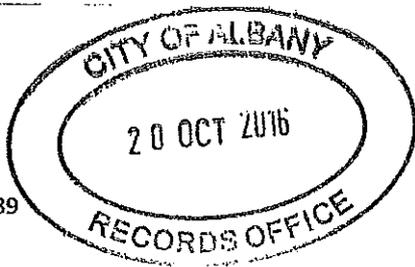
I believe the Concept plan can provide multiple benefits to the local community, including increased tourism opportunities via focused promotion of the new trails within the Park, an increase in positive health outcomes for residents by providing additional infrastructure for public exercise and possibly a great opportunity for young people to help give back to their local community, by way of volunteering in the construction of new trails.

I encourage your support for this exciting new concept for our City and I thank you for your time.

Kind Regards,

Jack Markovs

Comment from :
Karin Baker,
94 Hare Street,
Albany, W.A. 6339



c No: City of Albany Records
ICR16240235
f: CR.COC.43
le: 20 OCT 2016
icer: TSO;MCE

Albany Heritage Park - Trails Concept Plans

- A more appropriate site (without precious bushland) needs to be found to meet the needs of MTB users.
- Users - In the document promoting the concept, 'meet the users' completely ignores the MAJORITY of users – those who enter the park from every track, mostly by foot. These users cherish the natural environment, and wish to preserve it. Input from walkers at the first 'consultation' meeting have been ignored and overridden by the planners of this concept plan. It would appear that the Concept Plan guidelines had nothing to do with public comment.
- Single Use Trails – 13265m MTB 5489m Walk. The figures indicate an attempt to completely change the nature of use in the Reserve. It is inevitable that conflict will arise by such a sharp increase in the number of MTB tracks. Too many for such a small reserve.
- Appropriateness – Sporting and leisure facilities should only be provided where the activity is appropriate for the site. Albany's inner city bush reserves are cherished by walkers for the natural beauty and tranquil environment they provide. Facilities for recreational cycling activities should provide a safe quality experience for all park visitors and foster public appreciation, understanding and enjoyment of nature and cultural heritage. The proliferation of signs that will arise from all these new tracks will detract from the enjoyment of this Reserve.
- Cost of maintenance – the proposal that the new tracks would be constructed to such a high standard that maintenance would be minimal, does not stand up in the long term. Storm damage, erosion and vandalism are all issues that have to be dealt with. The city's duty of care means that High speed downhill tracks would need to be closely monitored for maintenance issues. The city has not addressed the issue of how such costs would be met.
- Phytophthora cinnamomi - There are Dieback susceptible plants still surviving in many areas where the proposed tracks will go. This indicates that dieback does not spread evenly throughout the landscape. Any new tracks should not be aligned in such a way that new infestations of dieback could be introduced. For example; the new 'demonstration track' could easily introduce dieback into an area that has susceptible plants. Realignment of this track is urgent and necessary. In the past dieback has been introduced due to ignorance. That is no longer acceptable. PLEASE don't introduce new infestations, they cannot be undone – generations to come will not thank you. All tracks must be ecologically sustainable. There are degraded areas of the Reserve on the southern side below Marine Drive, which would provide a more appropriate area for new cycling tracks.
- Mt Adelaide Heritage Trail – The History of this trail seems to have been forgotten. The old trailhead sign was removed (not restored) when the Forts Rd carpark was upgraded. Why is the trail history no longer regarded as important or relevant? The trail was funded as a walking track (not a firebreak) and should be restored to its prior glory, and reserved for walking only.

Karin Baker

Barbara Watson (Via Email 23/10/16) Unsupportive

The City of Albany is seeking input from the local community on draft concept plans for walking and biking trails in the Albany Heritage Park. This has been brought on by the excessive ad hoc development of unauthorised mountain bike trails and the inability of the City to prevent this or to manage the trails and deal with the resulting conflict between bikers and local walkers.

Some concerns with the current version of the concept plan, and the process apparently followed to reach its recommendations, are as follows:

- The plan appears to have been drawn up based primarily on the wishes and perspectives of the mountain biking community. It recommends the establishment of around 25 kilometres of mountain biking trails to meet 'world-class mountain bike trail standards'.

At the last public meeting concerned with the plan, the consultant employed by Council to design the trail network stated that he had been given the brief of establishing 'world-class' mountain-bike trails and that meeting this standard required the establishment of a MINIMUM of 25 kilometres of bike trails.

In other words, the decision to establish 25 km of bike trails was apparently taken by the City even before investigation into the feasibility and appropriateness of such an extensive network of bike trails in this small yet valuable public area was established. It was made before the public was invited to give input. And it has been the basis for the rejection of calls to reduce that extent of bike trails.

No-one seems to have been able to locate the source of this standard for 'world-class' mountain bike trails which the consultant has stated he is required by Council to meet.

The fact that a mountain bike trails expert was employed by the City as consultant for the project rather than someone with broader expertise, including expertise in the design of walk trails, also demonstrates the City's preference for promotion of mountain biking ahead of any other activity in the area in question. Environmental requirements and concerns, trail maintenance and associated funding constraints, and also the stated preferences of residents other than the mountain biking fraternity should therefore be considered BEFORE the distance of 25 km is set irretrievably in the plan.

- Environmental considerations should be the first priority in planning for Mt. Clarence and Mt. Adelaide. The area should be preserved and protected for its flora and fauna and for its natural habitat, before its exploitation and use as an area primarily for high impact recreation is extended.

The western ringtail possum has a major population within the park, and the area is important as a corridor for native fauna. As indicated by the City's signs on Mt. Clarence, the area also forms part of a regional Macro-Corridor which extends from Albany to Esperance.

Prevention of further spread of existing dieback also needs careful consideration, as this disease spreads following soil and drainage disturbance. There are many beautiful sections of the park which have not yet been affected, but which will most

probably be exposed to a more rapid spread of dieback both by the construction of the trails and by the increased bike traffic all the additional trails will attract.

- The City has been unable to adequately maintain existing walk trails. How will it be able to fund maintenance of these and additional trails, particularly when the bulk of the proposed future trails will have the far greater impact of increased mountain bike usage? The consultant stated that bikers would volunteer to maintain the trails. This has not happened to date - we have just seen more illegal trails created, and ever increasing erosion - how can this change in attitude and behaviour be assumed?
- How will the City be able to control appropriate usage of the trails? It has to date been unable to prevent bike users from clearing native vegetation to create new trails, nor has it been able to prevent dangerous behaviour of some bikers, resulting in a number of 'near misses', and considerable anxiety on the part of walkers using the tracks.
Will the installation of suitable signage be enough to enforce appropriate usage of the joint walk/bike tracks?
- 25 km of bike trails, in an area of just 2 x 3 kilometres, already appears excessive. However this will not be the extent of the trails open to and used by walkers and bikers. They will also continue to use the additional kilometres of firebreaks and other easements (for example along the pipeline, and under the electricity lines). Coupled with the proposed 25 k then, the actual extent of tracks on this small peninsula is considerably greater than the map indicates.
- Insufficient consideration to the wishes of walkers has been given in the plan. It is based on the premise that walkers and bikers can happily co-exist. This is simply not the case. It is difficult to enjoy walking in the bush when the threat of speeding bikers, or even the inconvenience of having to walk single file on one side of the track to accommodate passing bikers, is present. Bikers for their part are probably also frustrated by having to slow down or to ring their bells (those that have one) to clear the track for their passage.
With the establishment of these new trails, both walking and riding traffic will increase, with the result that very few of the users will be satisfied and conflict will increase rather than disappear.
Dual walk/bike trails are particularly unsuitable for family groups with young children, and for those with dogs. Children and dogs, including dogs on long retractable leads, wander across tracks. It would be unfair to these users to limit their carefree enjoyment by forcing them to one side of the track to accommodate bikers and prevent accidents.
- Walking is generally a passive and contemplative activity where walkers often observe, appreciate, explore and take an interest in the environment they are passing through. It is undertaken by all age groups, by locals and visitors alike. Far fewer people, and from a much narrower age group (and currently still predominantly males) engage in mountain biking. Much of this activity is at relatively high speeds, and involves the challenges of negotiating the terrain and natural or man-made obstacles

along the way. It is not passive or contemplative, or particularly sensitive to the environment.

Why then has the greatest consideration been given to bikers in the plan rather than to walkers?

Most of the proposed trails are either bike only trails, or dual bike/walking trails.

Two extremely short 'walk only' trails have been included at the Mt. Clarence end of the peninsula, each already existing and each taking only about 5 minutes to complete,

and a slightly longer section, a particularly fine section, on the northern side of Mt. Clarence.

The 'walk only' track on the southern side of Mt Adelaide below the Forts, a large part of which is along an existing asphalt roadway, appears to have been designed more as a link between points of historical interest than as a bush walk through beautiful vegetation with views. These walks are also at some distance from the local residents and likely to be of interest mainly to tourists visiting the Forts.

The remaining proposed 'walk' trails are actually combined walk/bike trails.

On the proposed plan, some of the finest views are to be had from the proposed 'bikers only' track along the top of the Mt Clarence/Mt Adelaide ridge, on the northern flank overlooking Middleton Beach. Walkers have been relegated to the southern flank, on a dual bike/walk track, more exposed to winter winds, on the other side of the cooling easterlies in hot weather, and with no views other than those of the wheat silos and the huge water storage tank.

Greater consideration should be given to the establishment of 'walkers only' tracks, totally free from bikes, where walkers can enjoy the better tracts of bush at their leisure, as well as the fine views offered by the more protected northern flank of the mountains *ie.* unimpeded walk trails for passive /contemplative walking, for both local residents and visitors.

- It should be remembered that many hundreds of people live adjacent to or within a short distance of the Albany Heritage Park area, and this is their nearest local public open space for walking and exercise. This access and their safety should be assured. This includes children who explore and play within the Park, bikers, joggers and dog walkers, including many elderly residents.

In summary:

- The nominal 25km of new 'desired' bike trails, coupled with the existing firebreaks, pipeline and electricity pole easements, all of which will continue to be used by bikers and walkers, is excessive and should be significantly reduced to a target length and area that is environmentally acceptable and able to be adequately managed by the City. It should not be constructed at all until existing walk trails are brought up to standard and are able to be maintained.
- Sections of all the main formally recognised walking trails already need major maintenance work and this should be undertaken before any additional trails are created.

- Additional, broader skills and experience regarding walking trails should be brought into the project.
- The provision of more extensive, well-designed and easily accessible walk trails is also likely to satisfy a greater portion of the visiting public such as tourists.
- Walking is a fundamental human activity for all ages. Mountain biking is a more restricted and often more challenging activity which appears to be enjoyed by a much smaller segment of the population.
- Albany unfortunately does not have any mountains, just two very small hills; the flora and fauna on these hills should be protected as a matter of priority, and to the extent that recreation is permitted and supported, this should be done so equitably, and not just favour the recreational interests of a few.

Barbara Watson

John Watson (Via email 23/10/16) Unsupportive

ALBANY HERITAGE PARK TRAILS CONCEPT PLANNING

Submission on Draft Overall Concept Plan (9 September 2016)

John Watson, Albany

This submission is presented in four parts:

Part A A general overview of issues regarding the draft overall concept plan for Albany Heritage Park (the Park) trails project,

Part B General comments on the overall trail concepts and on some individual trail,

Part C More specific comments on the draft trail proposals concepts and on the submission proposal for a new 'iconic' walk-only trail, and

Part D Appended photographs

The comments in all three major parts are derived not only from extensive professional experience in walk trail planning, use and management issues for over 40 years, but also from daily use and subsequent knowledge of the northern aspects of the Park as a member of a nearby resident family for 28 years. Following release of the draft planning concepts in August I have undertaken extensive visitation to almost all the areas and alignments being suggested in the draft concept papers. This has not been easy as many of these areas, especially the heavily vegetated sections of the western and eastern bike trail clusters, are very difficult to penetrate in places and with little, if any, evidence of other visitation. Most of the proposed new bike trail alignments therefore seem to be quite conceptual at this stage. I also found a significant lack of knowledge about the project and draft trail proposals from

about 60% of the local users that I met. During these field inspections many photographs were taken and several noteworthy records of significant flora and fauna were made with details duly passed on to the Department of Parks and Wildlife (DPaW). Please also note that although I consider more single-use walking trails to be important, the establishment of some bike trails is supported, but in moderation and subject to environmental and social constraints. I look forward to trying the easier bike trails once constructed!

Part A General Overview of Issues including specific recommendations for consideration

While the City is to be commended for seeking to engage local users and residents in preparing draft concept plans for trails in the Albany Heritage Park (the Park), several fundamental short term and long term issues have been either overlooked or need to be better addressed.

These include:

- **Limited recognition and acknowledgement of the need to protect the Park's significant native vegetation and fauna habitat, including the presence of several threatened species plus the management commitments needed to protect these species from further spread of weeds and diseases such as dieback.**

The Park is not 'owned' by the City of Albany but is Crown land held in trust for appropriate public use and is also subject to State-wide legislation, notably the *Wildlife Conservation Act (1950)*, which contains provisions for the protection of native 'wildlife' (fauna and flora). Commonwealth legislation also applies to several Commonwealth listed threatened species such as the western ringtail possum which has a major population within the Park.

According to public information displays, the Park is a local corridor linkage for native fauna and is an important urban component of the regional South Coast Macro-Corridor Network from west of Albany to Esperance and beyond.

There are numerous occurrences of currently healthy but 'highly dieback susceptible' plant species such as *Dryandra (Banksia) Formosa* and *Xanthorrhoea preissii*, especially across the North-east facing slopes and several other areas along the steeper south facing slopes. Areas such as these should be left in as undisturbed a condition as possible with no new internal disturbance of vegetation other than for weed removal or scientific research and survey work. A good example is the magnificent block adjoining King Street (East) woodland/forest area which was also identified by Gilfillan and Leighton (2012) as the largest key habitat location for 'known' brush tail possums. This area, along with several other blocks in the Park, is now under long term survey programmes for western ringtail possum occurrence.

Just because some areas within the Park are already infected by dieback disease is no reason to avoid doing everything possible to minimise or slow down further dieback spread...or to assume that all areas and habitats will eventually be impacted. Such spread could take many decades or longer to occur and in some areas, due to

the fissured granite and complex sub-surface hydrology as well as cross slope drainage resulting from historical formed access tracks, it may not occur at all **provided:**

- new vegetation clearance and soil disturbance are minimised,
- all trail work is undertaken within strict dieback hygiene protocols,
- no soil disturbance occurs under wet or moist soil conditions, and
- no trails are opened or allowed to be used until their surfaces are freely drained and are without risk of mud or soil adhering to tyres or footwear

Recommended actions

*High value conservation and fauna habitat areas should be identified and retention of existing trails and possible locations for any new trails should be worked **around and not through** these areas. Any new trail not only requires clearing vegetation and risks disturbing natural drainage but also introduces 'edge effects' such as weed incursion along **both** verges of the alignment.*

*Strict dieback hygiene conditions for the alignment, clearing, construction, public use and on-going maintenance of **all trails** should be rigorously applied at all times, **including any located within what are deemed to be already infected or presumed 'un-protectable' areas.***

*Furthermore, **trail location should be fine-tuned to remain as much as possible within micro-catchment boundaries***

- **There appears to be insufficient understanding and attention of the highly significant management costs involved in keeping trails safe for users, properly signposted, and free of unacceptable erosion, weed incursion, and disease.**

The current trails are already very poorly maintained, for example the need for major reconstruction, erosion control, drainage work *etc*, and their public use is essentially un-managed, also due no doubt to lack of personnel and resources. It is critical that the ability to maintain and manage existing trails is secured **before** the massive increase in trails being proposed now is commenced. This includes dealing with the condition, drainage, risk of *Phytophthora* dieback spread, edge effects, sign-posting (which will need to be extensive) and public safety aspects of the trail network.

Unless strong City management intervention occurs (especially at weekends and after hours), there will inevitably be user 'spill-over' in particular with bikers using walking trails as has occurred without control over recent years.

Recommended actions:

New trails should only be constructed once there is a formal commitment by the City to fund proper on-going (ie sustainable) maintenance and visitor use management. This requirement must therefore be budgeted for. This is in accordance with the City's mission statement: 'The City will respect and enhance the region's environment and heritage assets in a sustainable manner'.

- **Landscape issues**
Because much of the Park is covered with low forest, low woodland or medium height thickets, with the exception of west Mt Clarence, it is unlikely that new

or existing trails that are to remain will have significant landscape impact at either the local scale or when viewed from a more distant position. Especially for walkers, quality views out from the Park and specific 'lookout and resting points' will be an essential part of the experience if any degree of 'iconic' status is to be achieved.

At the localised trail level, provided there is adequate screening between trails, it is unlikely that visual impacts will occur *between* different users.

Recommended actions:

*Landscape views, both inward and outward from the Park, need to be carefully considered. **The recommended walking only 'iconic' ridgeline trail and other high level and near-coastal trails, are particularly important for their outward views.** This issue is dealt with in more detail in the comments on specific draft trail proposals in Parts 2 and 3 below.*

- **There appears to be a lack of awareness of the significant role the Park plays for current and future nearby residents for whom it is essentially their local public open space for walking and exercise amenity. Roughly 1,000 people live within 100m or so of the Park. Their safety, amenity and security should not be compromised.**

This includes children who explore and play in the bush fringes within the Park, joggers, fitness walkers/runners and dog walkers, and many of our more elderly residents who mainly use the nearby gently contouring tracks and trails, most of which are being targeted for a change to dual walker/bike use in the draft concept plans.

Furthermore, bikers should always give way to pedestrians except on designated bike-only trails or at official signposted biking events. In recent years, at least a dozen known 'near misses' between walkers and high speed mountain bikers have already occurred, some of which could easily have led to serious injury or worse, especially for pedestrians. Children, the hard of hearing and the more elderly are especially at risk.

Recommended actions:

A greater emphasis in the strategy should be placed on the retention and maintenance of unimpeded walk trails for passive/contemplative walking, for both local residents and visitors. This should include sections of the perimeter trail wherever bikes and walkers can be separately accommodated.

When competitive or time trial events are being undertaken organisers should fully protect not only nearby street crossings but also walk trail crossings or any approved joint bike/walker sections of trails being used for the event within the Park.

The implementation planning documents should include a separate visitor risk strategy and the City should keep a permanent log of potential safety hazards, all reported biker/pedestrian interaction near misses as well as actual accidents, and the action taken where possible to prevent their future occurrence.

- **'World Class' or 'iconic' status?**

The stated vision for Albany Heritage Park Trails Concept Plan (City of Albany 2016) was:

"... to transform the area into a **world class walking and mountain biking experience** for both local residents and visitors." This was to be achieved through '...consolidating and rationalisation of current trails along with construction of **some** new purpose built trails.'

'...providing **stunning vistas** and **reducing conflict** between different trail users' were also stated as part of the vision (Summer 2016).

Over the past few months and now based on the draft proposed concept plan for the Park:

- 'World class' **walking** experiences appear to have disappeared entirely from the original vision with no new provision for either local residents or visitors, and little if any regard for the Park's role as Public Open Space for nearby residents.
- No definition of 'world class' trails has been provided by the planners or at workshops and no landscape /'stunning vista' analysis appears to have occurred
- **Some** new purpose built trails has expanded significantly into 'numerous' mountain bike trails and an unsubstantiated target distance for bike trails of 25km
- There is only minimal concept planning for **walking-only trails** which most walkers rightly expect to be available

Unfortunately, the term 'World Class' is not realistically achievable in a park of this size or nature for either walking or mountain biking. A more appropriate target description would be 'iconic' which may be achievable for at least some of the proposed trails. However, whatever the terminology, lack of public support for or more negative user feedback will significantly impact upon on-going retention of such claims - for example, bikers using walking only trails, bikers not slowing down and ringing bells on dual use trails, and failure to incorporate stunning vistas and points of interest along walking only trails...will all reflect badly on user expectations of the Park. In addition to legal liability issues, any serious accidents will also have a very damaging effect on future visitation.

Without this understanding and without highly increased financial support by Council, so-called world class or 'iconic' status *per se* will be quickly lost.

Recommended actions:

Please see comments made in Parts B & C of this submission below, in particular the recommended walking-only trail from the City to Mt Adelaide and beyond, eventually to Middleton Beach

- **Cost /benefit aspects and other issues**

Walking is a fundamental human activity for all ages except for the very young, the disabled and the very old. Mountain biking, with its terrain-challenging aspects, is restricted to a much narrower segment of the population. The draft

concept plan proposes a massive increase in bike trails and joint use trails and if this occurs it will cause much higher user impacts and associated management costs compared with walkers.

I am very aware that one of the targets for the project is the anticipated marketability especially of bike trails in the context of the overall Albany Trails Hub Strategy. However, in terms of tourism potential for the City, the upgrade and subsequent promotion of a safe, well maintained network of walking trails, most being suitable for all ages, would be a much greater and long lasting visitor draw card and be far more cost effective than catering for a niche group activity that has greater environmental and human impacts, and significantly higher management costs and which introduces a high risk of potential liability issues for the City.

Recommended action:

A cost benefit analysis should be undertaken prior to any new trail development to ensure that money invested in the project will be fully budgeted for, in particular with regard to the inevitable on-going maintenance and management costs which do not appear to have been recognised or fully appreciated based on the Council's track record. Simply put, trails do not look after themselves, even if expertly designed and constructed...just like roads and other infrastructure...

The comments and recommendations made above in this section of the submission have been made in good faith in the hope that:

- the project's vision for 'quality walking and biking trails', with at least some degree of 'iconic' status for both walking and biking, can still be achieved in the Park...
- this quality can be sustained in the long term through adequate management resourcing...
- long term protection of important environmental aspects, in particular flora, fauna and wildlife habitat, can be achieved within a commitment to high standards of *Phytophthora* management and retention of large undisturbed blocks of vegetation... and
- protection of public open space amenity and security for the nearby ratepayer communities is maintained...

Part B General comments on the overall trail concepts and on some individual trails

1. The overall concept of recognising the key entry & destination points as being the City Trail head, the Saddle Trailhead and (eventually) Middleton Trailhead, especially for visitors to Albany, is supported. Inclusion of the Mt Clarence/Padre White summit area & Desert Mounted Corps Memorial precinct and the Princess Royal Fortress (the Forts)/ National Anzac Centre/Mt Adelaide precinct as key heritage points of interest on a **walking** traverse of the Park is also supported but **this should not include dual use for bikes.**

Realistically, this is the **only** walk that is likely to become 'iconic' for the visitor & tourism market **provided**:

- Once entering the Park it involves **walking-only throughout** except for any unavoidable joint use within the two heritage precincts,
- It has an alignment that optimises varying 'vistas' of Albany and its harbours, the more distant inland and coastal peaks, King George Sound as well as significant changes in topography and vegetation types within the Park itself,
- It is well signposted, has carefully located resting places with seats along the way... sometimes including *in situ* information and interpretation, and
- It is meticulously maintained so as to retain its safety for users and its experiential quality.

Until options for continuation all the way down to Middleton, this walk may need to terminate at Mt Adelaide or ideally use the circuit walk around the top half of the mount largely using the old Heritage Nature Trail. In my view, the walk would still be iconic even if it did not extend all the way to Middleton. If the steps down to Middleton eventuate then the walk could extend all the way down, but the high level circuit of Mt Adelaide could still be used for those who do not wish to descend to Middleton but rather prefer to walk back to the town centre along the spine, probably using the Granite Trail to avoid traversing Mt Clarence summit area again.

2. The concept of low level circuit trails around the mounts is also **partly** supported **BUT**:

- Wherever possible these should be **walking-only**, especially where they also provide public open space amenity and exercise opportunity for nearby local residents. There are several perimeter sections where alternatives are available for users to choose between walking-only and joint bike/walking *eg* the pipeline section (2 – 3 existing alternatives throughout) as well as sections around Mt Adelaide and both north and south of the saddle area.
- In some sections joint use by bikers is problematic *eg* steps from Hill Street South entry up to the drain and the only ~ 0.6m wide King Street west 'pinch point' directly adjoining private property and impacting upon residential privacy & security. (The latter is already generally avoided by bikes for events by using a short section of road along Burt St)
- In other sections narrowness, heritage and safety issues arise *eg* along the drain from Watkins Road through to and along Innes Street
- Two crossings of a major busy road are unavoidable (Adelaide Crescent/Marine Drive) if the 'circuit' includes the low level, *eg* 'board walk', around Mt Adelaide.
- The circuit(s) and alternative sections must be clearly signposted regarding whether bikes are permitted or not on that section and information on speeds and warning bells to alert pedestrians of bikes coming from behind is essential...the lower level circuit route is widely used by local residents, particularly the elderly, and families with young children.

3. Other trails.

There is a plethora of 'other' trails in the Park most of which are *de facto* opportunities provided by various old or current management tracks including firebreaks and access for

water and power supply utilities. There are some former walking trails which have been closed for rehabilitation eg most of the original 'zig-zag' trail from Hill Street/Watkins Road to Mt Clarence summit. Another former walk-only trail has been effectively destroyed by widening into fire breaks which now, ironically, are no longer considered strategic for fire management. This is the Heritage/Nature Trail which contoured around Mt Adelaide and which was instigated by the Wildflower Society & the late Eileen Croxford in the 1960's/70's. This trail should revert to **walking-only** use for incorporation into the suggested 'iconic' City to Mt Adelaide walk discussed in section 1 above.

In the past ~10 years there has been a steady rise in the use of the Park by mountain bikers. Officially only one bike trail is formally endorsed and that is the downhill track located on the north side of Apex Drive. A largely re-vegetated area of old gravel extraction workings in the vicinity of the track was already an approved area for biking at that time. Spill-over from this area has long since happened outside that special mountain bike area set aside in the (still current) 2006 City Mounts Plan. Since then, despite signs on and around the downhill track clearly indicating "*Do not modify this trail or create other trails (offenders will be prosecuted)*" further trails have been progressively cut without approval throughout the Park and continue to be kept open by clandestine pruning and branch sawing. Bikes have increasingly encroached without authority onto virtually all other existing trails in the Park (some of which were externally funded for walking-only). Any unauthorised creation of new trails by walkers (claimed by some) has been either zero or absolutely minimal throughout the same period. Importantly, the City has not managed, or had the resources to manage, unauthorised bike trail establishment or unapproved trail use.

In more recent times the Granite Trail and Circuit Trail on Mt Clarence have been formally promoted and signposted as **walking** trails (including the new totem style signage for walking use only) with a resultant increased level of use by both visitors and local residents. Regrettably, once again the City has only maintained these trails to a limited degree and has not attempted to manage the continuing and damaging use by bikes.

As discussed in more detail below, the proposed walk-only trails between the Forts and King Point area are no compensation for the loss of quality walking-only trails on the two main mounts. The King Point trails are essentially primarily of value for visitors to the Forts and to the historic ruins in the King Point area. This area is greatly separated from the local residential community around the Park and most of the trails being proposed are either old sealed roadways or old gravel tracks.

Finally, the coastal interface from Middleton Beach to King Point has a proposed dual use trail proposed below the existing boardwalk. This would be a very costly duplication of the nearby boardwalk and it also has inferior views. It would also become a *de facto* fishing access track. Any coastal points should be accessed by spurs from the boardwalk, a couple of which already exist.

Part C More specific comments on the draft trail proposals concepts and on the submission proposal for a new 'iconic' walk-only trail

Trail No 1 Green Dual Use Ridge Link Corridor (change to single use 'iconic' walk-only trail)

Overview: As previously stated in the main body of this submission, dual use of this 'corridor' is strongly opposed. The overall alignment, significant heritage precincts, outward views from key vantage points and varied nature of the terrain and natural vegetation make this the **only** walking trail that has the length and potential to go anywhere towards the project's stated vision of 'world class' walking trails. It certainly will not be 'world class' but could achieve a reasonable degree of 'iconic' status at a State and regional level, and as such become a very valuable attraction to visitors... **but to achieve such status it must be walking-only.**

The notion of bikes being allowed to ride in an uphill direction on many sections would significantly detract from any iconic status and be counterproductive to building a reputation of walking quality and thereby enhance visitor marketing.

In order to maximise the quality of a walking experience, this trail needs to be of a narrower width of <1200mm as per the equally popular Granite Trail and Circuit Trail walking-only corridors –Nos 13 & 14. Without bikes a 1500-1800 mm width is unnecessary on the Ridge and this will be a major cost-saving and environmental impact-reducing advantage. There is an alternative return route for bikes up to Mt Adelaide via Forts Road and to Mt Clarence via Apex Drive (and also a possible variation on the south side of Apex Drive by reversing the direction of proposed bike trail 7a and linking it to 5p below for example). An alternative return route from Middleton Beach should be incorporated into that locality in a similar manner to the dedicated uphill bike-only return circuits on Mt Clarence's West and South-west facets.

Furthermore, based on the current long back-log of outstanding trail management works whereby the City is unable to adequately maintain or manage existing trails in the Park, let alone a quantum leap in additional new trails to maintain, it is almost certain that the 'uphill-only' bike use could be enforced. The unauthorised and un-manageable downhill biking that would inevitably occur, irrespective of signage, would be a serious public risk liability for the City and significantly compromise the desired iconic status and marketability of this important trail.

Specifics (**please see attached concept map**):

1. Once entering the Park from Hill Street City Trail Head the trail would be for walking use only and this would require a short section of gradually ascending new trail construction to avoid having to use a section of the Dual Use proposed descent (No 1a) and part of the Perimeter Corridor (No 5a).
2. It would then cross the old sealed extension of Watkins Road either near the drain or a short distance up the road but not as far as proposed trail No 1a, and then follow a new wide angled zig-zag to join the walking-only main trail (No 13a), above that trail's currently proposed intersection with trail No 1b.
3. It would then continue to follow Nos 13a, 15b and 15a to Padre White summit lookout, with a very minor modification to keep it separate from dual use trails by re-joining the existing short bush section of trail from the 'stepped log' next to the radio tower to the summit.

5. For those who do not wish to go over Mt Clarence or when it is closed by events, walkers can by-pass the summit by using the Granite Trail direct to the same car-park. For those undertaking the walk in both directions they may well choose to use the two alternatives, thereby enjoying the unique features of both routes.
6. The walk-only trail would then follow along the south side of Apex Drive, roughly as shown for proposed trails Nos 1d & 1e, as far as the eastern boundary of the water tank reserve, but emerging at the southern seating area at the top of the Avenue of Honour. However, as this is a walk-only trail now, it would be narrower, would not require all the zig-zags currently proposed, and there would be no intersection with bike trail 7a.
7. From here walkers would cross Apex Drive to the northern seating area before following the northern edge of the Avenue of Honour to the first gate (the limestone water main track). About 7 memorial trees down and about 3 memorial trees before the powerline gate, the trail would leave the Avenue of Honour and diagonally enter the bush (where a spectacular view of the Middleton Beach, the Sound, and inland to the mountain ranges opens up). This view is worthy of a lookout deck and seat. The commencement of this section before the powerline gate is reached is critical in order to adequately include better views of Mt Gairdner at Two Peoples Bay and also of King George Sound. The walk would then go more or less parallel to, and at a varying width above, proposed bike trail Nos 3c & 3d all the way to the Saddle Trail Head. There is a wider gap than indicated on the map that can easily accommodate this. There would be no connection with the bike trail.
8. The walk trail would now head to the Princess Royal Fortress main entry either by a new 'walk-only' section north of Forts Road or by crossing the car-park and following a 'walk-only' route to the south of Forts Road. This section needs further investigation and is obviously intimately linked with alternative options for combined bike access on the south side of Forts Road.
9. Walkers would proceed to Mt Adelaide summit *via* the extension of Forts Road or by passing in front of the National ANZAC Centre to use part of walk-only No 17- or the un-numbered walk-only from the Centre itself which is underneath the 'Lewis Gun Pits' label on the concept plan map.
10. There would need to be a link from the summit lookout to a walk-only descent route to Middleton Beach. In time this could be provided by proposal No 8a, but in the shorter term the lookout on the original Nature trail would be reached by a variation of 1j and 5t and then a descent approximating No 1j down to Middleton. (Note : the zig-zag detour currently shown on 1j to join the Marine Drive car-park is a long unnecessary detour for walkers and would inevitably be prone to short-cutting unless a more direct walk avoiding the detour is provided).

Trails No, 1j, 2-, 3e, & possibly 8a, 11a & 11b – various trails to, or feeding into, Middleton Trail Head

The Middleton Trail Head may need to be located further inland to the west end of the current car-park or even further towards the rear of Balneaire. This is because of other potential developments in the Middleton Beach/Ellen Cove area including the indicative

paucity of parking within that area irrespective of additional pressure for a walk trail entry point.

No further comments on this grouping of trails at this point as they also need to be factored in to other important trails - notably the historically popular Heritage/Nature Trail contouring around Mt Adelaide (Nos 5r, 5t & 5g)- as well as feeder trails (Nos 1h, 3a,5g,11a, 11b).

Trail No 3 and Mt Clarence to Middleton

Section 3a and 10a are new proposals through previously undisturbed bushland upslope of known high value downslope vegetation/habitat. Most stringent environmental survey and dieback protection measures will need to precede any development of these trails.

There is a map error where these trails would cross Trail No 14a near the firebreak gate ...and trail 14a is missing from the map on its upper section to join Trail No 13b. The latter Granite Trail in particular will receive heavy use and so trails 3a and 10a must either stop at Trails 13b & 14b with a tight chicane (as at the bottom of the current Downhill Track) or have a flyover. When downhill events are occurring it will be essential to have stewards at this point to enable walkers to safely enter or leave the car-park. Pre-race (including preceding days) will attract riders wanting to practice their descents and for these the chicane should remain securely in place.

Section 3b is currently the push-back or ride-back track for the original downhill track and is now also occasionally used by walkers, and event spectators of course.

Section 3c planning **has circumvented the public consultation process** which is unfortunate because it would be far better as part of an iconic walking-only trails between the mounts. This 'demonstration' trail alignment has some minor scale design faults regarding best practice dieback hygiene which have already been discussed at some length with the project planning group, the members of whom unfortunately have apparently rejected the very minor adjustments that could help minimise potential increased dieback risk on downslope vegetation/fauna habitat.

I am unable to comment on 3d & 3e at this time without further inspection of the proposals.

Trail No 4 City descents/ascent (Nos 1a & 1b, 4- , 6a & 6b)

Conceptually, this is probably a more acceptable bike trail area as it uses an already highly disturbed portion of the Park and has no large blocks of native vegetation downslope. However, it does have potential Threatened flora and Priority flora issues in areas from the summit almost to the Perimeter Trail and hence could require quite intensive flora surveys.

Trail No 5 Dual Use Perimeter Corridor (multi sectional)

This corridor is extensively used by local residents around the north, west and south west sides of the Park for local recreation, including the more elderly and those with families. As previously suggested in Part A of this submission, wherever possible sections of bike-free corridor should be made available to reduce impacts upon these users.

Specific known opportunities for alternatives include the following:

- No 5s & 5h. There is considerable deterioration of this section behind the High School and Burt St West. Along the drain from Watkins Road the surface is holding well, however this part could become walkers only, with bikes required to use the slightly lower parallel boundary firebreak. The walking trail steps closer to Burt Street are in appalling condition especially after rain due to slippery mud, high bike impact in wet conditions and bikes attempting to descend along the side of the steps. This section urgently needs an alternative bike route to the Burt Street exit.
- The section of trail from Burt Street exit around the back of King Street is highly problematic due to the narrow corridor pinch point of only ~0.6m width, rocky ground, steep slopes and wooden steps, also partly directly adjoining a private property. The lower half of this section is also subject to significant erosion from water running off the granite catchment above which extends virtually all the way to the Granite Trail high above. It has been re-sheeted and/or re-constructed several times now by the City, but once again is in poor condition.
- It is recommended that this section of the existing walk-only Circuit Trail (presumably meant to be part of No 14b on the map) also be restricted to walking-only as for the balance of No 14b which is currently indicated as such. Bikes would have to use Burt Street West and then Burt Street East before re-joining the Perimeter trail proper. This detour is already being increasingly used for both individual bikers and for most competitive events.
- Section 5h is not a high priority but would be slightly preferable to walking along a short section of road. If bikes were indeed directed around King Street *via* Burt Street east & west they would re-emerge at the cross road track junction approximately 200m further East and this whole section could be bike-free to the cross tracks. There is also possibly Priority Flora in this section and it is also a well-documented high density common brush tail and western ringtail possum habitat section as evidenced by current and many previous surveys.
- Section 5c has an extremely dangerous bike track crossing which has seen several 'near misses'. The downhill track should terminate here with improved safety barriers and any extension should be overhead by at least twice the height of the race official platform deck.
- Section 5i is another 'nice to have', especially if it is walkers-only for this short distance. There is a shallow drainage line in this section which will need bridging to minimise erosion risks and reduce dieback risk. Any construction should be to the highest environmental/dieback protection standards. Bikes should continue to use the existing powerline/firebreaks around the new walk-only section.
- **It is easier to address the balance of the Perimeter corridor sections working anticlockwise from Hill Street.**
- Drain section 5s Watkins Road round to the top of Hill St south is fine for walking but quite narrow for multiple use and may need to be widened and used by bikes on the upslope side of the drain.
- The next section of No 5s along the drain to Innes St is less inspiring for walkers but could at least be single walk only use, with bikes to continuing to use the pipeline track. This section of the pipeline is very heavily used by dog walkers too.

Trail 13 Granite Trail

This trail 13a & b is **highly popular with visitors and locals alike**. As indicated above in Trail No 1 'iconic walk trail' it needs to be walkers-only from the Park at Hill St (No 13a) all the way to Mt Adelaide and eventually to Middleton trail head. Section 13 b is already suffering from bike damage to moss fields on the granite slabs and erosion along the section from below the toilet block. It also has a prime lookout and associated seat and is an attractive alternative to the summit trail from town for those who do not wish to go up and over Mt Clarence. There is a highly dangerous short vertical metal spike on the trail in the slabs about 15m from the seat which needs to be removed. This has been verbally pointed out to various Council staff several times over the past ~ year. It is another example of the difficulty the City obviously has in dealing with day to day maintenance of trails even without the massive length and complexity of new trails proposed in the concept plans.

As indicated in Trail No 3 and No 10 sections above, there is another significant safety issue where No 13a is crossed by the Downhill corridor just to the east of the toilets.

Trail 14 Circuit Trail (map error – 14b label misplaced and trail not shown as extending to join Trail No 13b) Also see Trail No 7 above regarding numerous crossing by bikes on this trail.

Trails No 14a & b are also highly popular with visitors and locals alike. Many people like to complete the 'circuit' by using the western sections of the proposed Perimeter Trail between Burt St and the south end of Hill St *via* the drain, thence along the pipeline to the steps and back to the Apex Drive car-park.

Ideally those sections of the Perimeter Trail should remain for walking-only as currently signposted with totems.

As indicated above under Trail No 5, the section of Perimeter trail from Burt St west round to King St is highly problematic for bike dual use due to an unavoidable physical pinch point immediately adjacent to a private property boundary. Quite apart from this difficulty, there is a privacy and security issue for the property in question plus a drainage problem after heavy rain when water runs down Trail 14a due to failure of the City to maintain cross drains...and then ends up in the property driveway and yard. This problem commenced several years ago after over-wide maintenance clearing and has been exacerbated since by bikers skidding round the exposed ends of water bars and consequently causing drainage to divert down, rather than off, the track.

Trail 15 Summit Trail Corridor See Trail 1 comments above regarding final section to Mt Clarence summit (Specifics Point 3)

Trail 16 Mt Adelaide Battery See comments in Trail 1 above re incorporation into proposed walk-only access to Mt Adelaide

Trail 17 WW2 Track

This trail is shown as already existing but below the small lookout above Marine Drive it is now closed off.

Trail 18 Colonial Corridor

This network, mostly of old roads and tracks, is essentially a visitor interpretation circuit focused on historic ruins and not really a prime recreational facility *per se*. It is misleading to list it in the context of walking trails without qualification and is also remote from the neighbourhood communities around other sections of the Park...hence is of low POS amenity value.

Relevant credentials of submittor:

Neighbouring resident 28 years and daily user of the Park over that period, considerable experience in trail usage from short and easy through to long distance and very highly challenging in Australia and many other countries/continents, ~40 years of professional hands on experience planning, designing, supervising construction and subsequently managing hundreds of kilometres of walk trails throughout the south of Western Australia (including Bald Head, Porongurup Range, Bluff Knoll & all Stirling Range trails), previous help with trail planning for Shire (Sandpatch steps/Point Possession) and City of Albany (Mt Clarence Circuit Trail north), instigated first Western Australian trail maintenance management strategy – entire South Coast Region 1991, alignment & design of highly popular Little Grove to Nullaki section of Bibbulmun Track mid 1990's, creation including alignment, construction supervision, maintenance planning, visitor interpretation, trail brochure for 'iconic' Mamang and Hakea Trails, Fitzgerald River National Park – to strict EPA environmental standards 2012-14, awareness & management experience with Phytophthora dieback issues (including in the context of trails) ~ 38 years, 1984 Churchill Fellow studying wilderness & visitor safety in Western US/Canada, and...member of IUCN (World Commission on Protected Areas) Mountain Specialist Group ~ 25 years several publications addressing trail management & geo-tourism issues, also trail & rock climbing guides writer.

Part D Photographs

Due to my long term professional interest & experience with walk trails, and also living close to the Park for some 28 years with daily visits on average, I have an extensive collection of photographs of Park trails and trail management. The pictures below are not meant to be critical of bikers, walkers or the City as managers, but rather to illustrate some of the issues involved and commitments required to maintain trails in good condition as well as manage their use by the public. Put simply, trails do not manage themselves!

Furthermore, irrespective of proper design of new trails as proposed in the concept plans, all the existing trails will continue to be a responsibility of the City of Albany and, unless physically closed, will require on-going maintenance and management.



(Oct 2016)

Typical example of unmanaged bike use on a walk trail (Circuit Trail 14a) changing drainage and causing erosion by avoiding steps. Note how the top two steps are now disjointed and failing as well as becoming a trip hazard for walkers. Issues such as this illustrate the past inability of the City to maintain and manage walk trail quality and walker safety resulting largely from unauthorised bike use.

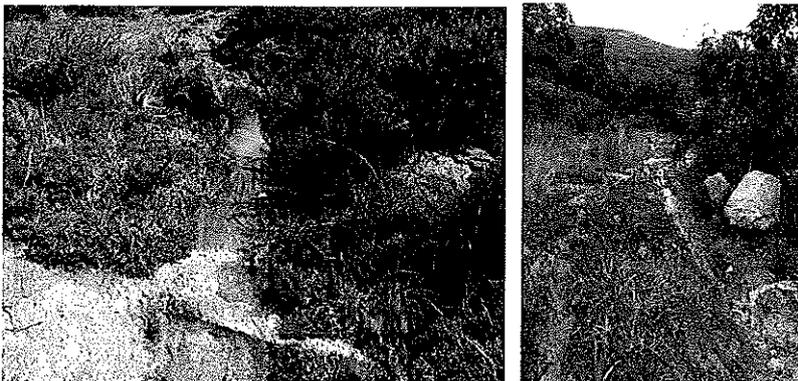
Incorporation of the Mt Clarence drain into proposed dual use trails



(Oct 2016) Innes St section proposed dual use in the plan

Unless there is extra wide clearing and a reliable flat walking/riding pad in addition to the drains, they will be best suited to one use group only otherwise someone has to walk or ride immediately adjacent to the drain with or without seasonal flowing water. Passing strangers within the drain itself when it is dried out is not appropriate unless one party steps up onto the bank.

Lack of dieback disease management



Very poor condition and high dieback risk 'unofficial' bike tracks Sep 2016.

There are many sites like this on the unofficial bike trails and they constitute a serious environmental risk due to mud being picked up on tyres and *Phytophthora* infection being spread over the Park. Sites such as these should be kept drained and sheeted to a dry running surface or physically closed altogether.

Management of smaller slow draining sites

On any new trails plus all existing trails that are remaining open any water retaining areas should be either back filled with clean limestone/ non-*Phytophthora* gravel (as required in 1) or (preferably) with short sections of decking boardwalk (2), in order to minimise risk of further *Phytophthora* spread. Longer duckboard sections are better for actual drainage lines (3,4)



The sections of boardwalk above are all over 12 years old and continue to do their job even though the reasons for their installation probably remain unclear to most visitors.

Burt Street steps



(Oct 2016)

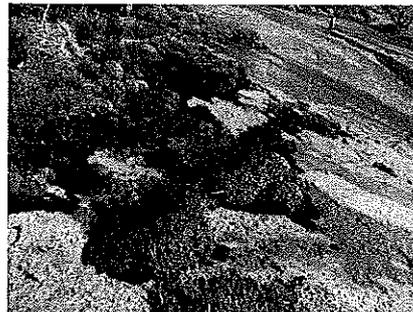
These are currently on a **walking only** trail (Circuit Trail) but in the past few years unapproved bike use has rapidly accelerated step damage and created longitudinal rutting leading to down track surface drainage and churning up of mud. The pressure of tyres, which are narrower than walking shoes, has compacted and puddled the the stair treads. Also, walkers tend to place most pressure on the wooden step frontages . This section of trail is now being proposed as part of a dual use perimeter walking/bike trail...clearly, dual use of this section in such condition is not acceptable on environmental and public safety grounds.

Damage to walk-only trail infrastructure (May 2006)



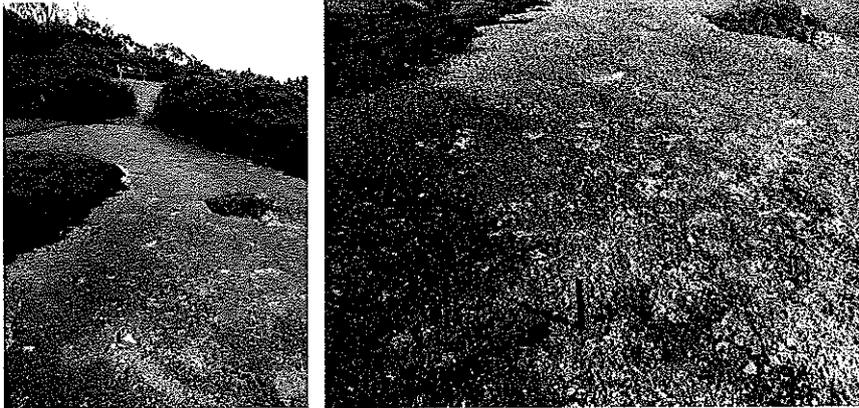
This is part of the current Circuit walk-only trail. The trail was established by Green Skills for the City several years beforehand. In April or May 2006 bikers physically removed the water bars and the short 'ladder steps' higher up the trail. Without water bars, trails such as this become drainage runnels very quickly and this is exacerbated by bike 'brake skid lines' as in the foreground of the left hand picture. In this instance the City acted quickly to repair the damage.

Moss field bike damage including progressive 'corner cutting' on open granite slabs



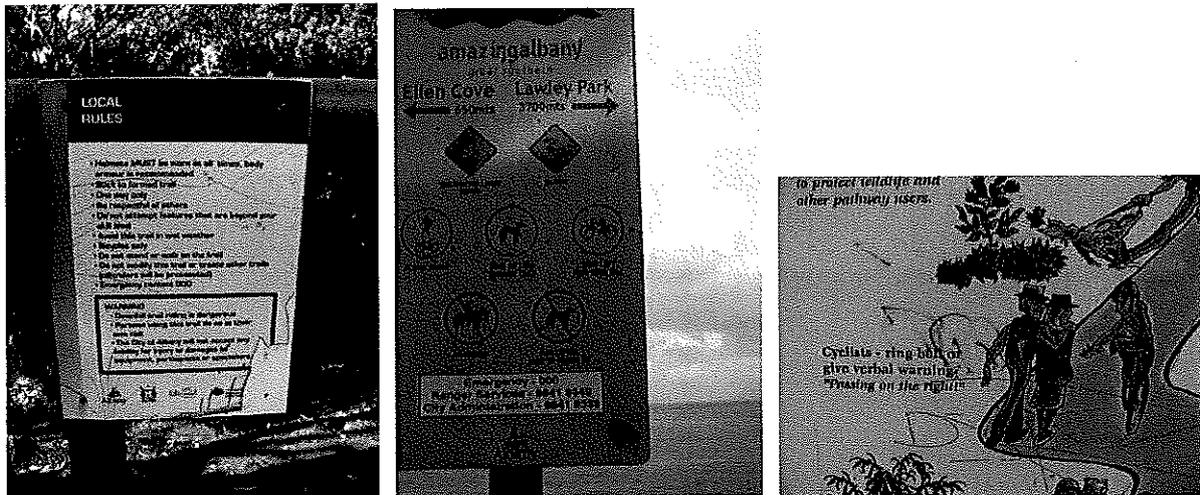
The damage above has only become obvious in the past 2-3 years and is on the Granite walk only trail (13b).

Safety issues



A dangerous metal spike (from a former trail marker post) has remained on the Granite Trail for over a year now. It is a trip hazard for walkers and a potential fall hazard for bikers. In a worst case scenario, if a person were to trip and fall onto the spike with their head, it could be a fatal outcome. As responsible authority, the City of Albany should undertake regular inspections of all trails it is supporting or promoting (including 'unofficial' ones that it has not physically closed). The City should also respond quickly to any such potential safety hazards when reported by Park visitors

Signs with largely disregarded biking rules



Do not...create other trails, (Downhill Track) , Keep left, ring your bell, Ring bell or give verbal warning (Board-walk)..

Occasional signs alone do not achieve the desired visitor behaviour as evidenced by the plethora of unofficially created bike trails and bike riders continuing to overtake pedestrians often at speed and without due warning on walks such as the main boardwalk, as well as on walking-only trails and *de facto* dual use firebreaks.

Reminder signage will be required to re-inforce more responsible trail use and regard for the environment.

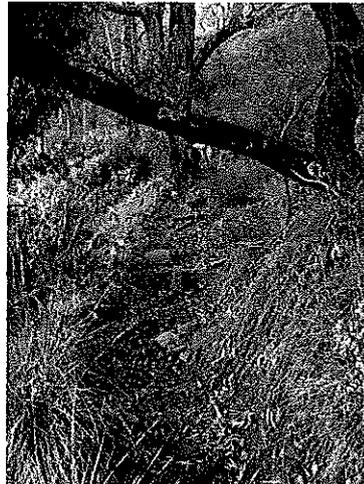
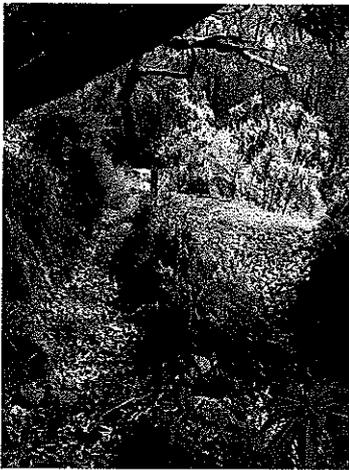
Unapproved bike trail clearing



(Oct 16)

Apparently work in progress – Mt Clarence western slopes.

King Street pinch point



The Circuit Trail runs immediately adjacent to (*ie* directly along the boundary of) private property at King St west. Quite apart from residential privacy issues, due to adjacent granite boulders and steep terrain, the trail has insufficient latitude here and cannot be widened to safely cater for dual use between Burt St and King St. The nearby lower section of Trail 14b, which is already proposed as walking only, extends to within about 50m of this pinch point and ideally should be extended to include the problem section as single walking –only use down to Burt St.

Proposed walking- only trails in the SE section of the Park between Marine Drive and Point King



About 2.3km or 40% of the total proposed walking-only trail distance within the Park (~ 5.5km) is located in the Point King area. This location is quite distant from the most scenic and residentially accessible areas of the reserve. Furthermore, the proposed walks here are largely on old roads and are scenically very limited . Fundamentally, this is a network of low level walking routes primarily to service Forts visitor interest in heritage sites within the SW corner of the area and will be of very limited direct interest to general walkers.

David Rawlins (Via Email 23/10/16) Unsupportive

Dear Sir,

I am personally very alarmed to see you would like to expand the Mount Clarence trails into much larger trails to accommodate more mountain bike riders.

At this stage from my observation on these trails they are infrequently used by regular bike riders so I do not see the need to destroy habitat which belongs to the native animals and birds .

Every time these parks are interferred with we lose native animals and birds until eventually there is nothing left .

I can see their habitat will become non existent.

As a ratepayer I would like you to find an alternative area and not spoil Mount Clarence.

Yours faithfully

David Rawlins.

Ralph Flowers (Via Email 23/10/16) Unsupportive

ALBANY CITY COUNCIL

**HERITAGE PARK BIKE WALK TRAIL
CONCEPT PLAN**

Carl,

I would like to add a few comments about the proposed bike and walk trails concept plan.

I have been walking, running and mountain biking around the Mt Adelaide and Mt Clarence for nearly 30 years. Some of the now existing trails I have created over that time. I think that basically there are enough trails of different levels to suit everyone, unless there is a plan to close lots of these trails which may prove difficult.

I do see a need however for the trails to be marked especially the fast downhill ones to keep walkers/runners and riders safe so that there is no conflict between these groups. Technical dual use trails are not a good idea.

There are many trails that only a few people use and these existing ones could be taken advantage of rather than creating new ones. The existing walk trails need little or no work apart from signage and the designated bike trails may require linking up.

I would like the trail using the Granite Trail down to the old water tanks to stay open (the one that the Urban Downhill use). Maybe a new walk trail for this area would be less intrusive on the landscape than creating a new bike trail.

I can see a need for a trail from Mt Adelaide to Middleton beach. At the moment there are two trails one goes straight down from Mt Adelaide to the lookout on Marine Drive and the other goes via Morley Place to the car park near the Three Anchors Restaurant.

I think also there is a need for a jump park in area that is flat and does not require any clearing, similar to the one at Pemberton.

If too many trails are put in riders and walkers/runners will cut between them at various points so the mountain will become a maze of trails with a loss of vegetation.

Although I am sympathetic to the requirements of Disabled people I am against having any major pathway through this area. To facilitate a pathway for wheelchairs it requires a large amount of construction work and has to be sealed and a certain width which would remove more natural vegetation. Currently there is disabled access to Mt Adelaide, Mt Clarence and the Forts and along with the path way from the City to Emu Point, all of which have outstanding views. I feel that this group is well catered for.

Walkers do not like a lot of stairs. A lot of these people are in the 50 + age bracket and stairs can make things difficult for them. If stairs are needed they need to have about 100 mm rises with a tread of about 600 mm (soil or gravel is ok) so people can stand and rest with ease. I have enclosed photo (15) of stairs near the Magazine, these stairs are totally inappropriate as the risers are way too high.

Recently the trail from Mt Adelaide Lookout to the Mt Adelaide Loop Trail to the Wooden Seat and to Morley Place has been cut back.(Photos enclosed 4,5,8,10,13,14) I feel that this was unnecessary as this was a nice small single track and now it is two metre wide in some parts. Walkers and Runners like small width paths like the one through the Rock Garden (photos enclosed 1,2,) as these are far more interesting.

If walkers, runners and mountain bike riders are to be encouraged to use this area we have to be careful not to make all the trails look like a firebreak.

Regards

Ralph Flowers

Middleton Beach

Albany

Jesse Brampton & Sally Malone (Via email 22/10/16) Unsupportive

PO Box 5667, Albany, WA 6332 66B Wylie Crescent, Albany, WA 6330
 Mr Carl Beck
 TravelSmart Officer
 City of Albany
 PO Box 484, Albany 6331
 Dear Carl,

We are writing to offer some detailed feedback on the Albany Heritage Park Trails Concept Plan which we felt was better provided in a letter format as we have taken some time to review the publicly-available documents.

We have both lodged comments via the web survey from the point of view of adjacent residents and users of the reserve. The following comments and points are offered from our professional perspective.

Between us we have decades of experience in trail strategy development and construction, and are also both keen walkers and cyclists who have been active advocates for new and improved trails throughout the State.

We have an intimate knowledge of the Mounts reserve and offer the following constructive criticism with the aim of helping create enhanced trails which complement the assets of the Reserve in a way which will be sustainable for the City.

We have not had access to any supporting reports which the consultants may have provided, and so our apologies if some of the comments below are addressed in these.

We would firstly like to congratulate the City for its initiative in seeking to enhance the trails experience on the Mounts. Jesse in particular has been involved in enhancement proposals for this reserve since 1999, preparing the following documents for the City:

- Albany Trails Master Plan, Maher Brampton Associates, November 1999
- Works Schedule: Mts Clarence & Adelaide Trails, Maher Brampton Associates, February 2001

We believe that the reserve has unique natural, historical, heritage and recreation assets which are highly valued by the community, but which could be enjoyed and appreciated by an even wider cross-section of the population. The existing trails could clearly be improved –they could be better connected, offer a greater variety of experiences and be more clearly signposted - and we would wholeheartedly support this work. It is also accepted that there would be value in adding a limited number of new, high-quality trail experiences

However, our concerns centre around the following issues:

1. Project emphasis;
2. Mounts use and character;
3. Existing asset utilization;
4. User group emphasis;
5. Duplication, and
6. Ongoing management and maintenance capacity.

1 Project Emphasis

The project is marketed as a Trails Concept Plan in a Heritage Park. The emphasis is however clearly on the introduction of an extensive network of mountain bike trails.

As far as we can tell from the materials that have been publicly provided, of the new trails proposed, only 327m is exclusively for walkers, whereas over 11km of new trail is for the exclusive use of mountain bikes.

Over 25km of trail would become mountain bike accessible and the text accompanying the trails descriptions identifies 4 levels of mountain bike cycling skill being catered for; each with their own

dedicated trail/s. The same level of attention and resource provision is not afforded for walkers or other (more relaxed) groups of cyclists.

Indeed, there is historical evidence that walkers on nature-based shared use paths may feel their experience of a quiet walk in the bush is negatively affected by fast-riding cyclists and consequently they gradually abandon such trails, essentially creating 'bike only' trails over time. Even with thoughtful design, the potential for user conflict still exists (particularly on switchback routes) and walkers may not feel safe and may not be able to relax. Negative consequences rarely accrue for mountain bikers on such shared use paths, adding to the imbalance in proposals such as this. Indeed, over time, they benefit – as there is a reduced need to make allowances for walkers.

The advent of motorized / electric assist mountain bikes may make even hill-climbing cyclists unacceptably fast for shared use trails.

Despite the name, Albany Heritage Park, 'Heritage' is discussed only in the phrase 'interpretive experiences' in trails 16 ~ 18, with no added detail that we can see. This appears to be a deliberate down-playing of the longterm and accepted values of the reserve, and could well attract significant negative reaction from the wider (non-cycling) Albany community. It is as if a significant change of primary purpose is being proposed in what could be construed to be a rather surreptitious fashion.

To summarise this point, the project appears to be focused on mountain bike trail enhancement and construction, and it should be clearly identified as such. If this is not the intention, then the Plan needs considerable reworking to bring it into balance for all user groups – and to ensure cherished long-term values of the reserve are not usurped without the support of the wider Albany community.

2 Mounts Use and Character

The Plan, if fully implemented, will change the character and use of the Mounts from predominantly informal natural bushland with walk trails and military heritage sites (with embedded and important natural and indigenous values), to a high profile mountain bike adventure cycle facility, skirting the historic military sites.

The City will need to consider if it is appropriate to alter a key central CBD bushland reserve with significant natural, indigenous and military assets from an essentially passive use, to one which is dominated by active recreation and has elements of extreme sport - and which requires duplication of a number of paths to try and prevent conflict between user groups.

We are yet to be convinced that cycling activity beyond the 'easy' level for families (and suitable for dual use trails), is appropriate for the Mounts given their long-term and established natural and cultural values. If it is, then this should be on a distinctly limited basis which does not put at risk natural or indigenous heritage and does not diminish existing passive recreation usage.

3 Existing Asset Utilisation

We were surprised to see the low priority given to the Ellen Cove boardwalk (18c). This trail provides wonderful vistas, a variety of topography and environments, access to historic sites, a surface which is accessible to a wide cross-section of the community, an existing culture of sharing between cyclist and pedestrians and iconic outlooks. In short, it is one of the most valuable cycle and walk assets on the Mounts, if not in Albany, and is much loved by a wide cross-section of the community.

It could be enhanced with better connecting points, a trail head at the Rotary lookout, improved maintenance, more accessible links to the water's edge and the Mounts, quality interpretation and weed management. In terms of value for money, this trail is enjoyed by such a wide variety of users that any improvements and new connections would be easily justified.

We feel that its lack of appeal to mountain bikers seeking challenging bush trail experiences has seen its potential – and the opportunity presented by its enhancement - ignored in this Plan. Of more concern is the parallel mountain bike / walk trail being proposed (9a) below 18c which will be difficult and expensive to construct, will be valued by a smaller sector of the community and will duplicate 18c – and this is not to mention the likely environmental impacts on such an exposed and fragile coastal site. Quite frankly, this proposal suggests a troubling lack of understanding of the values accorded the

east end of Mt Adelaide by many in the community, and indicates a scant consideration of resource prioritisation at a time when funds for projects such as this are scarce.

4 User Group Emphasis

We feel that a number of potential trails users have been left out or inadequately catered for in this Plan. In our work with other Shires in the State and elsewhere in Australia, we have noted increasing numbers of the following trails users:

Electric bike users. Many grey nomads are travelling with electric bikes, both touring and off-road style. They are looking for scenic cycle trails with places to stop and enjoy / understand the place's history, rest hubs or café's, and circuits of a variety of lengths. They are not skilled enough for green, blue or black level bike trails and want to take their time and enjoy the setting. Many older local recreational riders fall into this category as well, whether they use electric bikes or not.

Young families on bikes. These riders are of a similar skill level to the above group. They have small children learning to ride who are at a developmental stage where their peripheral awareness is poor and they are unable to anticipate fast-approaching bikes or cars. They want safe trails with gentle gradients which are easy to access from car park tail heads and which provide young riders with an enjoyable natural trail experience.

Older adults, people with disabilities and parents with pushers. As the population demographic ages, we are noticing more older adults, some with mobility issues, wishing to access natural sites and interesting historic / heritage locations. While we accept that the topography of the Mounts makes full disability access difficult (and in fact the visual intrusion of endless AS1428 ramps can be an eyesore in natural locations) we think that much more could be done to provide for this group, and for people with small babies and young children.

After all, it is widely known that Albany has an unusually high percentage of retirees.

The text for trail No 1 states that the link between the Mounts will be wheelchair accessible. This would require very gentle gradients, a hard surface and regular rest points, which would come at a considerable expense for over 2.5km in length. Is this the intent, and if so, have the implications been costed?

Trails 12, 16, 17 & 18 are labelled with the wheelchair icon but we would question whether this can be accurate. They are likely to be an easy walking grade, but the wheelchair icon is misleading.

Trail 16 may well be able to be made fully accessible but is not shown on the plan, so it is hard to comment.

Accessibility in the Forts Precinct could be greatly improved. Presently the NAC, café and other buildings are accessible, but it would be difficult for a person in a wheelchair to reach the Wesfarmer's lookout from the lower car park, and the guns adjacent to the water tanks are inaccessible to wheelchairs due to the gravel surface. A more accessible trail circuit (within the sensible bounds of the site's topography and historic fabric) would be an asset and would allow more people of all abilities to enjoy more of the Forts Precinct. A combination of 'bush' trails and more formalised paths here would provide a variety of experiences.

The Desert Corps memorial is easily accessed; Padre White a little less so - but access here has been improved as much as is possible within the limitations of the natural features and granite outcrops.

International visitors. We are observing more international visitors in regional and remote sites. Some of these are young Europeans looking for extreme sport adventure, but many are from large cities in India and China and are not as adventurous. They are seeking to enjoy Australia's unique nature - and the vistas and bushland experiences available on the Mounts are a real draw for them. They are, however, not confident bushwalkers and need clear unambiguous signage, good quality trails and reassurance that they are in a safe location. Once they are confident of their ability to find their way home, they will become more adventurous and walk longer distances. We do not believe that these users have been adequately considered in the proposals contained in the Plan, and would like to see

more thought given to catering for their needs on the Mounts. The Plan as it stands has a significant equity of access issue.

5 Duplication

We understand that in order to reduce the likelihood of trail user conflict, separate trails for different users have been proposed. Unfortunately, this has resulted in multiple parallel trails at access points. There are 4 trails at each of the east and west entry points, and 3 – 5 parallel east-west trails between the Mounts. The need for this duplication suggests a much wider problem, and may even point to the Mounts being unsuitable for most mountain bike trails; particularly blue and black level ones.

The sheer number of trails proposed as a consequence of this "duplication reduces user conflict issues" thinking would see major fragmentation of the bushland on the Mounts, with quite likely significant negative outcomes for both flora and fauna. Further, this kind of planning generates enormous construction and maintenance costs – and the City has a distinctly limited history of funding trail construction or maintenance in this reserve (see 1999 and 2001 report recommendations).

6 Ongoing management and maintenance capacity

This duplication leads us to comment further on the maintenance load on the City of so many trails on and across steep slopes in a place known for its wet weather. We know that at least one of the new trails is on an old alignment that was closed as the gradient, soil type and water flows had resulted in trenching that was impossible to maintain. Further, we have observed rapidly expanding erosion issues on earthen sections of existing trails that have been heavily used by mountain bikes in recent years. Not surprisingly, flowing water follows the wear-line created by tyres, and subsequent trenching is now notable in a number of locations.

In our (extensive) experience the only way to avoid substantial ongoing maintenance issues is to construct bike trails to a very high standard, an expensive exercise in itself and a process which can result in unsightly infrastructure in the natural environment. We question if this is appropriate in a reserve cherished by many (almost certainly, the majority) for providing easy access to a peaceful natural environment.

As noted above, the sheer number of trails proposed creates significant environmental issues related to bushland integrity as well. Multiple corridors reduce contiguous habitat, increase weed and dieback incursion and exacerbate erosion.

Of major concern is that at least 7 of the trails appear to be new routes in previously untouched bush, while some of the existing paths, tracks and trails have not been utilised in the new plan. If the City was to seriously consider the adopting the Plan as it is currently presented the scale of potential environmental impact may warrant some kind of formal EIS process.

The number and variety of trails being proposed also raises the issue of their management. We understand that there will be a period of adjustment while users learn to share the Mounts, but the complexity of who is allowed where and when will require ongoing management if (non mountain bike) users are to feel safe, and if trails are to be used for the purposes and by the user group for which they were designed. Our concern is that the City may not have the capacity or funds to maintain and manage these trails, and that liability risk/exposure will rise substantially as a result. In conclusion, we would again like to stress our support for trails enhancement on the Mounts, but we are not convinced that this is the right location for a network of mountain bike trails aimed primarily at experienced and competitive cyclists.

The Mounts are an asset for the *whole community*, and embedding an adventure cycle zone (promoted Statewide) runs the risk of alienating the wider users for the sake of a few. We are also concerned that this narrow focus may not represent good value for money, as there are other users of the Albany Heritage Park who would also benefit from improved infrastructure and who we think represent a broader cross-section of the local and visiting population.

We would be more than happy to talk through the Plan with you and provide any professional assistance that we can. We have seen a number of these proposals developed over the years – only to gather dust in the City's storeroom. We would be very disappointed to see the opportunity for trail improvement lost yet again because it was not crafted to suit this historic and beautiful location, or the needs of the wider community. We are aware of the amount of time, work and consultation that has been invested in this concept, and hope that our observations assist in bringing the project to a sustainable and appropriate final form.

Sincerely,
Sally Malone Jesse Brampton
Friday, 21 October 2016
CC: Samantha Stevens, Manager Recreation Services

Heather Carter (received via email 24/10/16) - Unsupportive

I would like to comment on the concept plan.

A few points

There is already plenty of trails on the mountain.

There is already a purpose built trail for bikes.

There is plenty of room around the pipeline for dual use walkers and cyclists.

We need to be keeping the area as natural as possible.

It is very unique for tourists and locals to be able to experience our bushland in the centre of the city. The bush is already becoming damaged, there are lots of areas where it is dying trees and branches have fallen.

Also there are lots of areas where the tracks and bush haven't recovered from the damage the cyclists caused on the first Urban Downhill event. They cause gully's and erosion on the tracks and break branches.

I speak as a keen cyclist and walker, on behalf of the silent majority who don't speak up for many reasons to busy, think they cant make a difference. Who enjoy a peaceful quiet place in the heart of the City and our backyard.

Please don't destroy any more of the bushland lets preserve our heritage.

There are already plenty of dual use trails around our city, Middleton beach to Emu Point, Middleton beach to the city, out to Bayonet head on to Lower King, out to Little Grove and many more.

Thank you hopefully for listening and putting my points forward.

Jill Williams & Brad Kneebone (received via email 24/10/16) – Unsupportive

Hi Carl thanks for considering this late entry of the Submission related to the proposed bike trails/walk trails on Mt Clarence and Mt Adelaide

- Safety is a major issue of high risk for walkers and riders on dual use paths. Separation of users is preferred to avoid accidents and possible litigation issues for the City.
- There seems to be an unbalanced number of exclusive bike trails compared to walk trails. The walk trails mostly seem to be shared with the bikes.
- A balance of 50/50 walk trails to bike trails would be a better balance.
- Given the sensitivity of the environment on Mt Clarence and Mt Adelaide, the total length of the trail network seems excessive for the area's limited capacity to absorb impacts from the proposal.
- The management and protection of flora and fauna is likely to be unsustainable from the impact of the current proposal given the City's perpetual limited resources for on-ground monitoring.
- Loss of habitat for the wildlife currently depending on these areas is of great concern, some areas need to be no go zones
- Dogs would be an added concern on dual use paths and should be on a leash at all times and given the sensitivity of wildlife in these areas it is the only refuge they have.
- Cat and feral animal controls are extremely important in these areas given the disturbance of wildlife by the increase in use by walkers and bike users

Frederickstown Progress Association (received via email 2/11/16) – Supportive

Carl Beck
Travelsmart Officer
City of Albany

Dear Carl,

Thank you very much for presenting and talking at our last Frederickstown Progress Meeting. We appreciated your information and the preparation the council has done to initiate this Trails Hub Strategy. Generally the meeting was very supportive of the overall mountain bike trail proposal. It was thought that the positives were:

- Encouraging activity in all ages and skill levels
- Creating tourism potential for attracting people to the area and encouraging longer stays

- Managing existing off road bike trails and corralling bike use to designated trails, thus hopefully discouraging 'self-made' tracks
- Rehabilitation of some currently degraded tracks
- Development of more walking and interpretive trails on the mountains

Following the meeting there are a few aspects and areas that the FPA would like to bring up and submit for public comment.

- The FPA would like to ensure that the Natural Reserves Strategy and Action Plan is completed and adopted before the adoption of the Trails concept plan.
- We would also like to see the council consider the current research being done by SCNRM and DPAW before final implementation of the trails project

We believe that no trails should be installed or ground disturbance occur until all biological surveys are returned and the Reserves Strategy is delivered.

We are anxious to protect existing wildlife and believe the protection of native animals form a core requirement of the strategy.

The meeting was interested in hearing about the 'minimal clearing' method of trail construction now being used and encourages the council to adopt 'best practice' in this regard. The most minimal 'footprint' for the trails should be sought and we strongly hope the project managers are held accountable in this regard.

It was also mentioned that large width firebreaks are no longer necessary due to modern fire-fighting methods, and the FPA asks if some of the existing large eroded firebreaks could therefore be rehabilitated to some degree.

As there are currently 'illegal' bike tracks in existence on the mounts, can we ask that the trail development also include rehabilitation of these areas?

Thank you for accepting these comments on behalf of the FPA

Alison Steer

President

Submission on Proposed Mountain Bike Trails on Mt Clarence / Mt Adelaide.

Thank you for the opportunity to comment upon the Draft Concept Plan for Mountain Bike Trails on Mt Clarence/Mt Adelaide, Albany WA.

I welcome the prospect of a few more trails in these Reserves and in particular a good link down to Middleton Beach. I am acutely aware that encouraging people to get out and exercise is an important contribution to a healthier and generally happier community.

However I am made sharply aware of my responsibility as a citizen in my role of grandmother to future generations and of the need to hand over to future citizens an environment at least as rich as the one I inherited. Thus I raise the following issues:

1. Methodology of the Planning Process

Council have in progress a Natural Reserves Strategy and Action Plan being undertaken by Greenskills, Denmark and Dr Louise Duxbury. The Concept of a Trails hub is a geographical one and as such should have regard for the environment and any impacts upon it.

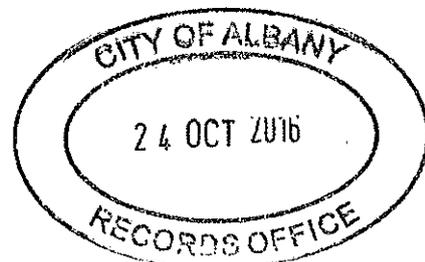
Thus the Council should not consider adopting the Albany Heritage Park Recreational Trails Concept Plan until the Natural Reserves Strategy is Adopted – to do otherwise is irresponsible and not in keeping with the Management Orders held by Council over the Mounds.

SCNRM and DPaW are currently undertaking research on the Mts to establish the nature of the wildlife and flora here, several fauna and flora are vulnerable to a high risk of extinction and may require greater levels of conservation than provided now.

It would be unwise for the Council given the conditions of Management on the Management Order to approve the Concept Plan before the results of the research are known and evaluated.



Doc No: City of Albany Records
 File: ICR16240578
 Date: CR.COC.43
 Officer: 24 OCT 2016
 TSO;MCE



2. BACKGROUND

I note that this area is an A Class Reserve, with exception of the C Class Reserve (Heritage) of the Forts and draw your attention to:-

Class A has the greatest degree of protection, requiring approval of Parliament to amend the reserve's purpose or area, or to cancel the reservation. The A classification is used solely to protect areas of high conservation or high community value. (State Land Services Department of Regional Development and Lands Booklet on Reserves)

Reserve (2682) Mt Clarence, along with Mt Adelaide and Mt Melville, was gazetted in 1894 Class C as a Public Park, Mt Clarence remains a Public Park and for Mt Clarence the land use is shown as Park (Landgate - Landuse enquiry detail), **details of Mt Adelaide Reserve have not yet been confirmed.** However in 1959 Mt Clarence Reserve was made into an A Class Reserve. (Note: the Wildlife Conservation Act 1950) The Department of Planning is listed as the responsible agency (now replaced by Dept of Lands) and the City of Albany holds a Management Order H603431(21.11.2000). (NB The C Class Heritage Reserve of the Forts, and the surrounding A Class reserves of Mt Adelaide-Parks and Recreation- are included by association in this submission as I have not had time to investigate them in depth.)

Management Order Reserve 2682 H603431(21.11.2000). carries the following statement:-

'The Minister for Lands (in the name of and on behalf of the State of Western Australia) orders that the care, control and management of the above Reserve be placed with the above described management body (CoA) for the purpose for which the land is reserved under section 41 of the Land Administration Act 1997, **and for purposes ancillary or beneficial to that purpose subject to the conditions stated above.**' Note the conditions are -' to be used for the Reserves designated purpose only'

However, where the Minister proposes to cancel the reserve or its A classification, to change its purpose, to excise land for a road, or to reduce the area by more than the five per cent or one hectare (whichever is the less) permitted in specified circumstances, the Minister must:

1. *Advertise this intention in a State newspaper; and*
2. *No sooner than 30 days later, table the proposal before*

*Parliament with an explanation.
Either House of Parliament then has 14 sitting days to pass a
notice of disallowance.*

3. Identifying and Targeting

Target 'stakeholders' and identified interested parties while addressing clubs etc have not included the majority of users of the area who are individual local walkers, few of whom read the local paper and all, but one couple, of whom I have spoken to in the last month – know nothing of the proposals. Additionally a great many of these users are people who value their privacy and the isolation and peace offered by the Reserve as this reserve has existed since 1894 few looked to see any drastic changes.

4. Public Comment

There has been considerable opportunity for public comment and the **Council is to be commended for this**. However with the failure to correctly identify users; and the additional failure to advertise on site, means that the Public Comment is grossly weighted towards cyclists. It is noted and commended that when I raised the issue just prior to the final 'public comment' that notices were prepared and erected at major entries to the subject reserves approximately a fortnight before public comment closure. Perhaps too little too late?

Many local authorities now insist on advertising contentious or likely to be contentious proposed changes **on site** as this is the surest way of attracting attention from users. However no method of communicating with the public is foolproof and the level of apathy in Albany is high.

5. A Class Reserve 2682 Mt Clarence

Purpose = Public Park and Management Order H603431

"Note 3 Conditions - To be used for the Reserves designated purpose only."
' THE MINISTER FOR LANDS (IN THE NAME OF AND ON BEHALF OF THE STATE OF WESTERN AUSTRALIA) ORDERS THAT THE CARE, CONTROL AND MANAGEMENT OF THE ABOVE RESERVE BE PLACED WITH THE ABOVE DESCRIBED MANAGEMENT BODY FOR THE PURPOSE FOR WHICH THE LAND IS RESERVED UNDER SECTION 41 OF THE LAND ADMINISTRATION ACT 1997, AND FOR PURPOSES ANCILLARY OR BENEFICIAL TO THAT PURPOSE SUBJECT TO THE CONDITIONS STATED ABOVE'

How does the Concept Plan demonstrate the manner in which Mountain Bike exclusive use trails with speeds approaching 60kms are either ancillary or beneficial to the purpose of a public park to protect areas of high conservation values?

Portions of the Mt Adelaide Reserve outside the Forts Area (C Class Heritage Reserve) are variously reserved A Class for the purpose of Public Park with the addition on some of 'Recreation', however the purposes ancillary and or beneficial to the prime purpose gazetted and designated since 1894 of Public Park A Class for nature conservation.

- 6. When it comes to A Class Reserves most of us do not look for dramatic changes nor do we desire them. Investigation in Council and DPaW makes it possible to believe that considerable confusion exists as to responsibilities and leadership in protecting our reserves.**

Taken from page 3 the Mts Management Plan 2006 CoA -

"Natural Environment - The City Mounts reserve system is a large area of natural bushland in the heart of Albany's city centre and represents an important natural vegetation corridor link in conjunction with Torndirrup National Park and the proposed Gull Rock National Park. The coastal corridor link across the south coast of Western Australia is the strongest east-west vegetation link in southern Australia and has national and international significance (Department of Conservation and Land Management 2003)."

And p4 "Importantly, the City Mounts offer important urban bushland refuge. Native flora is in relatively good condition given the proximity of the reserves to the City centre. However weeds have intruded into disturbed areas particularly along roadsides, firebreaks and trails. Native fauna has probably been impacted upon early in Albany's development through land clearing for the townsite, although possums, bandicoots and bush rats are still relatively common. Domestic cats and feral animals are a threat to native fauna in most reserves but particularly those within the town centre." ***It is not clear what research this statement is based upon.***

And "2.6 Recreation and Tourism - The City Mounts have been favoured

recreation and tourism destinations since Albany was colonised. However modern day use of the reserves is far more diverse and prolific than at any time in the past. Community consultation has identified accessibility of the reserves as the most important value to protect (City of Albany, 2004). People have indicated that they enjoy **getting away from their busy lives** to enjoy the scenery and nature of the City Mounts without having to travel far from home." *Are some of these proposed trails just too busy for a park?*

Natural Reserves Strategy and Action Plan undertaken by Dr Louise Duxbury and Greenskills Denmark 2016, adds confusion to a confused arena. This proposes to be the City's strategy for developing 'a plan that is financially sustainable, **reflects environmental best practice and balances biodiversity conservation with community and user needs**'. It includes the three mounts, Adelaide, Clarence and Melville.

I am advised by Council that the above plan is in the final stages and it will be presented to the November Works & Services Strategic briefing before being presented to the Council for adoption in early 2017.

My impression is that the **Albany Heritage Park Recreational Trails concept plan** is driven by a lack of understanding of the significance an A Class Reserve, a lack of full consultation with everyday users of the Reserve and little understanding of Nature Conservation and the need for the City to observe the terms of its Management Order. The long term planning associated with an A Class Reserve and the proper consultation of Environmental Agencies is still to occur. **To adopt such a detailed concept Plan prior to engaging in full Environmental discussions could be seen as irresponsible in raising expectations that may well not be met.**

The new Dual Use tracks (and hopefully improved existing tracks) that do not encourage excessive speeds i.e. above 20kmph (?bearing in mind walking speeds of 3-4kmph) and **that encourage visitor awareness of the landscape, vulnerable or rare flora and fauna are supported as a being ancillary and supportive of a Public Park.**

7. Sense of Scale

A 70yr old woman can walk at normal walking pace from the west side of Mt Clarence to the eastern side of Mt Adelaide in approximately one

hour. The same person takes 15-20mins to cross the Reserves from the Forts entry and or Innes Street to Hare Street.

Is this then a suitable location to place 25kms of cycle track?

8. Vulnerable Species – it is my experience that the Western Ringtailed possum, a vulnerable species is abundant in the Reserves and is found mainly at heights of 1m- 3m. I am personally aware of incidents of dogs getting possums regularly during morning walks, dogs do not climb trees and to assert that tracks will enable possums to move overhead shows a lack of understanding of the habits of these friendly animals. Tracks will allow easier access for people and predators alike and tracks proposed for the north and east of Mt A and the West and South of Mt C are particularly intrusive into near pristine dense bush.

9. Vegetation and clearing

Role of volunteer weeders – most weed control in the area is by volunteers – should single purpose bike tracks be implemented how will these volunteers be able to access weeds carried in by bikes?

Previous 'no clearing' on the Down Hill bike ride has made a mess of the Northern slopes of Mt Clarence and it is possible that by instigating this single use track the Council may have contravened its Management Order for Mt Clarence.

10. Mountain Bikes

There is a Need for bells, speed limits etc

Bikes = vehicles and are controlled stringently under the Road Traffic Act – on Roads – contraventions of the 'code of conduct' proposed should be a matter of law?

11. Costs and Council's ability to maintain and oversee this is extremely doubtful and on this basis alone I cannot accept the necessity of density and length of track proposed in the draft.

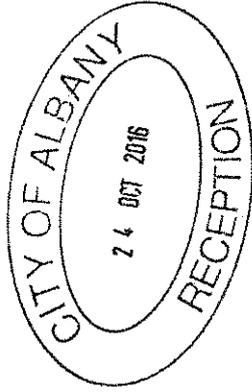
I have run out of time but basically cannot support this Concept in its current form – it is a dire case of inappropriate and overdevelopment in A Class Reserves.

I am continuing to research the issue of A Class Reserves and will inform you of progress as I go.

Kind regards

Juliet Albany

54 Duke Street Albany WA 6330




Albany City of Albany Customer Service Item Receipt

Date: 24/10/2016 Time: 11:46 AM/PM No 06275

Customer: Juliet Albany

Description: Submission for Trails Mt Clarence

Deliver to REC Carl Beck Customer Service Officer: NS



Lord Mayor and Councillors,
City of Albany,
PO Box 484,
Albany WA 6331.

Bushcarers Group Inc.
PO Box 937
Albany WA 6331

Dear Lord Mayor and Councillors

Re: Request to Delay the City of Albany Council's consideration and adoption of the Albany Heritage Park Recreational Trails Concept Plan.

We the Bushcarers Group Inc. respectfully request that the City of Albany (CoA) Council postpone consideration and adoption of the **Albany Heritage Park Recreational Trails Concept Plan** until after the draft **Natural Reserves Strategy and Action Plan** has been completed and adopted by the CoA Council.

Also that due consideration is given to the current research being conducted by State Natural Resource Management (SNRM) projects that are in partnership with UWA's CENRM and Department of Parks and Wildlife (DPaW). A highly qualified local fauna consultant (Dr. Sandra Gilfillan) has been engaged under a State NRM grant by the Oyster Harbour Catchment Group to study the endangered Ringtail Possums including those on Mt Adelaide and Mt Clarence; this research is due for completion in the next month or so.

We believe the City of Albany engaged Greenskills led by Dr Louise Duxbury to complete the Natural Reserves Strategy and Action Plan, Council Staff advise 'The above plan is in the final stages and it will be presented to the November (2016) Works & Services Strategic briefing before being presented to the Council for adoption in early 2017'.

Background

The City of Albany Mounts Management Plan (2006) quoted the Department of Conservation and Land Management (2003) p3, 'Natural Environment – *The City Mounts reserve system is a large area of natural bushland in the heart of Albany's city centre and*

represents an important natural vegetation corridor link in conjunction with Torndirrup National Park and the proposed Gull Rock National Park. The coastal corridor link across the south coast of Western Australia is the strongest east-west vegetation link in southern Australia and has national and international significance.’ p4 ‘Importantly, the City Mounts offer important urban bushland refuge. Native flora is in relatively good condition given the proximity of the reserves to the City centre.’

It is known that these reserves are home to rare/endangered flora and fauna, the Black Cockatoo Baudin’s Black-Cockatoo, Carnaby’s Black-Cockatoo, and the southwestern subspecies, the Forest Red-tailed Black-Cockatoo. All three of these iconic Western Australian birds are currently listed as threatened under both state and federal legislation. (from Birdlife Australia Southwest Black Cockatoo Recovery Program). Plus the Western Ringtail Possum this possum is a vulnerable species under the Environment Protection and Biodiversity Conservation Act 1999, was first recognised as Endangered in Western Australian Wildlife Conservation Act 1950 and is on the IUCN Red List of Threatened Species as Vulnerable (to extinction). The International Union for the Conservation of Nature (IUCN) is the world’s most comprehensive inventory of the global conservation status of biological species. (A fine of \$10,000 is liable for ‘taking’ or killing a Western Ringtail Possum).

The Management Order (H603431, dated 21.11.2000) held by the City of Albany on Mt Clarence appears overlooked by proponents of the Trails. Mt Clarence and Mt Adelaide have different purposes/uses, Mt Clarence is not a ‘recreation’ reserve as such but is a public park, ‘recreation’ carries a much wider connotation of uses.

Reserves (R2682) Mt Clarence, and Mt Melville, were gazetted in 1894 Class C as Public Park. Mt Clarence remains a Public Park and for Mt Clarence the land use is shown as ‘Park’ (Landgate - Landuse enquiry detail). Mt Adelaide (R27068) reserves had the word ‘Recreation’ added to the reserves’ purpose of Public Park and research is still underway as to the reason for this, it is thought it is connected to the Army use of the land and the Forts Class C reserve and subsequent heritage and tourism values.

In 1959 Mt Clarence Reserve became an A Class Reserve. (Note: the Wildlife Conservation Act 1950) DPI is listed as the responsible agency (now replaced by Department of Lands) and the City of Albany holds a Management Order H603431. Mt Adelaide is also vested with City of Albany (H633629) and both Management Orders date from 2000.

The whole area (Mt Clarence and Mt Adelaide) consists of A Class Reserves of Natural Bush, with the exception of the C Class Reserve of the Forts, your attention is drawn to:-

- ‘Class A has the greatest degree of protection, requiring approval of Parliament to amend the reserve’s purpose or area, or to cancel the reservation.
- The A classification is used solely to protect areas of high conservation or high community value.’ (State Land Services Department of Regional Development and Lands Booklet on Reserves). A Class Reserve 2682 Mt Clarence and Management Order H603431. Purpose = Public Park “Note 3 - Conditions - To be used for the Reserves designated purpose only.”

“The Minister for Lands (in the name and on behalf of the state of Western Australia) orders that the care, control and management of the above reserve be placed with the above described management body (City of Albany) for the purpose for which the land is reserved under section 41 of the Land Administration Act 1997, and for purposes ancillary or beneficial to that purpose subject to the conditions stated above”

We note The City of Albany statement in relation to the commissioned **Natural Reserves Strategy and Action Plan** that the *“strategy aims to develop a plan that is financially sustainable, reflects environmental best practice and balances biodiversity conservation with community and user needs”*. In our opinion it would be premature to make a decision about the **Albany Heritage Park Recreational Trails Concept Plan** prior to adoption of the **Natural Reserves Strategy and Action Plan**. We therefore request that the City of Albany Council postpone consideration and adoption of the **Albany Heritage Park Recreational Trails Concept Plan** until after the draft **Natural Reserves Strategy and Action Plan** has been completed and adopted by the CoA Council.

Kind Regards

Gillian Determes

Chairperson

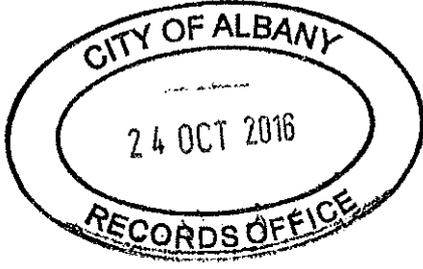
Bushcarers Group Inc.

Maureen Cremin

Secretary

Bushcarers Group Inc.

13th November 2016



Doc No: City of Albany Records
ICR16240505
File: CR.COC.43
Date: 24 OCT 2016
Officer: TSO.MCE

Attach:
Box:
for
Box+Vol.

TONY HARRISON

My comments on the Albany Heritage Park.

Firstly, has the City of Albany Natural Reserves Strategy and Action Plan been finalized and accepted by the City of Albany Council?"

If you have adopted this Strategy then you need to clarify what Mt Clarence and Mt Adelaide are Natural Reserves or Developed Reserves, & not a Park.

As far as I can read and interpretate Mt Adelaide and Mt Clarence don't fall into the category of a Developed reserve, they are more in the line of Natural reserve. The only development is Water Corp tanks, the forts & Interpretive Centre and Mt Clarence memorials, Parade White etc. At least 90% of that Reserve area is Natural Bush.

When I look at the Proposed layout of all the bike and walk trails that criss cross all over Both Mountains, I began to wonder, "What chance has the Wildlife got of survival with high tech push bikes flying down a heavily dense areas of the Reserve. At night cyclists will have bright L.E.D spot lights on their helmets blinding wildlife that might be on the tracks, also more wildlife will be killed along Marine Drive as they try to escape from the track construction, and the increase of movement and activity in their habitat areas.

We need to protect the existing vegetation, trees and granite outcrops which are the home for many native animals, large and small, these will come under threat.

The flora will also come under pressure from small trails being formed from the Main Bike trails, also erosion during heavy rains. All of these proposed tracks are facing all points of the compass, you will see erosion on those tracks.

I'm sure D.P.A.W has informed everyone that there is Die Back in certain areas, how is the City going to control the spread of it.

What provisions are proposed to control the use of motor bikes, and how to apprehend the offenders, it will be abused.

I feel there should be a reduction in the number of trails around the Mountains.

My suggestion would be a large figure of eight trail going around both Mountains. Two competitive trails at the western end of Mt Clarence and two trails at the Eastern end going up and down to Middleton Beach.

All other established trails can connect into the figure of eight trail. - Boardwalk etc.

These are my concerns and my options.

Tony Horn

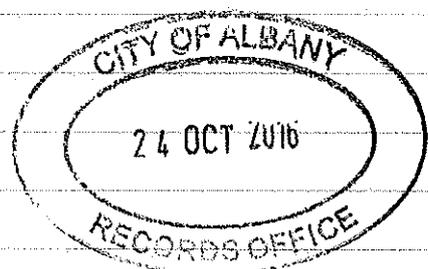
23-10-16.

P.S. FOUR.

Three large areas of natural bush in close proximity to the centre of town are under threat. Heritage Park, Emu Point and eventually Baynot Headland Lake Sepping.

Let's hope the Reserves Strategy is put to good use. If we lose this bush then "Your" Reserve Strategy is a waste of money and time.

34 GORDON ST
LITTLE GROVE
ALBANY
6330.





Government of Western Australia
Department of Parks and Wildlife
Regional and Fire Management Services



Your ref:
Our ref: 2011/001797
Enquiries: Deon Utber
Phone: (08) 9842 4500
Email: deon.utber@dpaw.wa.gov.au

Mr Carl Beck
Travel Smart Officer
City of Albany
PO BOX 484
ALBANY WA 6331

Dear Mr Beck

ALBANY HERITAGE PARK CONCEPT PLAN

The Albany Office of the Department of Parks and Wildlife received an invitation to participate in public comment on the Albany Heritage Park (AHP) Concept Plan through the online survey. Upon review of the survey format Parks and Wildlife considered that a formal letter would be a better means to communicate the department's comments on this proposal.

The department recognises that the Albany Heritage Park lies completely within land vested and managed by the City of Albany and therefore our comment reflect matters for which Parks and Wildlife has legislative responsibilities for under the Wildlife Conservation Act. In addition we have provided broader comments relating to biodiversity conservation in general.

There are a number of threatened and conservation dependent flora, fauna and a priority ecological community that occur within the AHP area that may be impacted by the development of recreational walking and mountain bike trails if they are not adequately considered in an Environmental Impact Assessment (EIA) framework.

Caladenia harringtonae is the only threatened flora recorded from the AHP area and should be identified through targeted survey of areas proposed for any new trail development. Mitigation of potential impacts on this species should include actions such as avoidance of direct impact and prevention of any indirect impact such as erosion and altered hydrology where applicable. Continued consultation with the Albany District Flora Conservation Officer is requested for matters relating to threatened flora.

Threatened fauna habitat within the AHP area includes Carnaby and Baudin's Black Cockatoo's, Forest Red-tailed Black Cockatoo and the Western Ring-tail Possum (WRP). It is unlikely that the trails will have an impact on cockatoo roosting and foraging habitat and the department is pleased to see that there are large areas that are not within the trails area where these species will be able to move to if disturbed. It is assumed that existing informal walking and mountain bike trails not identified in the concept plan will be rehabilitated and ongoing use discouraged to gain greatest benefit of limiting trails to identified recreational zones.

The WRP Recovery Plan recognises the Albany populations as being significant for conservation of this *Endangered* species. The department's knowledge of WRP density and habitat use within the AHP and Albany area in general is deficient due to the lack of systematic survey and research. There are currently a number of projects underway by organisations such as the Oyster Harbour Catchment Group with support from UWA, Parks and Wildlife, the City of Albany, and the community that will improve knowledge and understanding of ringtail distribution and status in

South Coast Region
120 Albany Highway, Albany, Western Australia 6330
Phone: (08) 9842 4500 Fax (08) 9841 7105 Email: albany@dpaw.wa.gov.au
www.dpaw.wa.gov.au

this area. These projects include a UWA honours project focused on the AHP area titled 'Habitat use of western ringtail possums (*Pseudocheirus occidentalis*) in bushland remnants', and distance sampling to estimate density of ringtails within the City of Albany mounts reserves. The results of the honours project are currently being finalised and a summary will be provided when available.

Parks and Wildlife recommends that a WRP monitoring program is established for the approved demonstration trail (from Apex Lookout down to the Apex car park) for the purpose of documenting the impact of newly established tracks on the presence and density of WRP within proximity of the trail. It is likely that monitoring data will be informative at the detailed trail design stage as to how potential disturbance impact could be mitigated or minimised. Such monitoring could be supported by the working group that is overseeing the current WRP projects.

In general Parks and Wildlife supports the City of Albany's intent to formalise the management of recreational trail use in the AHP and the principles of constraining recreational activity into identified zones in order reduce pressure on other areas. However there is a level of uncertainty on how this approach will impact on WRP in particular within areas of high recreational activity due to a lack of research and studies into the species in the Albany area and the impact of trail on arboreal fauna species. With new information and knowledge being developed over the near future this should be supported and accommodated into Environmental Impact Assessment processes. These processes should also consider whether the concept plan in its entirety constitutes a significant impact on WRP and its habitat under the Environmental Protection and Biodiversity Conservation Act 1999 'National Matters of Environmental Significance'.

Impacts to native vegetation should also be assessed in the context of the Albany Regional Vegetation Survey (ARVS) (Sandiford, 2010) and the draft ARVS phase 2 biodiversity planning process developed by the Department of Planning in partnership with Western Australian Local Government Authority, City of Albany and Parks and Wildlife. The Environmental Protection Bulletin 13 establishes the ARVS as a "detailed and contemporary regional context of flora and vegetation in the Albany Region and should therefore be used for environmental impact assessment of proposals". The concept plan should also be considered in the context of the City of Albany Natural Reserves Strategy to ensure consistency of purpose and objectives for the AHP. The department understands that the reserves strategy and concept plan both will be presented to council in the near future

Mapping of Phytophthora dieback by Great Southern Biologic has shown that the reserve is largely infested with no areas deemed to be protectable from future disease introduction and spread. The department agrees with this position but provides the following additional comment. A recreation plan such as this presents the opportunity to encourage activity within identified recreation zones and reduce activity in other areas as discussed previously in this letter. Taking this approach also provides the potential benefit of decreasing disease vectors and rate of spread by discouraging the use and development of informal trails and should be recognised as such. Hygiene management should be considered in the development of new trails when importing basic raw materials that may carry other diseases or environmental weed seed. The potential for transport of disease from the AHP area to other reserves should be considered in hygiene planning as recommended by Great Southern Biologic.

For further information and advice, please do not hesitate to contact Deon Utber, Regional Leader Nature Conservation, at the Albany Office on 98424500.

Yours sincerely

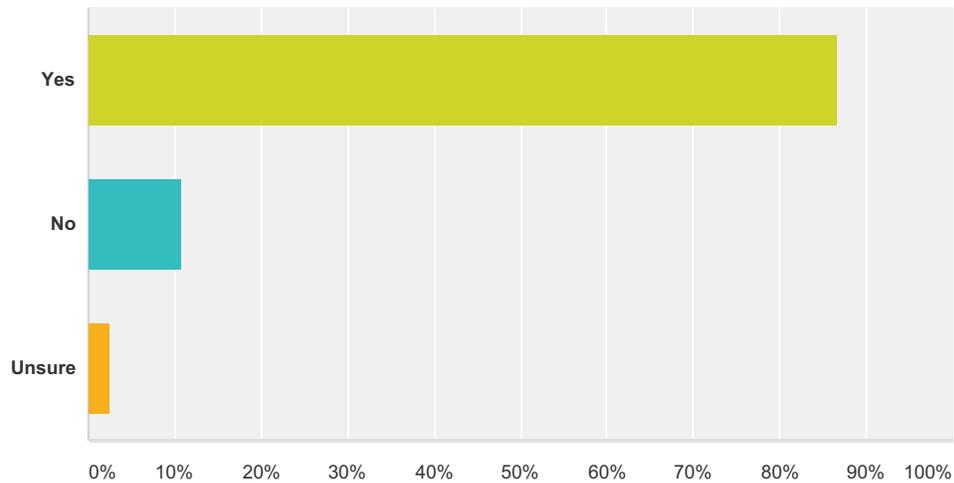


Deon Utber
For Greg Mair

3 November 2016

Q1 Overall are you supportive of the concept plan

Answered: 248 Skipped: 2



Answer Choices	Responses
Yes	86.69% 215
No	10.89% 27
Unsure	2.42% 6
Total	248

#	Comment	Date
1	Can't wait for more bicycle trails it will be amazing for tourism and locals	10/25/2016 7:34 AM
2	Could not open it.	10/23/2016 10:32 PM
3	Supportive of new bike trails but concerned that there are too many and disproportionate investment	10/23/2016 7:15 PM
4	I am very concerned about the excessive number of additional trails in what is a relatively small area. Has an assessment been carried out what impact these additional trails may have on the flora and fauna of the area? Will threatened species (Ring-tailed Possum for example) be impacted?	10/23/2016 5:58 PM
5	I have a problem with use of "trails" - this is Australia - we have tracks I also have a problem in that the links on the website didn's work so it was very difficult to get information. I also think there is insufficient detail about managing the other values of the parks and access for mountain bikes appears to have priority	10/23/2016 5:48 PM
6	I have belatedly discovered that a bike trails network is planned for Mts Clarence/ Mt Adelaide. Today I tried to find the 'link' to the concept plan, but found it was not on the City of Albany website! I am against the concept of bikes being encouraged to recreate on Mts Clarence/ Adelaide and surrounds for the following reasons: 1) the fragile soils will quickly erode with increased bicycle use; 2) the mounts are used extensively by walkers and dual-use bike/walk paths are incompatible in such an environment; 3) the area is botanically rich and further development of the mounts and surrounds will diminish their high ecological value; 4) further infrastructure development will decrease the aesthetic value, currently the mounts are relaxing and serene places to visit and walk; 5) increased bike use will increase the potential for introduction of Phytophthora dieback disease which will decimate the flora on the mount; 6) bike trails should be developed further away from the townsite, e.g near the windmills and towards Nannarup Rd; 7) I ride a mountain bike, a road bike and walk - having lived in Wittenoom St and therefore have intimate knowledge of Mts Clarence/ Adelaide and surrounds, this is NOT the place to develop bike trails and encourage further bike use on the mounts. Other sites in the region are more suitable and will not create a conflict between walkers and cyclists.	10/23/2016 4:53 PM
7	The number and location of trails will have a negative impact on the Mounts	10/23/2016 4:32 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

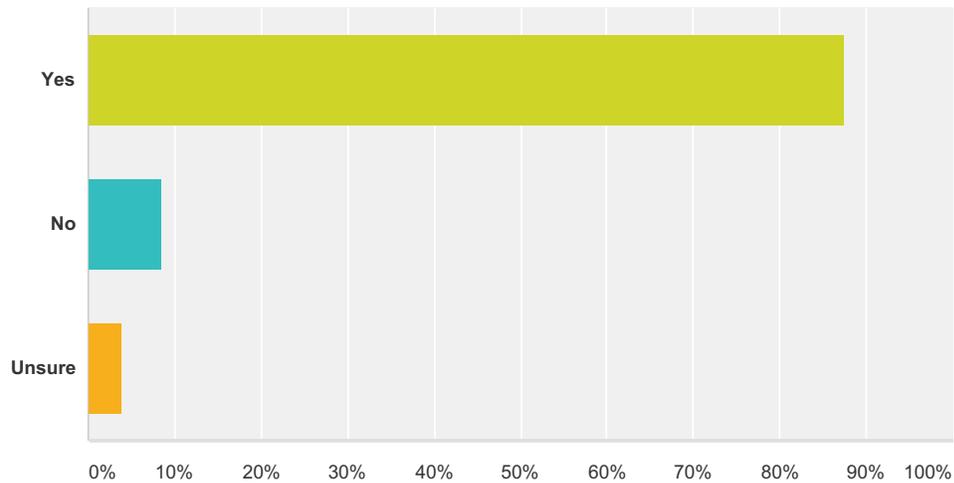
8	destruction of bushland is not in the best interest of the ratepayers	10/23/2016 4:09 PM
9	I think there are too many cycle tracks proposed and these are going to extensively modify the vegetation, particularly on the southern and western sides of the reserves, and in the area above Middleton Beach. I don't think you have really acknowledged the large number of people who WALK on the existing tracks daily and who are now going to have far less options for walking. From experience, I can say without hesitation that dual use paths don't work. I have twice been knocked off my feet by downhill cyclists coming at speed around sharp bends on walking tracks and what you are proposing is going to see a lot more accidents. Is the CoA going to indemnify walkers against injury?	10/23/2016 1:26 PM
10	While it has some reasonable elements, the Plan is overwhelmingly biased towards the 'adrenalin' end of the recreational use spectrum, in a way that is totally incompatible with the conservation, aesthetic and broader tourist values of the Towns main bushland reserves	10/23/2016 12:35 PM
11	It is too intrusive and potentially damaging to the landscape.	10/23/2016 12:27 PM
12	The Mount Clarence/Adelaide reserves are a rare and precious enclave of flora and fauna (particularly birdlife). A great deal of effort throughout our history has been invested in securing these reserves for future generations, on rehabilitation projects, and for controlling invasive species. These reserves and their natural values offer the citizens of Albany respite and pleasure through every season — pleasures that are afforded largely by low impact walks. Trails plans should be non-intensive, preference walks, and minimise biking and 'contests' that concentrate crowds and traffic. The scope and extent of the nineteen possible trails described in plans, outline a metastasising scenario of stresses and impacts that counter the peace and natural attributes these mountains give to the heart of our town — and represent an assault on the sanctuary that the people of Albany and its previous administrations have worked hard to safeguard. The trails plans should be limited to a few low-impact walk trails, and to areas where fresh impacts will not erode natural values, either through the trails themselves or crowds attracted to massive 'events'.	10/23/2016 11:11 AM
13	to extensive	10/23/2016 10:44 AM
14	I feel that there will be too great an impact on the flora and fauna of the mounts with the extent of new trails being planned.	10/23/2016 10:42 AM
15	Plan is needed, but there are way too many trails in the plan, and some seem to be totally unnecessary. I am very worried about the impact this many trails will have on the plants and animals, especially the rare ring tail possums that are there. The maps look a bit like a theme park, where the trails are the main purpose of the area. I do agree something needs to be done to sort the trails out up there, but this does not look to be the way. From someone who really cares about Albany, please drop some trails from the final plan.	10/23/2016 8:43 AM
16	This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking.	10/23/2016 12:29 AM
17	Proposed trails clash with walkers. I have already experienced several near misses on the existing trail network because mountain bike riders utilise all paths on my Clarence/adelaide	10/22/2016 5:19 PM
18	See "other comments".	10/21/2016 5:29 PM
19	An excellent initiative to attract more active tourists.	10/21/2016 1:56 PM
20	The plan is heavily biased to a single user group (mountain bikes) and ignores wider community values with respect to nature and heritage	10/21/2016 8:53 AM
21	This plan does not appear to be balanced	10/17/2016 12:40 PM
22	The plan is difficult to interpret. Maps for each path proposal should be produced. What is apparent is the totality of eith dual use or bike only, there appears to be only a very very small amount of walk only paths. Your "Meet the Trail Users" document is a poor and overly generalised attempt to categorize current users. There are many many users from all around Albany, and particularly the residential permimeter of Mt Clarence that walk Mt Clarence on a dilay basis, many with dogs (under control but not on leashes). These people have been doing this for years/decades. One can only fear that dual useage will see an erosion of the ability to do this.	10/14/2016 10:40 AM
23	I	10/12/2016 4:24 PM
24	Notable exceptions	10/11/2016 7:19 PM
25	Definitely because we need more trails with jumps and obstacles.	10/11/2016 6:30 PM
26	Great to have a mix of walking and dual use trails. Would love to see more people travelling to Albany because of the "the trails".	10/11/2016 8:06 AM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

27	Looks like there is a little bit there for everyone - hope there are plans to do something similar on Mt Melville as there are big problems there to.	10/8/2016 6:28 PM
28	Be really good on the focus of a healthier lifestyle amongst all ages	10/4/2016 10:28 PM
29	Great for tourism	10/4/2016 7:21 AM
30	I believe that Albany has the potential to become a fantastic trails destination for locals and visitors.	10/3/2016 10:06 PM
31	Fantastic about time.	10/3/2016 9:43 PM
32	mtb is an olympic sport and the fastest growing sport in Australia	10/3/2016 9:12 PM
33	I think this is a great plan, with aspects appealing to many user groups. I sincerely hope it is not derailed or watered down by the few noisy opponents.	10/3/2016 8:56 PM
34	Yes more mtb trails are needed to make Albany a destination	10/3/2016 5:43 PM
35	I am a casual bike rider however I these the trails are necessary .	10/3/2016 3:49 PM
36	Looking forward to adding Albany to my mountain bike touring destination :-)	10/3/2016 3:14 PM
37	Health and protecting environment from ilegal ise of protectef reserves.	10/3/2016 2:22 PM
38	We do a lot of biking in Perth and would certainly visit Albany more if we there were fun, safe, purpose built trails for biking.	10/3/2016 2:22 PM
39	Much needed for local and especially visiting riders, af whom there are huge numbers	10/3/2016 2:20 PM
40	Please start building soon	10/2/2016 11:26 AM
41	Great idea,	10/1/2016 8:53 AM
42	I am concerned that it is too little too late and concentrates on inner Albany when there is huge potential outside the cbd. Having said that we have to start somewhere.	9/30/2016 3:49 PM
43	Essential for sustainability of trails an environment on the mounts.	9/30/2016 10:12 AM
44	Absolutely essential if Albany is to succeed in becoming a MTB centre	9/30/2016 9:40 AM
45	Any developments in our city that help to promote outdoor activities and provide a greater range of activities for locals and tourists has got to be a positive for our community	9/30/2016 9:08 AM
46	Absolutely yes. This is a much desired, and needed addition to the mountains for dual use activities.	9/30/2016 8:58 AM
47	Well balanced plan with something for everyone	9/29/2016 9:47 PM
48	Like it!	9/29/2016 7:25 PM
49	The community will benefit greatly from improved trails	9/29/2016 11:03 AM

Q2 Are you supportive of the Green Dual Use Ridge Link Trail (Trail ID 1)

Answered: 246 Skipped: 4



Answer Choices	Responses
Yes	87.40% 215
No	8.54% 21
Unsure	4.07% 10
Total	246

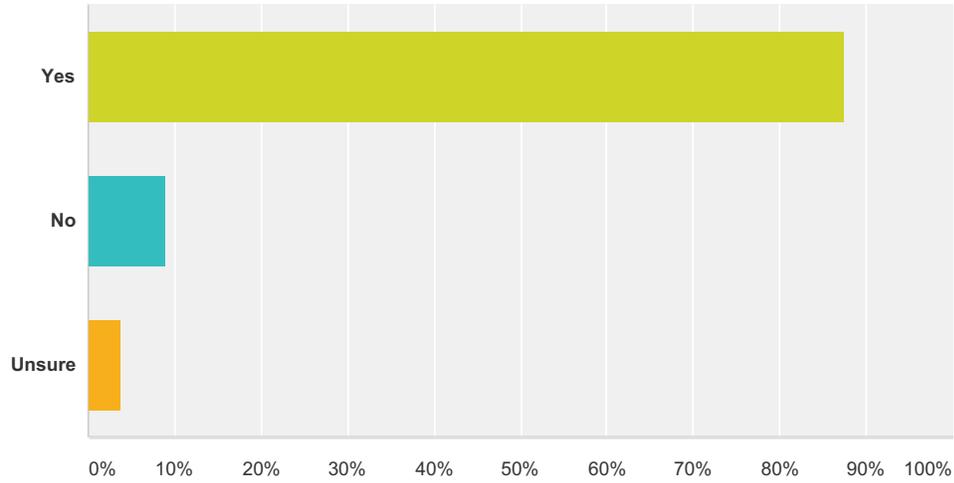
#	Comment	Date
1	too many bike paths, mountain biking abd walking do not go well together	10/23/2016 5:48 PM
2	From the map provided is difficult to assess the exact location. There are existing tracks in this area that I use frequently. In wider, less vegetated areas with a flat gradient it could be possible to have a SAFE dual use track here but I would like to see more informative site plans before supporting this track absolutely. I am definitely not supportive of sections 1j near Middleton Beach, or 1b on the steep western slope above Watkins Road.	10/23/2016 1:26 PM
3	Dual use doesn't work with mountain bikes involved	10/23/2016 12:35 PM
4	Riders are not usually caring of walkers.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	again very extensive	10/23/2016 10:44 AM
7	I don't believe it is safe to have bikes and pedestrians on the same track.	10/23/2016 10:42 AM
8	Concerned about how wide this will be and how much ground disturbance there will be. Also needs to be planned really well, with lots of input.	10/23/2016 8:43 AM
9	It is a good idea to install a trail here which links the two mounts and is fairly easy grade. I assume this will be sealed as it will be high use and there will be erosion issues up the Mt. Clarence western end. These are highly erosive clay soils. .	10/23/2016 12:29 AM
10	Should be a walk trail only	10/22/2016 5:19 PM
11	So long as adequate line-of-sight issues are sorted.	10/21/2016 1:56 PM
12	See above	10/14/2016 10:40 AM
13	High risk for bike/walker accident.	10/11/2016 7:19 PM

Albany Heritage Park Trails Concept Plan Features **AGENDA ITEM ED043 REFERS**

14	I think this will be a good trail to take all of my visitors on as even our older family members should be able to do some of that	10/8/2016 6:28 PM
15	Dual use link trails work very well at other places where I have ridden and walked.	10/3/2016 10:06 PM
16	provided controls (trail design features) are in place to control rider speed.	10/3/2016 9:12 PM
17	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
18	This is great to give families an optikn to ride/walk with younger kids.	9/30/2016 8:46 PM
19	Not sure what that is, but support trails for mountain biking definitely. The more the merrier.	9/30/2016 9:40 AM
20	Big potential for multiple use and tourism	9/29/2016 9:47 PM

Q3 Are you supportive of the Middleton Beach Green Mountain Bike Descent Trail (Trail ID 2)

Answered: 246 Skipped: 4



Answer Choices	Responses
Yes	87.40% 215
No	8.94% 22
Unsure	3.66% 9
Total	246

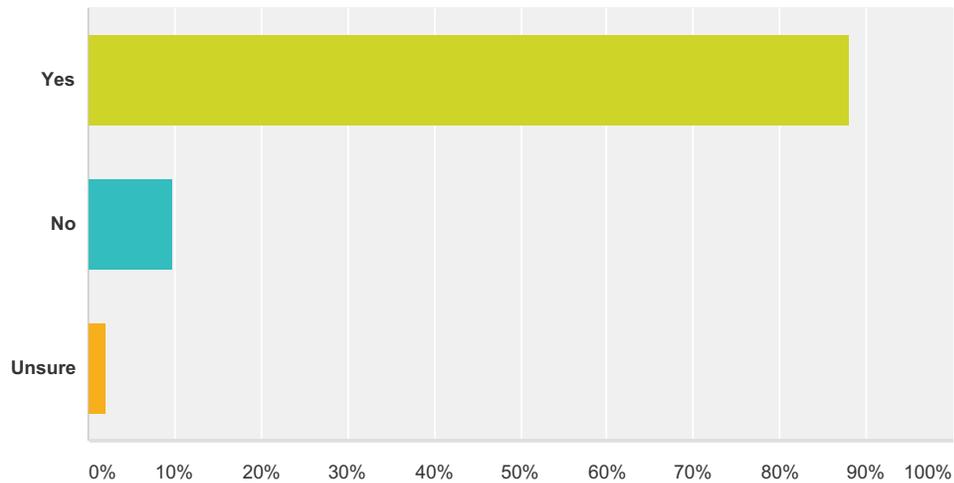
#	Comment	Date
1	Could not open the map.	10/23/2016 10:32 PM
2	this reserves needto preserve nature and the enjoyment of it	10/23/2016 5:48 PM
3	same comments before as per destruction of bushlands	10/23/2016 4:09 PM
4	I think this is too steep and will result in considerable erosion and loss of vegetation on this slope. I also think there are too many trails proposed for this part of the mountain - 3 exclusive cycle use tracks plus a staircase is too much disturbance for the area. What on earth were you thinking??	10/23/2016 1:26 PM
5	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
6	Damaging to landscape.	10/23/2016 12:27 PM
7	Comment as for "1."	10/23/2016 11:11 AM
8	extends a current bike trail.	10/23/2016 10:44 AM
9	I don't see a walking trail for 'walkers only' doing a nice descent through the lovely woodland areas on this descent down to Middleton Beach area. There is a dual use path, and a steep stairway path but where is the lovely walkers only path so they can enjoy the nature experience on this side of the hill. This has always been a good possum spotlighting site for both western ringtail and brushtail possums because of the tall old timber. Why have cyclists got more trails on this side of the hill than walkers. A 'walkers only' trail would be good and not a manmade high intrusion staircase that removes people from the nature experience	10/23/2016 12:29 AM
10	This trail should be suitable for children and families to us	10/22/2016 7:56 PM
11	Mountain biking near a town centre? Awesome, and a real drawcard. Good for beginners and families.	10/21/2016 1:56 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

12	See above	10/14/2016 10:40 AM
13	Again high risk zone.	10/11/2016 7:19 PM
14	There is only one trail at the moment so this would be a great addition	10/11/2016 8:31 AM
15	I think this is a good idea to get the bikes that are going downhill away from us when we are walking	10/8/2016 6:28 PM
16	important to make sure new developments are accessible to all riding levels	10/3/2016 9:12 PM
17	Excelent fisical outlet for the town youth.	10/3/2016 2:22 PM
18	Im yet to see a non fire road green trail, my concern is we already have a lot of green trails linking other trails so are green downs necessary?	10/1/2016 8:28 AM
19	A direct route to middleton beach has long been an oversite of the adelaide trail network.	9/30/2016 8:46 PM
20	Yes Im supportive of a descending trail but I feel it should be blue with "b lines"	9/30/2016 10:29 AM
21	Prefer cross-country trails and fire roads more than technical trails	9/30/2016 9:40 AM
22	Good to seperate mountain bikers going down hill from walkers	9/29/2016 9:47 PM

Q4 Are you supportive of the Blue Iconic Mountain Bike Descent Trail (Trail ID 3)

Answered: 243 Skipped: 7



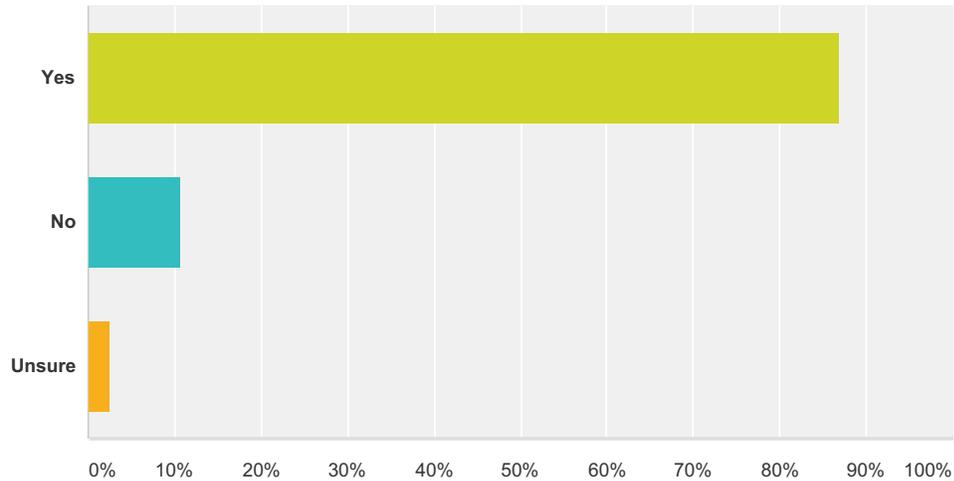
Answer Choices	Responses
Yes	88.07% 214
No	9.88% 24
Unsure	2.06% 5
Total	243

#	Comment	Date
1	lack of detail about ensuring no erosion or weeds	10/23/2016 5:48 PM
2	as per comments above	10/23/2016 4:09 PM
3	See previous comments. I believe this slope is too steep and will result in considerable erosion and vegetation destruction.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Damaging to landscape.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	This makes sense.	10/23/2016 8:43 AM
8	Almost exactly where your no. 3 is located along this trail is a Banksia (dryandra) thicket which is habitat for honeypossums. There are not many sites like this on Mt. Clarence. Don't go through the B. sessilis thicket. There are some high erosive sites along this trail. How are you going to manage this longterm.	10/23/2016 12:29 AM
9	A great attraction for more experienced MTBers.	10/21/2016 1:56 PM
10	if all the new tracks are cleared that is a total of 13.5 kilometers. if they are 2 metres wide, that is 2.7 hectares, far too much bush cleared.	10/20/2016 3:47 PM
11	See above	10/14/2016 10:40 AM
12	There is only one trail at the moment so this would be a great addition	10/11/2016 8:31 AM
13	I dont know much about bike riding but the riders seem to think this is a good idea and again I like the idea of the bikes going downhill not being on the same track as walkers	10/8/2016 6:28 PM

14	More blue trails would be appreciated	10/3/2016 7:00 PM
15	That looks awesome	10/2/2016 11:26 AM
16	Would be priority number 1 for Mountain Bikers	9/30/2016 12:35 PM
17	As 3.	9/30/2016 9:40 AM
18	This will be great for a range of Mtb riders and good for events	9/29/2016 9:47 PM

Q5 Are you supportive of the City Green Mountain Bike Descent Trail (Trail ID 4)

Answered: 245 Skipped: 5



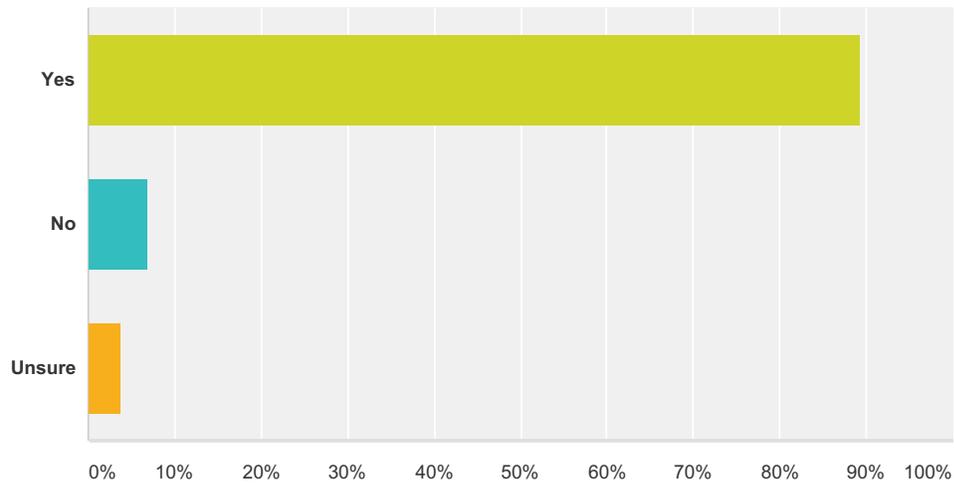
Answer Choices	Responses
Yes	86.94% 213
No	10.61% 26
Unsure	2.45% 6
Total	245

#	Comment	Date
1	not another track to be made until current paths within these reserves are managed to prevent invasion of weeds and destruction of native vegetation which I have witnessed over 20 years	10/23/2016 5:48 PM
2	ditto	10/23/2016 4:09 PM
3	This appears to mean that the existing walk track (often used - dangerously - by cyclists) will no longer be available to walkers. As I use it regularly, I am extremely disappointed in the proposal. I also believe it is too steep, will result in considerable erosion and loss of vegetation and will result in boggy mud patches that will then lead to further incursions into the surrounding vegetation. The vegetation on this part of the mountain is generally in very good condition but this proposal will result in considerable vegetation removal and introduction of weeds and disease (what Phytophthora cinnamomi hygiene precautions have you built into the design of any of these proposed tracks?)	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Damaging to landscape.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	To reduce the number of trails, I think a green trail at Middleton is enough.	10/23/2016 8:43 AM
8	Why is there no 'walkers only' trails on this southwestern side of Mt. Clarence? Why do cyclists have four (five including the dual use perimeter trail) between the two walkers trails of 13a and 14a. This seems like ALOT of inequity. Cyclists and nature walkers are not compatible recreational users.	10/23/2016 12:29 AM
9	As comments for trail 2.	10/22/2016 7:56 PM
10	the combination of these three trails means that far too much bush will be cleared. the whole idea of bush trails will be lost, as there will be too little bush left.	10/20/2016 3:47 PM

11	See above	10/14/2016 10:40 AM
12	Waste of money.How many MTB riders have ability to ride current purpose built track? Few, resources better used where most will use.	10/11/2016 7:19 PM
13	Same as for question 3 - good idea	10/8/2016 6:28 PM
14	Im yet to see a non fire road green trail, my concern is we already have a lot of green trails linking other trails so are green downs necessary?	10/1/2016 8:28 AM
15	Yes Im supportive of a descending trail but I feel it should be blue with "b lines"	9/30/2016 10:29 AM
16	As 3.	9/30/2016 9:40 AM
17	Good to get riders selected from walkers when going downhill	9/29/2016 9:47 PM

Q6 Are you supportive of the Perimeter Dual Use Trail (Trail ID 5)

Answered: 244 Skipped: 6



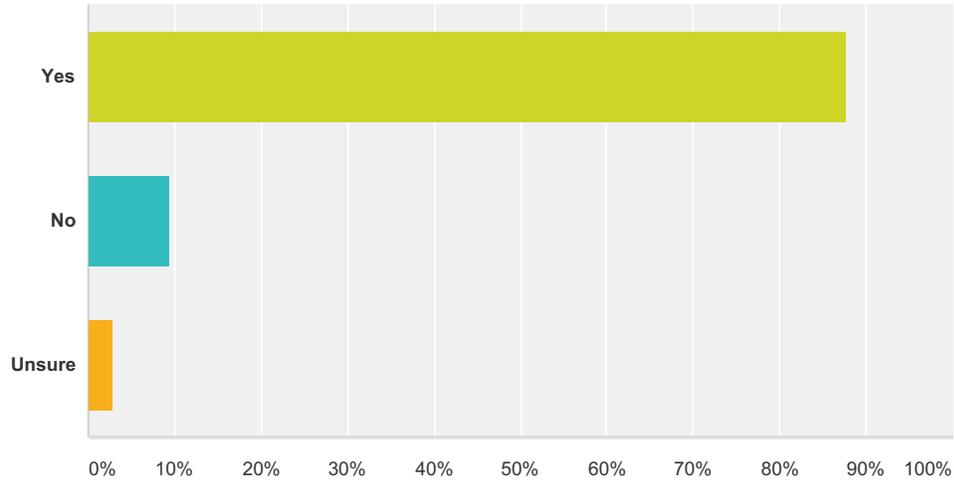
Answer Choices	Responses
Yes	89.34% 218
No	6.97% 17
Unsure	3.69% 9
Total	244

#	Comment	Date
1	Unless a substantial path - 2 lane sealed not suitable to share - even with this riders tend to go too fast	10/23/2016 5:48 PM
2	This is already used extensively by walkers and also to a lesser by cyclists. I am reasonably comfortable with some sections of it as a dual use path but there are areas where it is quite narrow and passing is difficult. I would only support its continued use as a dual path if there are clear rules for use - including cyclists going in single file, use of bells or other warnings to walkers, and only to travel at a moderate speed.	10/23/2016 1:26 PM
3	Dula use is already difficult, and sometimes dangerous, on the existing headland trail	10/23/2016 12:35 PM
4	It is potentially dangerous for walkers suddenly coming on descending riders. .	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	I don't believe dual use is safe.	10/23/2016 10:42 AM
7	I am not sure how you are going to get the tracks suited to bikes and to be non erosive between ASHS School, Burt Street and King Street on this perimeter trail. These areas are steep and the bikes have already demonstrated how much damage they can do on these downhill, clay trails	10/23/2016 12:29 AM
8	good that it does not require more clearing	10/20/2016 3:47 PM
9	Could be longer/ take in more of the park	10/20/2016 12:38 PM
10	See above	10/14/2016 10:40 AM
11	As long as it is designed and sign posted so that riders know that they shouldn't be riding fast where there are riders	10/8/2016 6:28 PM
12	love this one.	10/7/2016 12:33 PM
13	Great idea	10/7/2016 10:01 AM

14	This will be a fantastic way to link everything up for all users.	10/3/2016 10:06 PM
15	as with Q2	10/3/2016 9:12 PM
16	Separated trails are better (less chance of conflict), but it's good to see some proper MTB downhill so the faster/braver/crazier riders can do their thing.	10/3/2016 3:14 PM
17	Good for general access to trails.	9/30/2016 10:37 AM
18	This is a good walk and will be good for beginner Mtb riders and families	9/29/2016 9:47 PM

Q7 Are you supportive of the Black Mountain Bike Climb and Urban Downhill Trail (Trail ID 6)

Answered: 245 Skipped: 5



Answer Choices	Responses	Count
Yes	87.76%	215
No	9.39%	23
Unsure	2.86%	7
Total		245

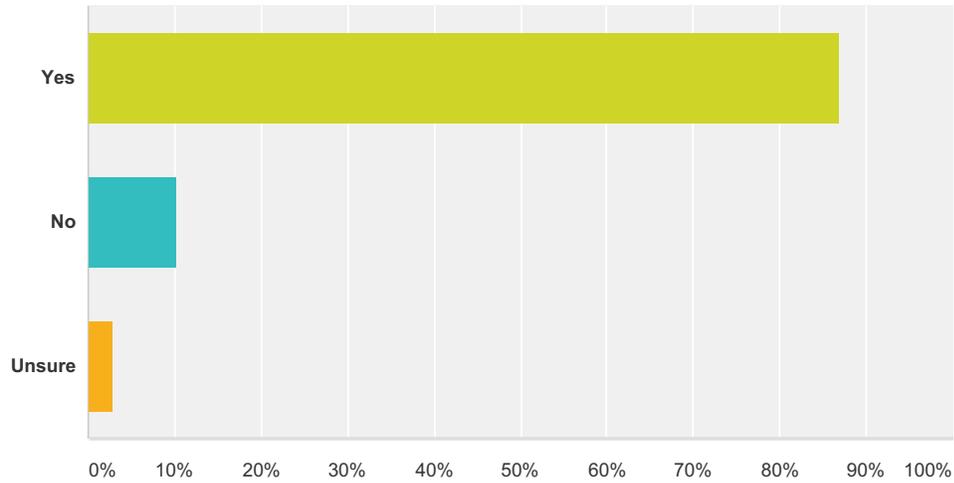
#	Comment	Date
1	if there is ongoing funding to ensure that no weeds establish, no erosion occurs and that people (often in vehicles) accessing the track also do not destroy the park	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
4	See above	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	Seems to be needed, but here are too many trails in this area. Why two black paths?	10/23/2016 8:43 AM
7	These blackdiamond tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity. Only about 1% of society has the skills to use this kind of track.....do you really think it is appropriate when they already have their downhill track which VERY FEW riders are skilled enough to use!! Maybe a black diamond track constructed in the already disturbed site of the granite quarry on Mt. Melville would be more suitable and spectacular for this group.	10/23/2016 12:29 AM
8	More of this please!	10/22/2016 4:37 PM
9	This is a great addition to Albany's reputation as a downhill mecca in WA. Will mesh in nicely with urban downhill event and give expoert riders some additional options.	10/21/2016 1:56 PM
10	A ridiculous suggestion for a single event a year	10/21/2016 8:53 AM
11	too much new clearing	10/20/2016 3:47 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

12	Should just be down hill	10/18/2016 6:12 PM
13	See above	10/14/2016 10:40 AM
14	See for 4 .	10/11/2016 7:19 PM
15	Need some technical trails to encourage all skill levels.	10/11/2016 8:06 AM
16	Is there enough demand for this to make it worth while	10/8/2016 6:28 PM
17	the network needs to cover all mtb skill levels. If high performance trails are not present to a suitable standard then illegal trail networks will pop up.	10/3/2016 9:12 PM
18	More DH is desperately needed	10/3/2016 5:43 PM
19	Does black trail need to link with Grey st east to be useful for the Urban	10/2/2016 11:26 AM
20	Urban Downhill is the best event to have ever been held in Albany! We must provide opportunity for this to grow and having good downhill trails (not that I am likely to ride them) is essential	9/30/2016 3:49 PM
21	An amazing event should have a permanent trial feature to maintain its profile.	9/30/2016 10:12 AM
22	Can see the need for this but probably won't use it	9/29/2016 9:47 PM
23	Most definitely supportive of some black trails!	9/29/2016 8:29 PM
24	Essential so attract more experienced riders to town.	9/29/2016 11:03 AM

Q8 Are you supportive of the Blue Mountain Bike Loop Trail (Trail ID 7)

Answered: 244 Skipped: 6



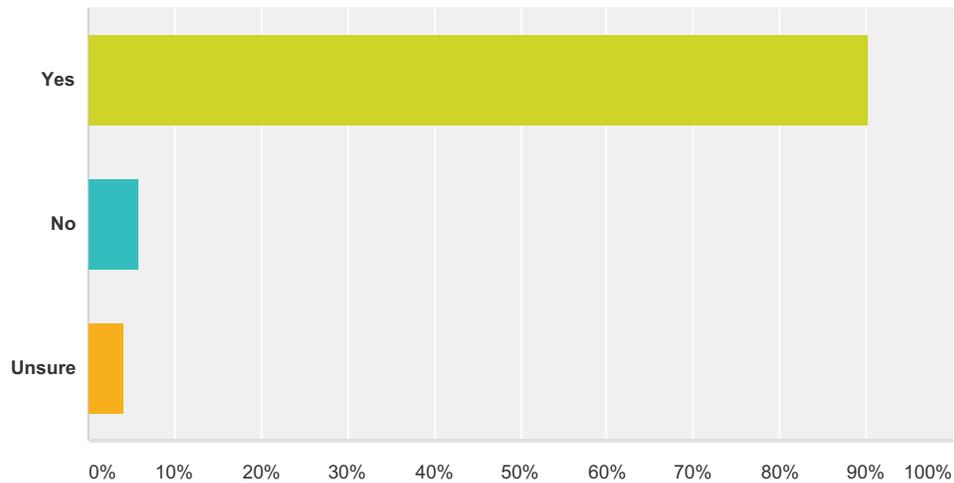
Answer Choices	Responses
Yes	86.89% 212
No	10.25% 25
Unsure	2.87% 7
Total	244

#	Comment	Date
1	fast moving action based trails should not be in our high value nature parks but in areas already degraded - do ike riders want to enjoy seeing fauna and flora - or more after an exciting ride?	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	Absolutely not. Again, it's overkill. There are far too many tracks proposed; this one again is too steep, and will take out too much vegetation both in initial construction and in subsequesnt erosion and impacts from cyclists.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Too many proposed bike trails. We will end up with erosion.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	Overkill.	10/23/2016 8:43 AM
8	What is going to stop the bikes from going quickly downhill on teh walking tractk when it crosses over it near the bottom of the slope.	10/23/2016 12:29 AM
9	Loops are always a good idea in cycling, rather than there-and-back.	10/21/2016 1:56 PM
10	See above	10/14/2016 10:40 AM
11	I hope this ill keep most of the fast riders off the duel use paths by being more attractive to them	10/8/2016 6:28 PM
12	Absolutely	10/2/2016 11:26 AM
13	Will be fantastic to have some fast flowing trail with well formed berms	9/30/2016 12:35 PM
14	Progressively difficult trails help challenge an keep people coming back to Albany and to physical activity.	9/30/2016 10:12 AM

15	This will be good for most Mtb riders and good for events	9/29/2016 9:47 PM
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Q9 Are you supportive of the Mount Adelaide Stairs (Trail ID 8)

Answered: 243 Skipped: 7



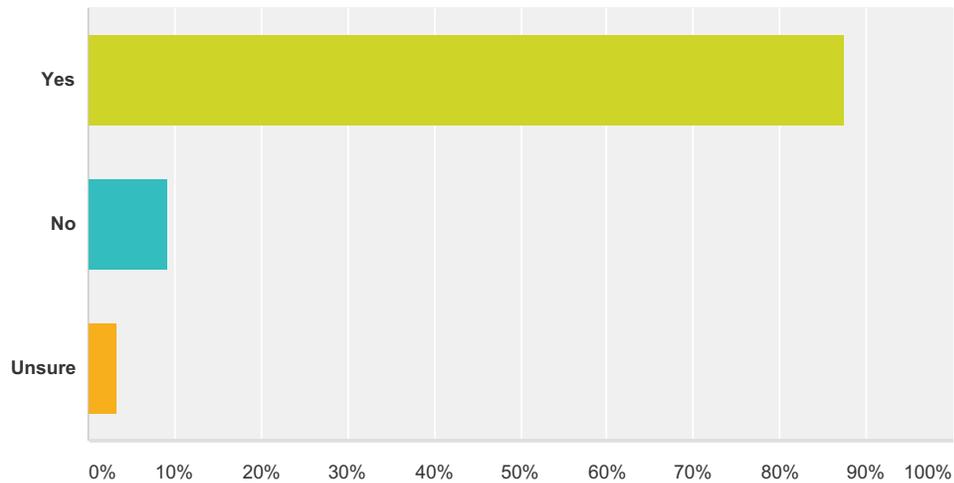
Answer Choices	Responses
Yes	90.12% 219
No	5.76% 14
Unsure	4.12% 10
Total	243

#	Comments	Date
1	The expense and visual impact of these needs to be explored more	10/23/2016 4:32 PM
2	as per other comments above	10/23/2016 4:09 PM
3	I don't think they are needed	10/23/2016 1:26 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	Totally against this one. The proposal is ridiculous. This area is a natural area, with trails. Not a developed area with some bush patches.	10/23/2016 8:43 AM
6	This will suit some walkers but going up a man-made stair trail will not suit the people who want a nature experience and would enjoy a walking trail that is sensitive to the contour and gives them a personal experience with walking through the bush.	10/23/2016 12:29 AM
7	should avoid using concrete. Wooden or limestone would be best	10/20/2016 12:38 PM
8	Already exists.	10/11/2016 7:19 PM
9	Hope it wont be to wide.	10/8/2016 6:28 PM
10	Great idea	10/7/2016 12:33 PM
11	Great idea	10/3/2016 8:56 PM
12	Essential.	10/2/2016 12:26 PM
13	Would prefer these to be 'low-key' in nature rather than a large concrete construction.	9/30/2016 2:05 PM
14	Get tourists into our environment in a simple non threatening way.	9/30/2016 10:12 AM
15	This will be great for tourists wanting to get from Mids to NAC	9/29/2016 9:47 PM

16	Yes, but a chair lift with bike racks would be better	9/29/2016 8:29 PM
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Q10 Are you supportive of the Blue Dual Use Ocean Trail (Trail ID 9)

Answered: 241 Skipped: 9



Answer Choices	Responses
Yes	87.55% 211
No	9.13% 22
Unsure	3.32% 8
Total	241

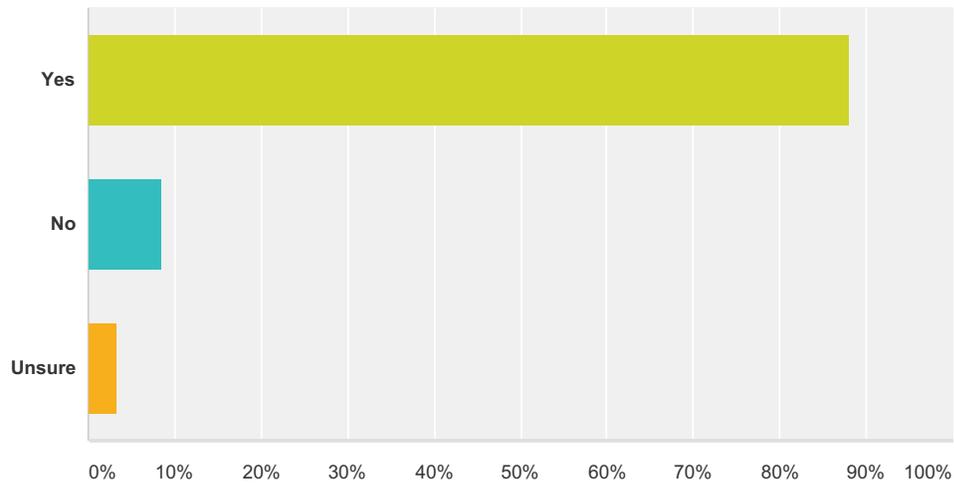
#	Comment	Date
1	Absolutely not. Why on earth would you propose constructing a second path, closer to the water, when the existing path is perfectly adequate and well-used? This is possibly the most ridiculous of all the trail proposals. It will go through sensitive vegetation (including some die-back prone), disturb areas used by bandicoots and honey possums, further open up the vegetation so that the bushland experience for users of the existing path is reduced, and cost ratepayers a heap for something that is totally unnecessary! I am really upset by this proposal.	10/23/2016 1:26 PM
2	Dual use is not a good idea.	10/23/2016 12:27 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	Another rediculus idea. Why duplicate the what is already there a bit higher up. You will be encouraging people walk near/on coastal rocks. I would have thought it would be dangerous to walk this close to the water - big waves and slippery rocks. Also a fragile coastal environment.	10/23/2016 8:43 AM
5	The boardwalk is already a successful dual use pathway. I think a pathway closer to the water detracts from the special views from the boardwalk, intrudes on the fishing experience of people down near the water and there are alot of damp sites, small wetland areas and seasonal creeks which run through this area	10/23/2016 12:29 AM
6	As this route is parallel to the existing board walk path, consideration should be given to separating cyclists and pedestrians. Possibly make the existing boardwalk path for peds and the new trail for cyclists, if finished with hot mix.	10/22/2016 7:56 PM
7	Again, so long as safety and line-of-sight issues are addressed.	10/21/2016 1:56 PM
8	This would be an outrageous duplication, and a massive impost on the natural environment	10/21/2016 8:53 AM
9	Pie in the sky	10/17/2016 12:40 PM
10	See above	10/14/2016 10:40 AM
11	Yes but also would be supportive of this being a walk only trail	10/8/2016 6:28 PM

Albany Heritage Park Trails Concept Plan Features **AGENDA ITEM ED043 REFERS**

12	Depends how close to the waves for safety issues.	10/5/2016 4:15 PM
13	provided trail design features are in place to control rider speed.	10/3/2016 9:12 PM
14	I would prefer to see 2 separate trails, one for walkers and one for riders, but I think if done right this is still good	10/3/2016 8:56 PM
15	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
16	Sweet	10/2/2016 11:26 AM
17	Yes a nice to have if enough funds available but not a high priority	9/30/2016 12:35 PM
18	A good senic route for vistors	9/30/2016 10:37 AM
19	Much needed improved access to the shoreline.	9/30/2016 10:12 AM
20	Great idea. I'd like to see trails out to Bald Head, Sharp Point, the Windfarm too.	9/30/2016 9:40 AM
21	Not sure about the benefit of this path as we already have the boardwalk. I would be concerned about the greater impact on our coast line and the fauna in the area. I would need to see some extensive environmental impact research done before making up my mind on this trail.	9/30/2016 9:08 AM
22	The current path is getting so busy it will be good to have another option. Would also be happy if it was walk only	9/29/2016 9:47 PM

Q11 Are you supportive of the Downhill Mountain Bike Trail extension (Trail ID 10)

Answered: 244 Skipped: 6



Answer Choices	Responses
Yes	88.11% 215
No	8.61% 21
Unsure	3.28% 8
Total	244

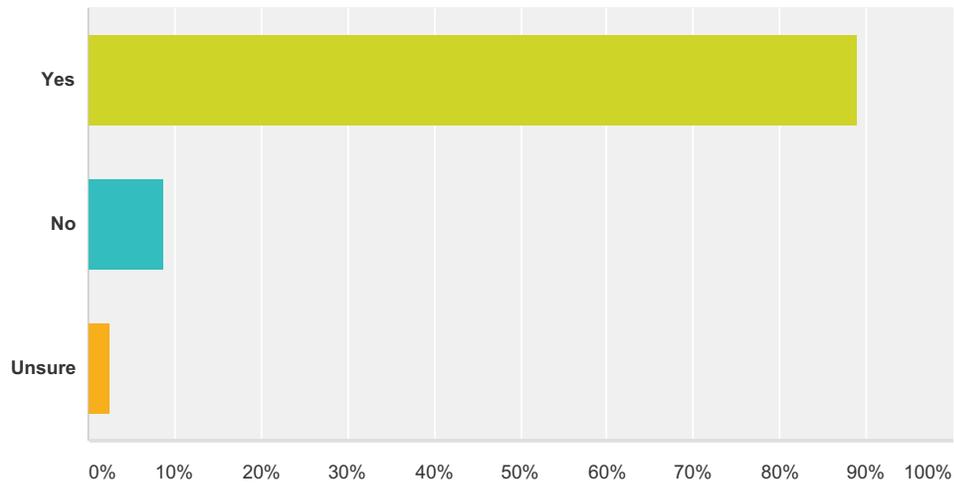
#	Comment	Date
1	not enough planning about damage to other values of the park	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	If well designed so that erosion and vegetation disturbance is minimised, this is probably one of the least offensive proposals.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Too many proposed bike trails.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	Seems they need it.	10/23/2016 8:43 AM
8	The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.	10/23/2016 12:29 AM
9	It builds on something already there	10/21/2016 8:53 AM
10	this is a must do	10/19/2016 11:02 PM
11	See above	10/14/2016 10:40 AM
12	If it was above 2minutes for elite men to complete it, it would attract national events to the area, multiple lines need to be added to extend more competent riders and allow for juniors also to ride,	10/7/2016 1:29 PM
13	all riding codes must be included. downhill mtb is an olympic sport.	10/3/2016 9:12 PM

Albany Heritage Park Trails Concept Plan Features **AGENDA ITEM ED043 REFERS**

14	A great selling point to the very active DH community in WA	10/3/2016 8:56 PM
15	Very much so, Albany has a long history with DH	10/3/2016 5:43 PM
16	Downhillers don't need encouraging.	10/2/2016 12:26 PM
17	The existing track is already well used, extending it can only improve that.	9/30/2016 8:46 PM
18	Will help attract State and National races	9/30/2016 2:05 PM
19	Yes it will allow for a more challenging Downhill track to attract the Downhill crowd more often and able to stage more events	9/30/2016 12:35 PM
20	Opportunity for national level events.	9/30/2016 10:12 AM
21	But not sure it will achieve much once others are in	9/29/2016 9:47 PM

Q12 Are you supportive of the Mids Blue Mountain Bike Descent Trail (Trail ID 11)

Answered: 242 Skipped: 8



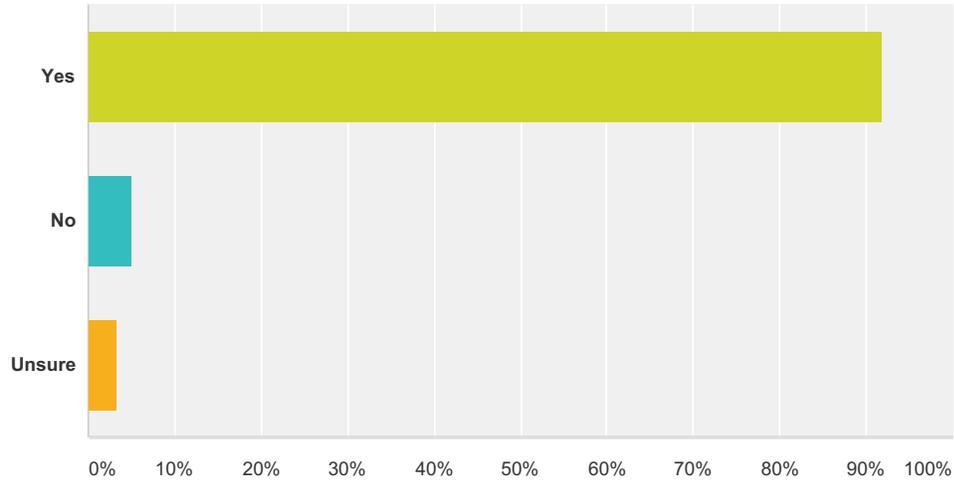
Answer Choices	Responses
Yes	88.84% 215
No	8.68% 21
Unsure	2.48% 6
Total	242

#	Comment	Date
1	?	10/23/2016 10:32 PM
2	as per other comments above	10/23/2016 4:09 PM
3	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
4	Damaging to the environment.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	Have the green and blue on this side of the area, and have the black on the other. That would be a good way to reduce the number of trails.	10/23/2016 8:43 AM
7	This track will be highly visual from down in the urban area of Middleton Beach as people look up Mt. Clarence. The 'wilderness look' of Mt. Clarence and its vegetation is unique and amazing and this track will be unsightly and an example of humans just feeling they need to be 'everywhere'.	10/23/2016 12:29 AM
8	If there is to be a mountain bike descent to Mids there only needs to be one trail - either 11 or 2, not both	10/21/2016 8:53 AM
9	See above	10/14/2016 10:40 AM
10	Good to keep the riders going fast way from walkers	10/8/2016 6:28 PM
11	Totally	10/2/2016 11:26 AM
12	Once again a fast flowing trail from Mt Adelaide down to the new Middleton Beach Activity Centre will be an excellent addition to the network.	9/30/2016 12:35 PM
13	Joined up with the trail from mt Clarence this will be an epic long down hill.	9/30/2016 10:37 AM

14	Important if we don't want Mtb riders going fast down hill where there are walkers	9/29/2016 9:47 PM
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Q13 Are you supportive of the Albany Harbour Dual Use Path extension (Trail ID 12)

Answered: 244 Skipped: 6



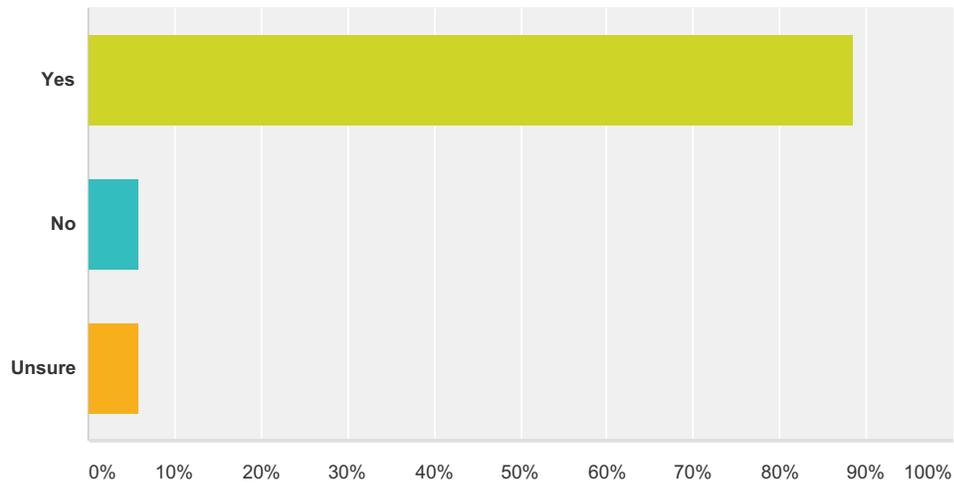
Answer Choices	Responses
Yes	91.80% 224
No	4.92% 12
Unsure	3.28% 8
Total	244

#	Comment	Date
1	"Dual Use" (Hopefully no duelling on there :D)	10/23/2016 10:50 PM
2	not sure how much use this will get	10/23/2016 4:32 PM
3	This one seems to make sense - again, subject to design and maintenance ensuring minimal vegetation disturbance and/or removal, and control of erosion.	10/23/2016 1:26 PM
4	Danger of different uses.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	This path should provide a good connection to Princess Royal Drive for both cyclists and peds.	10/22/2016 7:56 PM
7	Did you really mean 'duel'? Suggest a spelling check.	10/22/2016 6:17 AM
8	Might be able to incorporate into Munda Biddi network.	10/21/2016 1:56 PM
9	Should have been done decades ago	10/21/2016 8:53 AM
10	much more supportive of the Dual (Duel) use path though	10/20/2016 11:59 AM
11	See above	10/14/2016 10:40 AM
12	I think this will be good for everyone	10/8/2016 6:28 PM
13	duel = dual	10/7/2016 1:29 PM
14	Interesting that this one has been deemed of low strategic value. i would have thought it was more important than that, especially during peak tourist season.	10/7/2016 12:37 PM

15	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
16	Very good.	10/2/2016 12:26 PM
17	Yes as it will allow more recreational riders easier,safer access from town to the Heritage PArk	9/30/2016 12:35 PM
18	Good to get walkers and riders off the road	9/29/2016 9:47 PM

Q14 Are you supportive of the Granite (Walk only) Trail (Trail ID 13)

Answered: 242 Skipped: 8



Answer Choices	Responses
Yes	88.43% 214
No	5.79% 14
Unsure	5.79% 14
Total	242

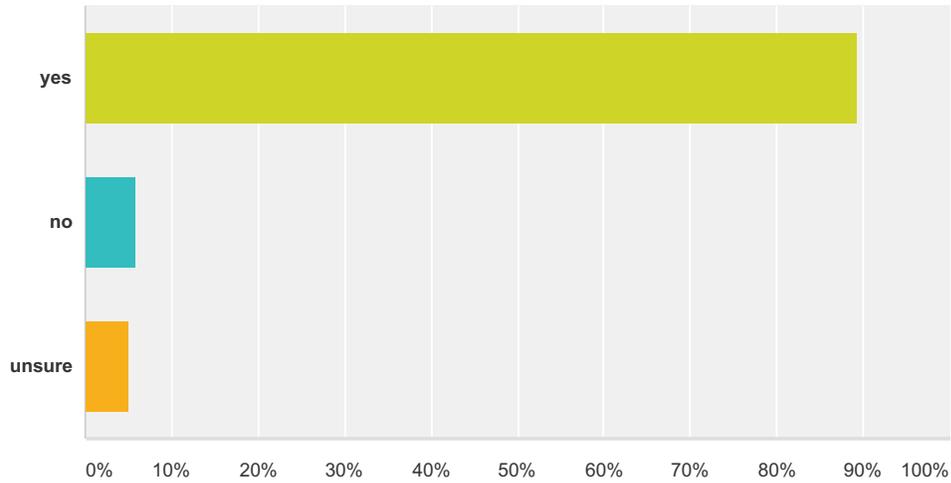
#	Comment	Date
1	Should be dual use	10/25/2016 7:34 AM
2	?	10/23/2016 10:32 PM
3	needs planning to ensure that regular maintenance work does not spread weeds	10/23/2016 5:48 PM
4	As I haven't been able to view the concept plan, as the City of Albany website 'link' is non-existent it is hard to know where this walk is proposed. In principle, I agree with walks on the mounts close to Albany, provided they do not traverse some of the fragile vegetation that can be found on them.	10/23/2016 4:53 PM
5	I use this regularly and want to continue to use it. I am concerned though at the lower end of it being a steep dual use path which is already badly eroding and a bog for most of the wet season since bikes have begun to use it more frequently.	10/23/2016 1:26 PM
6	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
7	Comment as for "1."	10/23/2016 11:11 AM
8	I really love this intimate walk across the granite rocks and the quiet viewing seats. A great track to profile the amazing flora around teh granite areas on Mt. Clarence	10/23/2016 12:29 AM
9	Great scenery.	10/21/2016 1:56 PM
10	If it does not require a lot of new clearing	10/21/2016 8:53 AM
11	Trail 1a&b should also be walk only.High walk traffic zone .CoA would be liable for any injury to walkers hit by bikes and seek compensation from cyclists .	10/11/2016 7:19 PM
12	We need to ensure there is plentyof walk only trail. Make sure it is well signposted to stop riders still using it	10/8/2016 6:28 PM
13	dual purpose?	10/7/2016 1:29 PM

Albany Heritage Park Trails Concept Plan Features **AGENDA ITEM ED043 REFERS**

14	Separating walkers and riders at strategic points are very important for safety of both user groups	10/3/2016 10:06 PM
15	Therev should be a miox of walk only ,mtb only and dual use	10/3/2016 7:00 PM
16	Always good to see separated trails so they can be purpose built, and avoid conflict between different users.	10/3/2016 3:14 PM
17	Good views and keeps walkers and MTB seperate on the fast sections.	9/30/2016 10:37 AM
18	As long as this doesn't become a "walkers only" trail prior to the other trails being completed as it is the only point down to town from this side of the hill.	9/30/2016 10:07 AM
19	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
20	This is a great walk and will be better when you don't have Mtb riders on it	9/29/2016 9:47 PM

Q15 Are you supportive of the Circuit *Walk only) Trail (Trail ID 14)

Answered: 242 Skipped: 8

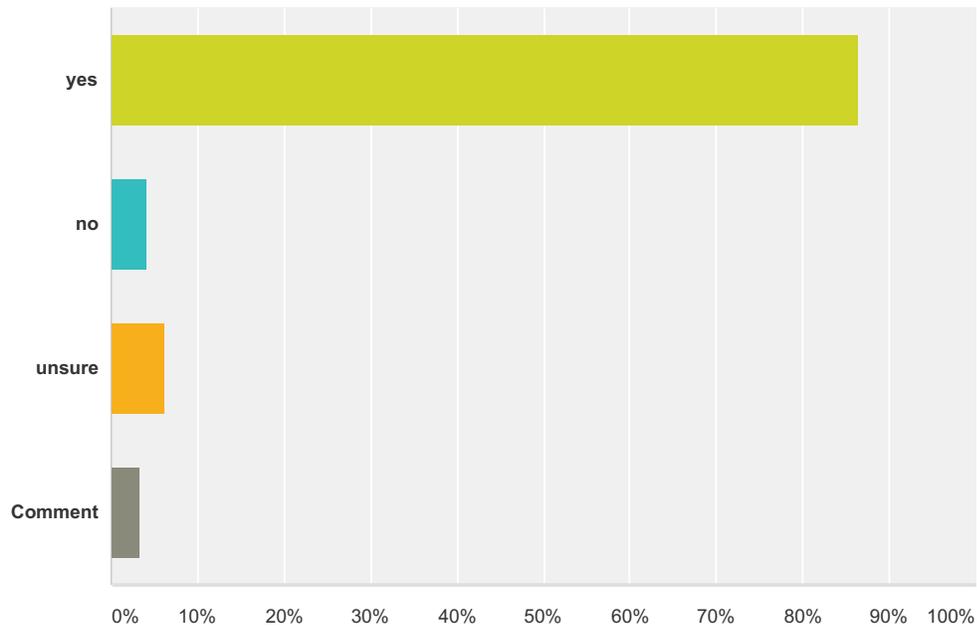


Answer Choices	Responses
yes	89.26% 216
no	5.79% 14
unsure	4.96% 12
Total	242

#	Comment	Date
1	?	10/23/2016 10:32 PM
2	with adequate management of erosion and weeds	10/23/2016 5:48 PM
3	This is also a track I use regularly. It is very narrow and could not support dual use so should be retained as a walk track only.	10/23/2016 1:26 PM
4	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	These are tracks that have been installed for many years and I enjoy walking on them	10/23/2016 12:29 AM
7	If it does not require a lot of new clearing	10/21/2016 8:53 AM
8	High walking traffic zone.Who is going to police ?What is the penalty?	10/11/2016 7:19 PM
9	Make sure it is clear to riders that they aren't allowed to ride on this.	10/8/2016 6:28 PM
10	Yes	10/3/2016 11:19 PM
11	Separation of walkers and riders can only help omprove relationships and reduce conflicts	9/30/2016 8:46 PM
12	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
13	This trail seems to be only parts not a full circuit. And as a walker it can be a pain if you have to scramble around trying to make a full circuit walk.	9/30/2016 9:08 AM
14	As for 14	9/29/2016 9:47 PM

Q16 Are you supportive of the Summit (Walk only) Trail (Trail ID 15)

Answered: 243 Skipped: 7

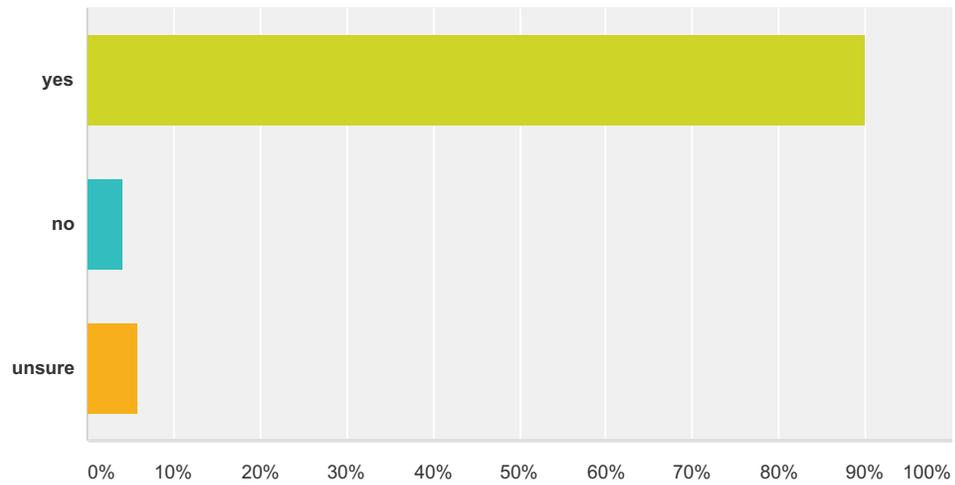


Answer Choices	Responses	Count
yes	86.42%	210
no	4.12%	10
unsure	6.17%	15
Comment	3.29%	8
Total		243

#	Comment	Date
1	with adequate management of erosion and weeds	10/23/2016 5:48 PM
2	I am not sure why part of this is shown as a new track. It is another track I walk regularly and it should be retained for walkers only. I am concerned at safety issues where it is crossed by proposed cycle track 1b abd at having dual use sections.	10/23/2016 1:26 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	This is a trail that I have used many times and have taken students on this trail to reach the summit	10/23/2016 12:29 AM
5	Make sure it is clear to riders that they aren't allowed on this	10/8/2016 6:28 PM
6	unable to find this on the map?	10/1/2016 8:28 AM
7	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
8	As for 14	9/29/2016 9:47 PM

Q17 Are you supportive of the Mt Adelaide Battery (Walk only) Trail (Trail ID 16)

Answered: 240 Skipped: 10

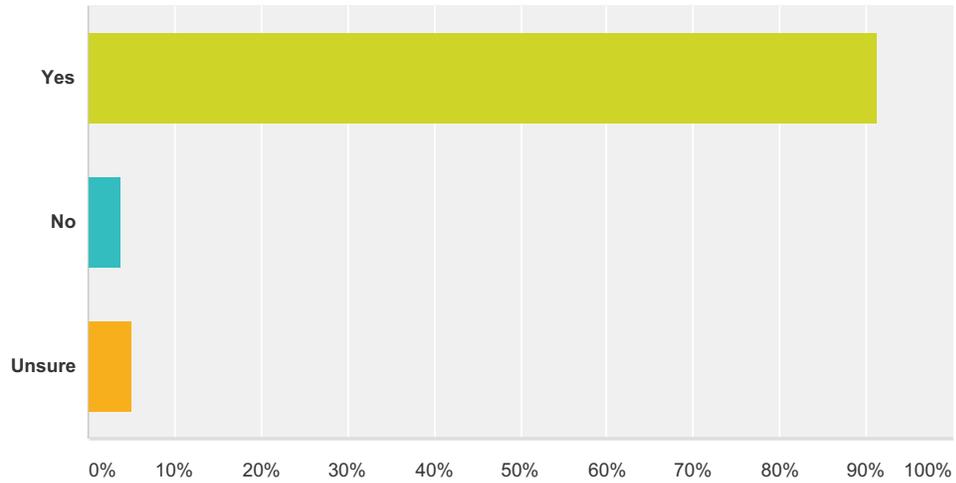


Answer Choices	Responses
yes	90.00% 216
no	4.17% 10
unsure	5.83% 14
Total	240

#	Comment	Date
1	I can't see 16 on the trail map but assume it is one of the current tracks. In this case, I support it being retained for walkers only.	10/23/2016 1:26 PM
2	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	I have walked parts of these trails over many years	10/23/2016 12:29 AM
5	If it does not require a lot of new clearing	10/21/2016 8:53 AM
6	I like the idea of more promotion of the history of the site	10/8/2016 6:28 PM
7	A great idea.	9/30/2016 10:12 AM
8	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
9	Great to see more interpretive walks	9/29/2016 9:47 PM

Q18 Are you supportive of the WW2 (Walk only) Trail (Trail ID 17)

Answered: 240 Skipped: 10

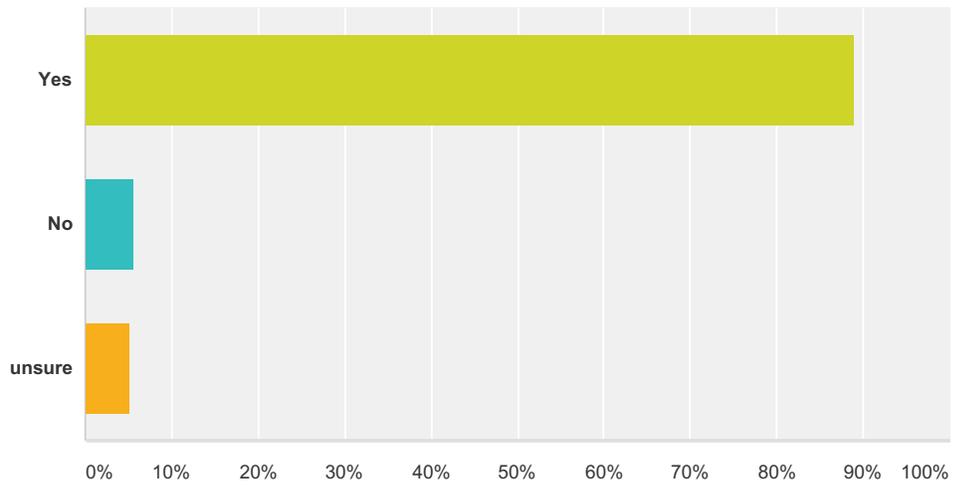


Answer Choices	Responses
Yes	91.25% 219
No	3.75% 9
Unsure	5.00% 12
Total	240

#	Comment	Date
1	this is within an area already used for recreation	10/23/2016 5:48 PM
2	Another one I often use. It should be retained for walkers only.	10/23/2016 1:26 PM
3	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	Good for tourism	10/8/2016 6:28 PM
6	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
7	Great to see more interp walks	9/29/2016 9:47 PM

Q19 Are you supportive of the Colonial (Walk only) Trail (Trail ID 18)

Answered: 245 Skipped: 5



Answer Choices	Responses
Yes	88.98% 218
No	5.71% 14
unsure	5.31% 13
Total	245

#	Comment	Date
1	with adequate management of erosion and weeds	10/23/2016 5:48 PM
2	I support the current tracks but bot the additional new tracks proposed as I don't think they are necessary.	10/23/2016 1:26 PM
3	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	If it does not require a lot of new clearing	10/21/2016 8:53 AM
6	Make sure there is plenty of interpretive signs to make it interesting	10/8/2016 6:28 PM
7	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
8	Really like this concept. Would love to see some information stops along the way.	9/30/2016 9:08 AM
9	Great to see more interp walks	9/29/2016 9:47 PM

Q20 Do you have any other comments you would like to make

Answered: 124 Skipped: 126

#	Responses	Date
1	This is a high biodiverse floral reserve in an inner urban area. It is exceptional and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.	10/24/2016 3:10 PM
2	There seems to be an excessive number of cycling tracks proposed to be installed into the Mt. Clarence/Mt. Adelaide Reserves. This mount reserve is reknowned for its amazing flora. It greatly concerns me that it is assumed that nature appreciating hikers would like to share a path with mountain bike riders. Both are engaging in a very different recreational activity which is not very compatible when it comes to sharing pathways. I have grown up on the slopes of Mt. Clarence and the erosion caused by bicycle tyres cannot be ignored. It is much more high impact than walking tracks. Come on City of Albany – don't just cater for one strong lobby group for recreation on one of Albany's iconic biodiversity treasures. This concept plan seems only to really cater for cyclists. All the walking trails on the plan are already installed and even for these tracks the City of Albany knows how hard it is to stop erosion, I don't think this concept plan takes into consideration the longterm degradation that can be caused by opening up so many areas to human access on the Mounts and the longterm impact of weed intrusion and human degradation of the vegetation. I am of indigenou descent and I hope an Indigenous Heritage/Cultural Heritage survey has been done over the whole of Mt. Clarence/Mt. Adelaide to ensure that none of these proposed bike tracks are going through or near sites that are significant. Noongar People sometimes don't talk out about sites that are so strong with culture that there are almost no words to describe the importance. Mt. Clarence is one of these sites. It is ridiculous for you to think that any local Noongar person has the time to try and focus on reading the maps and concept plan to fill out this very long surveymonkey.	10/24/2016 12:31 AM
3	Fantastic concept plan, can't wait to see this work commence and completed. It will be so beneficial to have purpose built cycle trails which will help reduce degradation on the mounts, and will increase physical activities for locals, and attract tourists to town. Likewise, I think it's great to have walk only trails where walkers can enjoy the surrounds.	10/23/2016 10:50 PM
4	I was unable to open the proposed map, although I tried several times. I have used the trails many times over several years. The natural flora and fauna of Mt Clarence is biodiverse, need protecting and are a tourism draw card. Bike riders have a very different reason for using the mountain and this is not consistent with conservation of such an important asset. Bike riders would be better served using Mt Melville where the environment has already been compromised. Long term degradation would occur with expanded bike use. Dual use would have safety connotations. Conservation of this biodiverse environment would be severely compromised. The hiking experience would be extremely compromised. This is not a well thought out proposal.	10/23/2016 10:32 PM
5	Good to see this great initiative happening in Albany to encourage activities and recreation	10/23/2016 10:00 PM
6	THis is a fantastic plan for Albany. OBviously a lot of work has gone into this.	10/23/2016 9:55 PM
7	I really like what has been planned and appreciated being part of the planning process. I attended all planning meetings and encouraged others to to do the same. Matthew really seemed to care about all aspects of the trails including looking after the environment and keeping those special pockets. As a regular walker in this area I look forward to the improvements.	10/23/2016 9:21 PM
8	I'm "unsure" of these trail preferences because I think the cycling community needs to select a few from the over-generous menu. My view is that there is simply too many and that that this total plan should be understood as an ambit claim. I am entirely supportive of the cycling community and cycling as a great thing for people of all ages. I support the idea of separate walking and cycling trails. Fewer of the cycle trails should be accepted and the residual of the budget be reallocated to improvement and maintenance of existing trails and the Heritage stone drains.	10/23/2016 7:15 PM
9	If I read the maps correctly mountain bike trails will cross trails used by walkers which creates a potential for accidents to occur.	10/23/2016 5:58 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

10	priority is to preserve the diversity and less disturbed nature of these green treasures. Existing paths show evidence of erosion and extensive weeds - and consequent loss of plants including orchids. I'm all for bike tracks but think they are more suited to areas where the vegetation is already affected- or needed as dual use for commuting - eg to Frenchman's Bay I walk and ride but do not enjoy walking with riders whipping by - clearly unable to stop if a person was in their path - new paths will not change this behavior. More traffic in parks will increase weeds and erosion - as far as I can see the current paths show the results and instead of wonderful parks we will have an extensive network of tracks through weed infested degraded bush	10/23/2016 5:48 PM
11	Walking trails, with appropriate erosion control, on the mounts should be the only activity to be encouraged. There should be no infrastructure developed for bicycles - an incompatible use for the mounts. Areas outside the main town precinct (windmills, Nannarup area) should be further developed for bicycle recreation.	10/23/2016 4:53 PM
12	an impact statement on all of these plans is essential before any commencement,	10/23/2016 4:09 PM
13	The erosion being caused by the existing bike trails is a disgrace and nothing is being done to remedy it. Adding more trails will exacerbate the problem, with very glib reposnce from proponents that the trails will be built sensitively....evedence so far shows this is not true. Bikes and walkers are not compatible and I have experienced aggressive bike riders who do not respect walkers many times on my rambles on Mt Clarence.	10/23/2016 1:36 PM
14	I have responded as though all the tracks shown on the map are proposed under this plan but realise that perhaps these are proposed as alternatives - which I certainly hope is the case as otherwise what has been proposed is the complete degradation of a bushland reserve that is uncommonly found within the city centre of a city the size of Albany. I think the proposals are too weighted towards cyclists and ignore the many people who walk the existing tracks daily. Many of them - including myself - are not young and not wealthy so this is our way of staying fit, enjoying the outdoors and observing nature throughout the year. If any of the cycle track proposals are to go ahead - and I would hope that no more than one lowest impact track would go in first, then time be given to monitor the social and ecological impacts before making any further changes - they need to be very carefully designed, implemented and managed and monitored. This winter's return to "average" rainfall demonstrates what conditions need to be factored into the erosive potential of tracks constructed on such steep slopes. Viewing any of the tracks, particularly those being used for the downhill events recently, shows just how much impact one weekend's heavy use has on the tracks, and the weed infestations alongside all tracks is increasing. We don't have another Mt Clarence or Mt Adelaide to play with so PLEASE do not proceed without further consultation and examination of all of the implications, including what it will costs ratepayers to develop and manage the trails.	10/23/2016 1:26 PM
15	Unlike some people who are campaigning against the proposals I attended the planning meetings and was very impressed at how thoroughly well planned it is.	10/23/2016 12:52 PM
16	This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails isn't in balance with all the other recreational users enjoying the different heritage values of the reserve. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes and adrenaline seekers around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. The continual tyre erosion cuts down through the soil and leaves ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails. Who/what is going to pay for this in the future. This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. Installing 25 kilometres of bike track is an unacceptable impact on this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast ecology and be an amazing floral education resource attracting far more than the mountain biker fraternity. I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks. Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion.The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) These tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity. In closing, my son and I ride mountain bikes, and congratulate the Shire of Denmark for how they have catered for both walkers and riders, which we are. Sportspeople need sports facilities, not the broader public's special places.	10/23/2016 12:35 PM
17	I am concerned that the mountains are going to be covered with a network of trails which will ultimately seriously compromise the structure of the landscape will potential erosion. I am concerned for the wildlife. Walkers allow the quendas and lizards time to escape. Downhill riders increase the risk of animals not able to escape in time.	10/23/2016 12:27 PM

18	<p>The Mount Clarence/Adelaide reserves are a rare and precious enclave of flora and fauna (particularly birdlife). A great deal of effort throughout our history has been invested in securing these reserves for future generations, on rehabilitation projects, and for controlling invasive species. These reserves and their natural values offer the citizens of Albany respite and pleasure through every season — pleasures that are afforded largely by low impact walks. Trails plans should be non-intensive, preference walks, and minimise biking and 'contests' that concentrate crowds and traffic. The scope and extent of the nineteen possible trails described in plans, outline a metastasising scenario of stresses and impacts that counter the peace and natural attributes these mountains give to the heart of our town — and represent an assault on the sanctuary that the people of Albany and its previous administrations have worked hard to safeguard. The trails plans should be limited to a few low-impact walk trails, and to areas where fresh impacts will not erode natural values, either through the trails themselves or crowds attracted to massive 'events'.</p>	10/23/2016 11:11 AM
19	<p>Extensive incursion onto the south side of Mt Clarence which receives the full brunt of the weather systems is unwise from the point of view of erosion and loss of habitat. Loss of habitat to native plants,birds and animals close to the city is undesirable. The money could be divided and used in other ways to maintain current access.</p>	10/23/2016 10:44 AM
20	<p>I understand the need for more Mountain Bike trails and do support this being carried out in the City of Albany. However I am against dual use paths, as I feel they are unsafe for both pedestrians and cyclists. I am also against extensive new trails for either bikes or pedestrians being created on Mt Adelaide and Mt Clarence as the bush in these areas is already under pressure from weeds, climate change and Phytophthora dieback. New trails would only increase the risk that this important area of bush is under (there are several threatened plant species on the mounts as well as rare and endangered Marsupials). I believe a full Environmental impact study needs to be undertaken before any works go ahead. I would suggest that the City looks for some alternative sites (in reserves) where tracks already exist to see if they could be converted to use by mountain bikes. I would also suggest working with the shires of Plantagenet and Denmark, to investigate co-funding of potential trails in these areas for use by local and visiting Mountain-bikers.</p>	10/23/2016 10:42 AM
21	<p>1 My support is conditional on really good signage to make it clear who can use which trail 2 Please ensure the Mid Beach descent and the City descent are suitable for all levels of cycling, e.g. kids, less experienced, as they are the only way down. 3 congratulations on great work. I look forward to building commencing. It should make a great addition to Albany's cycling attractiveness.</p>	10/23/2016 10:00 AM
22	<p>Given the following points I recommend that the trails project more thoroughly investigate the potential impacts of the proposed actions on the Commonwealth and State listed Western Ringtail Possum (<i>Pseudocheirus occidentalis</i>) (WRP). 1. The currently running Oyster Harbour Catchment Council WRP Project (Western Ringtail Possums in Albany: Core Habitat, Abundance, and Distribution.Partners: City of Albany, Department of Parks and Wildlife, UWA Albany Campus) strongly indicates that the Mt. Clarence and Adelaide Reserves are important for WRT and its likely that a large percentage of the reserves provide important habitat, not just isolated pockets (more conclusive data will be available end of 2016). Given the decline of the species in Busselton area and the Upper Warren (WRP Recovery Plan 2014) the Albany Region population is highly likely to be a stronghold for the species as a whole. 2. While the Trail Proposal has give consideration to the impacts on WRP (and honey possums), namely avoidance of trails within certain areas, keeping some large intact areas free of trails, keeping the canopy intact and only removing stem less than 60mm, these are only speculative mitigating factors. There may be many other yet unown factors that should be considered (for example, a percentage of WRP use day refuges on the ground within thick ground cover, the scale of the new trails may have a cumulative effect). 3. There is lack of evidence of what the impacts or potential impacts of mountain biking will have on WRP, as there is for fauna generally. Burgin and Hardiman 2012 - While there is a dearth of information on the impact of mountain biking, we conclude that park management needs to be strategic in their consideration of the issues associated with mountain biking or the outcome will be further degradation of natural areas and, at the least, loss of many animals if not major threats to populations One of the major factors on the decline of the Busselton population of WRP is the loss and fragmentation of native vegetation cover. This is due to their high dependence on midstorey and overstorey vegetation for food, shelter and protection from predators (WRP Recovery Plan 2014). 4. The new WA Biodiversity Conservation Act 2016 and EPBC Act 1999, both adopt the Precautionary Principle. The Precautionary Principle is explained in the EPBC Act as follows: "Lack of full scientific certainty should not be used as a reason for postponing a measure to prevent degradation of the environment where there are threats of serious or irreversible environmental damage". WA Biodiversity Conservation Act (2016): "if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation". Considering the above points, I recommend that the demonstration trail be subject to a comprehensive monitoring program in an attempt to identify impacts on WRP with the view to providing an evidence based approach to an evaluation of impacts of the rest of the proposal. NB: Potential conflict of interest. I have been approached by the City of Albany to carry out some monitoring of the impacts of the demonstration trail on WTP. This will provide me with financial gain, however I declare that this has not influenced my decision to write this submission. Burgin, S. And Hardiman,N. (2012). Is the evolving sport of mountain biking compatible with fauna conservation in national parks? Australian Zoologist: 2012, Vol. 36, No. 2, pp. 201-208. DOI: http://dx.doi.org/10.7882/AZ.2012.016 Department of Parks and Wildlife (DPaW) (2014). Ringtail Possum (<i>Pseudocheirus occidentalis</i>) Recovery Plan. Wildlife Management Program No. 58. Department of Parks and Wildlife, Perth, WA. Available from: http://www.dpaw.wa.gov.au/plants-and-animals/threatened-species-and-communities/197-approved-recovery-plans. Sandra Gilfillan (Fauna Consultant)</p>	10/23/2016 9:44 AM

23

My Feedback to the Survey Monkey on the Mt. Clarence Walk Trails This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. I have watched the bikes open up new trails and watched the continual tyre erosion cut down through the soil and leave ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails and I am curious to know who/what is going to pay for this in the future. This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. I don't think installing 25 kilometres of bike track is complimentary to looking after this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast plants and be an amazing floral education resource. I am an older person and have less and less interest in riding a bike up and down slopes.....I like walking and feeling safe when I am walking without having to look out for bikes coming too fast and running me off the track. I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks. Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these WILL flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion. I don't appreciate that the pro-bike group keep on saying; our tracks will be so well built they won't erode. The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) This track will be highly visual from down in the urban area of Middleton Beach as people look up Mt. Clarence. The 'wilderness look' of Mt. Clarence and its vegetation is unique and amazing and this track will be unsightly and an example of humans just feeling they need to be 'everywhere'. The boardwalk is already a successful dual use pathway. I think a pathway closer to the water detracts from the special views from the boardwalk, intrudes on the fishing experience of people down near the water and there are a lot of damp sites, small wetland areas and seasonal creeks which run through this area This will suit some walkers but going up a man-made stair trail will not suit the people who want a nature experience and would enjoy a walking trail that is sensitive to the contour and give them a personal experience with walking through the bush. The staircase will be a highly visual instalment from the beach and Middleton Beach residential district What is going to stop the bikes from going quickly downhill on the walking track when it crosses over it near the bottom of the slope. These tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity I am not sure how you are going to get the tracks suited to bikes and to be non erosive between ASHS School, Burt Street and King Street on this perimeter trail. These areas are steep and the bikes have already demonstrated how much they ha Why is there no 'walkers only' trails on this southwestern side of Mt. Clarence? Why do cyclists have four (five including the dual use perimeter trail) between the two walkers trails of 13a and 14a. This seems like ALOT of inequity. Cyclists and nature walkers are not compatible recreational users. Almost exactly where your no. 3 is located along this trail is a Banksia (dryandra) thicket which is habitat for honeypossums. There are not many sites like this on Mt. Clarence. Don't go through the B. sessilis thicket. There are some high erosive sites along this trail. How are you going to manage this longterm? I don't see a walking trail for 'walkers only' doing a nice descent through the lovely woodland areas on this descent down to Middleton Beach area. There is a dual use path, and a steep stairway path but where is the lovely walkers only path enjoying the nature experience on this side to the hill. For possum spotlighting this has always been a good site to spot both western ringtail and brushtail possums because of the tall old timber. Why have cyclists got more trails on this side of the hill than walkers. A 'walkers only' trail would be good and not a manmade high intrusion staircase that removes people from the nature experience I don't think black diamond mountain bike riding tracks need to be included in the plan. This is a high biodiversity area and i can't see a black diamond rider having any interest in the beautiful and fragile surrounding vegetation when they are so focused on trying to tackle the high difficult challenge of the track. These kind of high physical sport challenge facilities could be set up in a less sensitive, biodiverse area. The quarry on Mt. Melville is a good site already disturbed and highly physically challenging. I do not think biker riders and walkers are particularly compatible. Most walkers are enjoying the plants and birds etc. and most bike riders are up there mainly for a physical challenge - very different perspectives and usually quite different kinds of people. One group is more quiet and enjoying being part of a unique ecological environment the other group often has a more self focused perspective chasing a physical challenge and not particularly interested in the stunning nature around them. I really love this intimate walk across the granite rocks and the quiet viewing seats. A great track to profile the amazing flora around the granite areas on Mt. Clarence The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.

10/23/2016 9:11 AM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

24	I hope all comments received will be taken seriously and not just brushed under the carpet. Will the comments be made public? I like the idea of the concept plan, but there are way too many trails proposed. Need to make sure that the impact of the trails on the possums is looked at before any of these trails are put in. I would hate to see you destroy our beautiful mountains.	10/23/2016 8:43 AM
25	I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks.Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these WILL flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion. I don't appreciate that the pro=bike group keep on saying; our tracks will be so well built they won't erode. The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) I have watched the bikes open up new trails and watched the continual tyre erosion cut down through the soil and leave ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails and I am curious to know who/what is going to pay for this in the future. I don't think I have seen any of the bike users attend a weed removal days on Mt. Clarence.....they tend only to come to busybees to build more tracks for themselves. Do they care about the longterm biodiverse health of the vegetation on Mt. Clarence? This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. I don't think installing 25 kilometres of bike track is complimentary to looking after this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast plants and be an amazing floral education resource. I am an older person and have less and less interest in riding a bike up and down slopes.....I like walking and feeling safe when I am walking without having to look out for bikes coming too fast and running me off the track.	10/23/2016 12:29 AM
26	This is a great initiative for both residents and visitors to Albany and continues to support the overall strategy of making WA a mountain bike Mecca. It also recognises the need for both walkers and cyclists to share trails as well as have exclusive trails to themselves. Excellent	10/22/2016 10:20 PM
27	I look forward to construction starting as soon as possible. Congratulations on the good work done to date.	10/22/2016 7:56 PM
28	The proposed trails concentrate to much MTB pressure on Mt Clarence/Adelaide. This area has a greater number of adjoining residents (who use the walk trails) than mt Melville. Having walked both zones over the last 20 years the priority focus for the trails could have been mt Melville. This level of trail intensity should be dispersed across a greater number of sites and not just limited to the mounts. Overall a very disappointing and unimaginative effort.	10/22/2016 5:19 PM
29	The more gazette mtb tracks in and around albany the better...	10/22/2016 6:01 AM

30	<p>I frequently cycle for fitness and enjoyment reasons and I strongly support Albany Council's initiative to enhance the City's cycling experience and to attract other cyclists. Nevertheless I am seriously concerned about the lack of evidence provided in the on-line information and particularly some form of impact assessment report. Consequently there is no basis for me to formulate an informed view on the pros and cons of the proposal inclusive of cost:benefit analyses, etc, etc. The Trails map is about the only "evidence" I've found. My quick perusal revealed the following: - a total of nearly 25 Km of new/extended trails to be established. - overall this would provide nearly 39 Km of trails when combined with existing trails, or 3 times the total current extent of trails. - 13 Km is exclusive for mountain trail bikes. Not wanting to denigrate this activity, but this is the most environmentally damaging form of cycling and therefore a high degree of impact is likely and mitigation needed (eg soil erosion prevention). - 20 Km of the new trails are dual use. As an active user of the existing boardwalk/Marine Drive dual use trail, there are significant personal safety issues frequently encountered on this trail. Also I often encounter wildlife while cycling on this trail, mainly King Skinks. Infrequently I have unavoidably run over a skink as they scurry to cover. Construction of and more use of tracks will inevitably result in more impact on the skink population and other fauna and flora species, including some endangered/threatened species such as the ring-tailed possum. - many trails cross other trails and there is no evidence provided as to how the Plan is to mitigate for potential crashes between cyclists or with pedestrians. - the Legend for the map includes "Constraints" categories such as the CoA Heritage Sites, DEC Threatened Priority Ecological Communities. I can see no location of these constraints on the map, and equally no explanation of what these constraints are and how the Trails Plan deals with these- which should be in an impact assessment. Other questions: • What planning, approval decision-making process and timelines are being followed? • Why are all these trails concentrated on the Mount Adelaide and Mount Clarence areas? • Are there other suitable places in and around Albany where some of the trails can be established? • What is the impact of each new/extended trail and what is the cumulative impact of the totality of new/extended trails? Overall given the number and extent of the proposed trails, I am seriously concerned about unintended consequences if they are completed: • The Community amenity and natural attributes of these mountains will be seriously compromised, including for residents who live nearby the mountains (note: I do not). • The general cycling community may find that over and misuse of the trails becomes a hindrance and a disincentive to use the trails.</p>	10/21/2016 5:29 PM
31	<p>I think the building of more technical and difficult downhill and cross country mountain biking trails would attract more people to the area for tourist and competition reasons although the whole plan for more trails is great for the region and gives everyone more options in outdoor activities</p>	10/21/2016 3:53 PM
32	<p>This is a wonderful initiative by the City of Albany. It's important to point out that most mountain biking is done at a relatively relaxed pace, by mature people. It's a terrific activity to keep fit (like me in my 60s!). Albany has the opportunity to become an important part of the MTB trail facilities in southern WA, together with Margaret River, Pemberton, Bridgetown, Nannup and Northcliffe, plus of course the iconic Munda Biddi trail.</p>	10/21/2016 1:56 PM
33	<p>This is a woefully narrow survey which appears to be designed to elicit lots of "Yes" responses from the chosen user group. For most people the spaghetti junction of the map and the inadequate trail descriptions will not be sufficient to enable a considered response on all these different trails. I have major concerns about many aspects of the Plan and will be submitting them by letter to the Council.</p>	10/21/2016 8:53 AM
34	<p>the total of 25 k of new trails is far to much for the size of the bush. at 2 metres width , that is a total of 5 hectares, which is too much for that area of bush. I think that no new clearing should be done for cycle trails the area and the length of the trails is not sufficient for any amount of mountain bikers. the area is quite, simply, too small for the quantity of development planned. generally supportive of the walk tracks as they are existing trails. generally not supportive of the bike trails, as too much clearing is involved. i also feel that the mount Adelaide down hill cycle trails are too short and too steep to be viable cycle trails. because they zig zag so much, they will have a lot of corners that would be too easy to cut by over ethusastic cyclists.</p>	10/20/2016 3:47 PM
35	<p>More walk only trails, including more distance</p>	10/20/2016 12:38 PM
36	<p>Anything that opens up the potential of this are to more walkers, runners and riders of all levels can only be a good thing for the area and Albany in general.</p>	10/20/2016 11:59 AM
37	<p>I think a fantastic mix of trails has been proposed. It is critical to have both MTB only and Walk only trails in order to provide separation, as well as dual purpose trails to link everything together.</p>	10/20/2016 9:08 AM
38	<p>The proposed MTB and walking trails will be a huge benefit to the community providing a place to meet for social outdoor recreation, as well as providing an additional tourism activity for those visiting the region increasingly benefiting the local economy</p>	10/20/2016 8:14 AM
39	<p>Progressing both MTB and walk trails at an equal speed will ensure that all parties see forward progression in there desired interests. As an mtber all the mtb track's look promising.</p>	10/19/2016 11:07 PM
40	<p>More races that are cross country on a mountain bike</p>	10/18/2016 6:12 PM
41	<p>Great initiative organising the trails.</p>	10/18/2016 1:10 PM
42	<p>Too many new trails that the city cannot afford to maintain</p>	10/17/2016 2:29 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

43	Mt Melville would be a much more suitable location for the MTB trails but nobody has the intestinal fortitude to make that happen therefore the heritage park is sacrificed to environmental vandalism!	10/17/2016 12:40 PM
44	I ride a recumbent road trike, I would like to buy an off road trike to use always on the easier trails. Would need entry points to all of the easier trails of a minimum of 1 metre wide. For example the "Full fat ICE off-road trike" is 985mm wide: http://www.icetrikes.co/full-fat.html Would this be the case?	10/15/2016 7:28 PM
45	I am absolutely supportive of bike trails on Mt Clarence. It is a great activity and Mt Clarence is a wonderful environment for it. I am concerned that the totality of dual use will quite quickly lead to 'complaints' by bike riders (and let's be honest, they are a well organised lobby group) of the dangers of colliding with walkers and dogs, leading to further restrictions to the rights of the MANY MANY of us that have for years/decades enjoyed the Mt Clarence environment. I would suggest you undertake some more rigorous community 'engagement', with various groups working together to formulate a more balanced plan for walkers and bikers alike. There is also much more information that needs to be provided with respect to the regulations that will underpin the designation of these paths, as part of the additional community 'engagement' that is required to be done.	10/14/2016 10:40 AM
46	It would be good to see a formalization of the many trails on the mounts catering for the growing mountain bike community is great opportunity for the city.	10/11/2016 10:43 PM
47	Proposals that include "trails" that would be used by only a minimal number of MTB cyclists that include dual use is 1. Waste financial resources 2. Benefit few cyclists 3. Make the CoA liable for injury to walkers 4. Includes walkers (tourists) not familiar with english - again signage would have to be multi-lingual . More expense. 5. Who would police? 6. What are penalties for not obeying rules ? 7. Build a few quality bike trails rather than a "spaghetti" network. 8. Finally Keep It Simple - paths that change from single to dual , uphill only etc is confusing to interpret a "busy" map let alone use.	10/11/2016 7:19 PM
48	I think these are all good ideas but maybe should have more jump and features.	10/11/2016 6:30 PM
49	I hope that this gets built soon	10/8/2016 6:28 PM
50	This is just what albany needs!!! My kids will get a heap of use out of both the walk trails and the mountain bike trails!!	10/7/2016 3:41 PM
51	Can we also develop the BMX site into a multi purpose area for juniors to elite riders, using pump tracks, jumps, XC elements for skills purposes, berms, drops, log rides, etc etc. It is really popular at present, and a great location next to the skate park.	10/7/2016 1:29 PM
52	On Trail 9, the provision of taps or drinking fountains would be good for those who may use the trail for running and walking exercise. Every 500m would be good. Many other states provide these facilities and it is welcomed by users. This would also be useful on other trails and shared paths around Albany, like the boardwalk at Marine Drive or the coastal shared path between Middleton and Emu Beaches.	10/7/2016 12:33 PM
53	This is a fantastic initiative overall. Would be awesome for the entire community if this went ahead	10/7/2016 10:01 AM
54	I am fully supportive of the whole plan. I will be much more likely to use both the walk and ride trails when I know where to go, that I won't get lost, and both walkers and riders are catered for.	10/6/2016 6:48 PM
55	Our family of four currently ride on existing trails, we don't walk however we often meet people walking who are friendly and seem happy with shared paths which is great. I have commented unsure on the walking trails I don't walk them therefore don't have a good undersigning of the improvements etc and feel people walking are in a better position to comment.	10/5/2016 7:45 PM
56	It would be fantastic to have more urban bike paths throughout the city centre as well as places to safely lock a bike up while we go and shop or have a coffee. Friends have also remarked that they would love a system similar to "Boris Bikes" in London where they can quickly rent a bike to go around Albany when they come to visit.	10/5/2016 5:53 PM
57	Albany needs more things for young people to do mountain biking is gaining in popularity and should be promoted both for residents and tourists	10/5/2016 4:35 PM
58	This needs to integrate into a free app/guide.	10/5/2016 4:15 PM
59	I think that the dual use concept of this project is awesome. We plan on visiting Albany on the next 12 months, the whole family are mountain bikers and this would be a great excuse to come on down and spend a couple of days. It is also important that projects like this are for everyone though, we need to share and all parties can benefit from an expansion of leisure infrastructure like this.	10/5/2016 2:53 PM
60	If Albany can develop a good Mtb trail network i will be visiting to ride. From a riders perspective its all about the trail and not the view so don't worry about putting the trails in places where the view is great but the ride quality gets compromised.	10/4/2016 7:44 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

61	Over the last 10 years or so, much money and volunteer sweat has been spent to rehabilitate previous poor planning decisions that resulted in erosion and destabilizing what native flora and fauna remains on the mounts, with ongoing weed reductions also helping to improve the soil, plant and animal health of the area. The thought that wheeled machinery would be building and then using basically what was remediated and removed is showing how City is being influenced by one small lobby group, and the lessons of the past are being ignored, please do not allow the mountain bike trails to be built, low impact walking trails, properly designed and implemented are exactly that, low impact. Please stop putting humans before the environment, without an environment, we won't exist.	10/4/2016 12:46 PM
62	The spread of dioback and the scaring of the the bikes will make.mt Clarence and Adelaide are aboriginal neritadgce sites .Plus the pigmy possums habitat.Also how does minority's take over a majority of land and bikes don't pay licence so how do you manage the trails .	10/4/2016 11:01 AM
63	More trails please, we live in the most beautiful part of WA. What better way to explore than by trails. Health benefits and tourism are a win win situation. I've circumnavigated the world three times and all great destinations promote TRAILS.	10/4/2016 8:29 AM
64	What a great plan to bring more health conscious people to beautiful Albany. I for one can't wait.	10/4/2016 7:21 AM
65	My young family and I currently use the Albany Heritage Park regularly for both MTBing and trail running/walking. The current situation desperately needs to be improved. Walkers and riders need to be separated at strategic points. Existing trails are being eroded by water due to their poor alignment, while individuals are creating trails and causing greater damage. My family and I regularly travel to trail destinations such as Pemberton, Margret River and Kalamunda to name a few and these have well designed trails that separate user groups where necessary creating a harmonious environment that promotes active lifestyles. The Trails Concept plan would provide Albany with a wonderful opportunity to become a top trails destination and my family and I will be able to holiday at home!	10/3/2016 10:06 PM
66	Great to see a plan for mountain bike development, would definitely increase my desire to visit. Blue flow would be my top trail-type preference, with ability to ride 20km ideal, but >10km sufficient for day out. Scenic hike trail alternative great too for other occasions.	10/3/2016 9:48 PM
67	This would be amazing for albany!!	10/3/2016 9:37 PM
68	Great to have these wonderful healthy opportunities	10/3/2016 9:15 PM
69	The walk trails must be designed to be unappealing to mtb riders in order to keep riders off.	10/3/2016 9:12 PM
70	I look forward to all the hard work done over the last few years finally coming to fruition. I hope that the ill-informed opinions of a few nay-sayers doesn't bring this work down. As a regular rider I look forward to better, sustainable, trails to ride. As a parent I look forward to safer, better graded trails to take my kids on. As an advocate for tourism in Albany I look forward to the City taking advantage of this growing tourist market.	10/3/2016 8:56 PM
71	I support any initiative that gets people out enjoying life. After taking up mountain biking almost 6 years ago at the age of 29 my life is now so much more active. And further more this involves many trip away purely for the purpose of riding my bike with friends and family. We have done many recent trips to ride trails in the Nannup area and many previous trips to Pemberton amd one in the mear future. I have seen first hand the benefits the mountain biking community has had on towns like Margaret River and those previously mention. The mountain bike community is excellent and the passion riding and getting out on our bikes is shared throughout. Can't wait to get down to your beautiful part of our state to ride your amazing trail network once complete	10/3/2016 7:51 PM
72	Build them and people will come!	10/3/2016 6:32 PM
73	Keep in mind walkers will often forget riders are also allowed on dual use trails & can create issues.	10/3/2016 5:43 PM
74	Tourism dollars will be increased by more trails to lure holiday makers with \$\$. Also great for ' act belong commit' healthy body health mind.	10/3/2016 5:42 PM
75	My husband and 2 boys are downhill Mountain Bikers so we have been to Albany to ride quite a few times over the last few years. I have helped to organise and run a number of downhill races and the comment we get most often is that while the track is heaps of fun it isn't long enough. The extensions (and linking) of the tracks would be a terrific addition to our races and would help to increase rider numbers, as would the option to provide shuttles. We average about 140 riders at each race currently, at least half our riders are juniors and seniors and usually travel as families so this would also benefit Albany Tourism in general. We have also been to Albany to ride just for fun on a number of family holidays and the other decent trails would make it even more likely that we would do this again because even though they won't be as steep/technical - more variety means more fun! At the moment places like Nannup and Wellington Mills get a lot of riders going for weekends etc because they provide a number of tracks which makes them a little more attractive, so the extended trails and bew ones would help Albany compete with them as an MTB tourism destination.	10/3/2016 4:53 PM
76	Albany has a fantastic natural environment which is currently under utilised. worldwide there is a recognition of the economic benefits that mountain biking can bring. Kalamunda, Margaret River and Pemberton are great local examples.	10/3/2016 4:37 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

77	This is a fantastic initiative which is guaranteed to draw mountain bike tourists from WA and beyond, while also doing a great job of considering other trail users. The concept plan has my wholehearted support and I will be encouraging my fellow Perth northern suburbs mountain bikers to support it too.	10/3/2016 4:33 PM
78	Mountain biking is sedate and about as ecofriendly as you can get. 99% of mountain bikers are cross country / all mountain riders. There is little to no whooping 360 backflippunf downhillers. It is family friendly and gets kids (and their parents) exercising and out in the fresh air. Having a well maintained set of mtb trails in Albany would be a huge attraction for my family and I to return on holiday on a more frequent basis.	10/3/2016 4:12 PM
79	To utilise existing and to establish those tracks as included should be a made a priority to further visitors to the region .	10/3/2016 3:49 PM
80	Separate mountain bike and walking trails are desperately needed in Albany. Riders including my family and I travel to Margaret River for mountain biking. Thus spending money in retail and hospitality businesses in MR rather than in Albany. In a time where Australia is the second most obese nation on the planet, active lifestyles must be encouraged.	10/3/2016 3:20 PM
81	As a regular visitor over the years to Albany & an avid MTB'er it is great to know that I can now bring my bike down & ride a variety of trails but what is even better I can now do it with my family. Great initiative, well done Albany	10/3/2016 3:15 PM
82	Be great to see well managed and ethical trails to allow mountain bike riding to grow in Australia. I have Ridden in Perth WA, North and South. Dwellinguo, Margaret River, Adelaide, Victoria and Tasmania. All great venues, and through the euphoria of the sport made many friendships, and find it to be a rewarding community.	10/3/2016 3:10 PM
83	The mount is a great resource that in my opinion is currently underutilized for mountain biking- the community benefits and tourist benefits are great from having a leading practice in terms of mtb	10/3/2016 3:10 PM
84	More trails for both Walkers and bikes would be great. I personally prefer dedicated trails over shared trails as a trail runner and a rider.	10/3/2016 2:44 PM
85	It would be great to add a small 'skills loop' or similar to provide kids with easy starting option (boost confidence before longer ride. In general I'd be really excited to see these trails built and (as someone who only visits Albany occasionally) it would encourage my husband and I plus our friends to make more regular visits (we regularly travel within and interstate to visit trail hubs - ie Margaret River, Mt Buller, Atherton etc) to the town. I'm not a particular advanced rider so great to see a mix of trails available.	10/3/2016 2:41 PM
86	Don't sit on your hands. Be pro-activ. Support activ recreation.	10/3/2016 2:22 PM
87	Great plans and great for Albany's future.	10/3/2016 9:30 AM
88	Albany is short of good mountain bike and walk trails which will boost tourism and get people out and about. Events like the southern mtb weekend will bring more people into the city.	10/2/2016 2:56 PM
89	Increasing the MTB network should effectively discourage the regular riders from using foot trails.	10/2/2016 12:26 PM
90	More Mointain Bike trails needed ASAP	10/2/2016 11:56 AM
91	Start building in time for the 2017 southern peaks mtb festival???????	10/2/2016 11:26 AM
92	Very well thought out plan, making use of area provided and considerate of both mtb and walkers. Huge impact on tourism.	10/1/2016 9:05 PM
93	one of the reasons I bought in Albany is the amazing walk trails you have- I really love taking the dog along a lot of these. Keeping the bikes separated is probably a very good idea- has erosion been considered? Just squelched my way round some dual use trails in Norway and the vegetation does get quite damaged when there's mud on the track and especially if the bikes have gone round wide.	10/1/2016 5:37 PM
94	My main concern is there maybe too much green trail. People travel for the intermediate blue/black trails more than green. It's important to encourage new people into the sport but you need to look after the people who have been riding for years. I would love to be able to recommend Albany as a travel destination for MTB riding, the current concept plan only has 5 dedicated MTB trails which i personally wouldn't travel the min 4hrs to ride, especially with two being green.	10/1/2016 8:28 AM
95	MTB riding is a popular leisure pursuit in Albany . The Albany MTB club is inclusive & supportive of all levels of riding . Having well maintained designated walki g & riding trails will create safe & inclusive leisure opportunities for the local people & will be another lure for tourist seeking outdoor pursuits . Investment in these trials will also create opportunities to engage yourh & those struggling with health & social issues to walk & ride in a natural environment .	9/30/2016 11:51 PM
96	As a mountain biker I'm supportive of not only the bike trails but all of them. It will increase participation in cycling and walking in an area that we are blessed to have so close to the centre of Albany. It WILL increase tourism in the area - no doubts at all. Bring it on!	9/30/2016 10:10 PM
97	It's great to see that mountain bikers will eventually have some designated trails. Look forward to longer X country trails in some of the areas surrounding Albany	9/30/2016 3:49 PM

Albany Heritage Park Trails Concept Plan Feedback

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98	I would like to see some more purpose built moderate blue square one way mountain bike single tracks in natural bushland within 10 Km of the city of Albany that for safety exclude walkers. A facility such as the Creek mountain bike tracks in Margaret river is a good example of a built for purpose recreational park.	9/30/2016 3:07 PM
99	In my opinion, the plan takes into account all users and gives both user groups, being MTB-ers and walkers, trails to ride and walk/run while minimising trail conflict. The CoA and respective groups should be commended on their forward thinking and world class plan to ensure Albany is the future go-to place to live and holiday in!	9/30/2016 2:30 PM
100	Great to see pro active projects that will increase tourism opportunities for small business	9/30/2016 2:05 PM
101	The proposed Trail network within the Albany Heritage Park will be a fantastic addition to the available activities in and around Albany and will have a positive impact on families to encourage children to be more active. The trails will add another string to Albany's bow and attract more visitors and residents alike. Win Win Win	9/30/2016 12:35 PM
102	It will be great to have the choice. Feel safer than dual use.	9/30/2016 11:32 AM
103	Looks great, can't wait to see it start. Will be great for tourism and provide a good place for teenagers, adults to have healthy fun.	9/30/2016 10:37 AM
104	I think overall the plan is good but I would like to see the MTB only descents all blue with "b lines" for the less confident riders. I think the transition from a beginner rider to intermediate is fast and we should provide more trails for this type of rider.	9/30/2016 10:29 AM
105	This is an enormous attraction for Albany and will encourage families to be active.	9/30/2016 10:21 AM
106	Without a plan like this the mounts will continue to evolve into an random set of erosion gullies that are used as paths. This plan will ensure the future of the environment, access to all users, well maintained paths and trails, tourism and a healthy community. An excellent and overdue plan.	9/30/2016 10:12 AM
107	Great work on all on this, Great concept plan, now lets move forward and get this started :)	9/30/2016 10:07 AM
108	I don't think trails should be made exclusively for the use of walkers - the issue is about expanding trails for MTB use, not walkers.	9/30/2016 9:40 AM
109	I think Albany has a fantastic opportunity here to incorporate trails in to the heart of the city that will benefit walkers and cyclists	9/30/2016 9:20 AM
110	Albany is an iconic West Australian destination. Tourism is a major draw card to our beautiful location and the ability to utilise our magnificent outdoor spaces (for locals and tourists alike) would only serve as a further draw card to our area. I would like to highlight a parallel to both the Pemberton and Margaret River trails which undoubtedly bolster local businesses through tourism and add greater interest and diversity to the towns. Also, activities which encourage outdoor use and provide health benefits to our community should be strongly supported. Finally, mountain biking is a fast growing activity that is only going to get bigger and bigger - if we were to lose this opportunity to develop these dual use trails we will be surpassed by other regional centres that have the willingness to take on these opportunities and thus the tourist dollar.	9/30/2016 8:58 AM
111	Albany has the ability to establish its self as the centre of outdoor activities, particularly mountain biking and trail walking and then capital inflows on the recreational and general tourism - event tourism this can - will create.	9/30/2016 1:16 AM
112	I think a trail network of this magnitude will not only serve existing users, but encourage new users and draw people from far and wide.	9/29/2016 10:08 PM
113	The mountain bike trails will bring a constant stream of tourists into our town, who were not visiting before. plus the ones who have will visit more often. The trails will also provide locals with a world class riding experience, and a place to meet friends after the ride down at a cafe or bar on the beach front.. perfect. I am very happy with the work the organisers and designers have done!	9/29/2016 9:58 PM
114	All these proposals are great for the people and the local area, especially the kids.	9/29/2016 9:51 PM
115	Be great once the trails are built	9/29/2016 9:47 PM
116	Great plan. Multi use. This is a massive plus for Albany	9/29/2016 9:46 PM
117	No	9/29/2016 8:35 PM
118	We need to get some mtb trails happening to make this town attractive to the mtb tourist(they spend money), but they need to be built right so that ongoing maintenance is not too much of an issue.	9/29/2016 8:29 PM
119	Great use of space! Providing dedicated usage trails and areas will only help keep the rest of the hills conserved and unharmed!	9/29/2016 7:25 PM
120	More downhill trails and promotion to community.	9/29/2016 7:14 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

121	I think the mtb trails are a very important feature in the trails hub. I am an albany local and spend at least 10 weekends a year in other south west wa towns, purely due to the lack of current trails. I also think more mtb trails will bring an immense amount of tourism to town.	9/29/2016 4:39 PM
122	There are plenty of options for exercise in Albany. Our bush is precious !	9/29/2016 1:47 PM
123	The introduction / Improvement of Albany's Walk and ride Tracks / Trails can only further enhance the area as a prime tourist destination and an area that is committed to the fitness and recreational needs of its population. Well done Albany - a lot of other WA towns and cities could take a leaf from your book!!	9/29/2016 11:37 AM
124	It is important as a city that we can provide a variety of recreation trails for both locals and visitors that link our heritage and natural features with the city centre. A network of paths and trails to suit all abilities would get people moving and provide many recreation opportunities, not to mention some iconic scenery. The MTB community is fast growing and they are looking for new places to ride. Many will travel and spend time and money in the town. We need this!	9/29/2016 11:03 AM

Q21 If you would like to receive further information about the AHP Trails Concept Planning Project please provide your details.

Answered: 89 Skipped: 161

Answer Choices	Responses	
Name	98.88%	88
Company	16.85%	15
Address	87.64%	78
Address 2	4.49%	4
City/Town	92.13%	82
State/Province	89.89%	80
ZIP/Postal Code	88.76%	79
Country	71.91%	64
Email Address	95.51%	85
Phone Number	70.79%	63

#	Name	Date
1	Ja Klinac	10/23/2016 10:32 PM
2	Peter Vaughan	10/23/2016 10:00 PM
3	Cathy Glen	10/23/2016 9:21 PM
4	Prof Geoff Riley	10/23/2016 7:15 PM
5	Anne Bondin	10/23/2016 5:58 PM
6	Ivan Edwards	10/23/2016 4:09 PM
7	Peter	10/23/2016 1:36 PM
8	Paula Deegan	10/23/2016 1:26 PM
9	Peter Glen	10/23/2016 12:52 PM
10	Keith Bradby	10/23/2016 12:35 PM
11	Noelene Harrison	10/23/2016 12:27 PM
12	Elizabeth Riley	10/23/2016 10:44 AM
13	Kath Gray	10/23/2016 10:42 AM
14	Catlyne Hos	10/23/2016 10:00 AM
15	John Purdom	10/23/2016 9:11 AM
16	Claire Paddison	10/22/2016 10:20 PM
17	Trevor Terry	10/22/2016 7:56 PM
18	Paul Wettin	10/21/2016 5:29 PM
19	Graham	10/21/2016 3:07 PM
20	Ian Pavey	10/21/2016 1:56 PM

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22	Mark	10/20/2016 12:53 PM
23	Steven Williams	10/20/2016 12:38 PM
24	Will Guelen	10/20/2016 8:14 AM
25	Katie Thill	10/19/2016 12:30 PM
26	Tiffany	10/18/2016 1:10 PM
27	Maureen Cremin	10/17/2016 12:40 PM
28	martin creighan	10/17/2016 10:08 AM
29	Rupert Ward	10/15/2016 7:28 PM
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31	Jonathan	10/11/2016 8:31 AM
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33	Nathan Symonds	10/7/2016 1:29 PM
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43	Daniel Lloyd	10/3/2016 9:15 PM
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51	Geoff Cass	10/3/2016 3:49 PM
52	Tim Villa	10/3/2016 3:14 PM
53	Richard King	10/3/2016 3:10 PM
54	John Jordan	10/3/2016 2:22 PM
55	Ivan Svenson	10/3/2016 2:20 PM
56	Mark Ireland	10/3/2016 9:30 AM
57	Ted	10/2/2016 2:56 PM
58	Harper O'Donnell	10/2/2016 11:26 AM
59	Ben	10/1/2016 9:05 PM
60	Natalie Pearson	10/1/2016 8:28 AM
61	Corinne stoner	9/30/2016 11:51 PM

62	Dinah Roecker	9/30/2016 10:25 PM
63	Brad Smithson	9/30/2016 10:10 PM
64	Daryl de Vos	9/30/2016 10:02 PM
65	Phil Stan-Bishop	9/30/2016 8:46 PM
66	Jerome Ryan	9/30/2016 8:43 PM
67	Di Fry	9/30/2016 3:49 PM
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70	Paul O'Donnell	9/30/2016 2:05 PM
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76	Andrew Bell	9/30/2016 9:40 AM
77	Ben Headlam	9/30/2016 9:37 AM
78	Sandra Hart	9/30/2016 9:08 AM
79	Lee Griffith	9/30/2016 8:58 AM
80	Ben Levett	9/29/2016 10:31 PM
81	Craig Marshall	9/29/2016 10:27 PM
82	nigel holden	9/29/2016 10:08 PM
83	Keiron Benson	9/29/2016 9:58 PM
84	Corey Weadley	9/29/2016 8:35 PM
85	Jamie Kiddle	9/29/2016 8:33 PM
86	Michael	9/29/2016 8:29 PM
87	jayde	9/29/2016 4:39 PM
88	Sherron White	9/29/2016 11:03 AM
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3	The Life of Py	10/20/2016 12:53 PM
4	Sleepwell Motel	10/20/2016 12:38 PM
5	Great Southern Grammar	10/7/2016 1:29 PM
6	SRTafe	10/4/2016 11:01 AM
7	OFS Mechanical	10/3/2016 7:51 PM
8	Advanced Family & Sports Podiatry	10/3/2016 9:30 AM
9	Lord	10/2/2016 2:56 PM
10	Impulse Cycles	9/30/2016 8:46 PM
11	Dog Rock Motel	9/30/2016 11:32 AM
12	Opteon (Albany and Great Southern WA)	9/30/2016 10:07 AM
13	Lee Griffith Photography	9/30/2016 8:58 AM

14	Svitzer	9/29/2016 10:27 PM
15	sleep steel	9/29/2016 4:39 PM
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3	3 Cliff Way	10/23/2016 9:21 PM
4	5 Grey Street East	10/23/2016 7:15 PM
5	106 ANfove Road	10/23/2016 4:09 PM
6	177 Hare st	10/23/2016 1:36 PM
7	21 Suffolk Street	10/23/2016 1:26 PM
8	Cliff Way	10/23/2016 12:52 PM
9	10 Beresford St	10/23/2016 12:35 PM
10	12 Suffolk Street	10/23/2016 12:27 PM
11	5 Grey St E	10/23/2016 10:44 AM
12	4 Coyanarup Place, Warrenup	10/23/2016 10:42 AM
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14	46 Wakefield Court	10/23/2016 9:11 AM
15	13 Hotham Street	10/22/2016 10:20 PM
16	34 Serpentine Road	10/22/2016 7:56 PM
17	10 Oyster Heights	10/21/2016 5:29 PM
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19	30 Laverstock Street	10/21/2016 1:56 PM
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27	125 Burt Street	10/15/2016 7:28 PM
28	93 Middleton Road	10/14/2016 10:40 AM
29	199 kelvin Rd	10/11/2016 8:31 AM
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31	33 Gladville Raod	10/7/2016 12:33 PM
32	76 Eton St	10/5/2016 2:53 PM
33	Po Box 62	10/4/2016 12:46 PM
34	5 Hanson road 6330	10/4/2016 11:01 AM
35	1bradwell cry	10/4/2016 7:21 AM
36	11 Melrose st Mt Melville	10/3/2016 11:19 PM
37	13 Ashwell st	10/3/2016 10:06 PM
38	12 Kumarine Street	10/3/2016 9:37 PM

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42	111 Caledonia ave, currumbine	10/3/2016 7:51 PM
43	8a Ward place	10/3/2016 4:37 PM
44	11 Savona Grove	10/3/2016 4:33 PM
45	13 Hotchin Ave	10/3/2016 3:49 PM
46	513/26 Hood St	10/3/2016 3:14 PM
47	11 McGrath Place, Seville Grove	10/3/2016 3:10 PM
48	Farrant st	10/3/2016 2:22 PM
49	PO BOX 316	10/3/2016 2:20 PM
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53	71 Woollahra Street	10/1/2016 8:28 AM
54	21 Nelson st	9/30/2016 11:51 PM
55	34 Nelson st	9/30/2016 10:25 PM
56	6 Durman Pl	9/30/2016 10:10 PM
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58	PO BOX 343	9/30/2016 8:46 PM
59	PO Box 1968	9/30/2016 8:43 PM
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68	109 La Perouse Road	9/30/2016 9:37 AM
69	36 Pinaster rd	9/30/2016 9:08 AM
70	10 Serene Bend	9/29/2016 10:31 PM
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72	41 Prescottvale Rd	9/29/2016 10:08 PM
73	P.O. Box 5815	9/29/2016 9:58 PM
74	17 Taylor street Miramar	9/29/2016 8:35 PM
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76	80 Bayview drive	9/29/2016 8:29 PM
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4	ALBANY	10/23/2016 7:15 PM
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6	Albany	10/23/2016 1:36 PM
7	Mt Clarence	10/23/2016 1:26 PM
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70	Albany	9/30/2016 9:40 AM
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77	Albany	9/29/2016 9:58 PM

78	Albany	9/29/2016 8:35 PM
79	Albany	9/29/2016 8:33 PM
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81	albany	9/29/2016 4:39 PM
82	Albany	9/29/2016 11:03 AM
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35	WA	10/3/2016 10:06 PM

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45	Perth	10/3/2016 3:14 PM
46	WA	10/3/2016 3:10 PM
47	Wa	10/3/2016 2:22 PM
48	WA	10/3/2016 2:20 PM
49	WA	10/3/2016 9:30 AM
50	Wa	10/2/2016 2:56 PM
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2	peterv101@bigpond.com	10/23/2016 10:00 PM
3	cathypeterglen@gmail.com	10/23/2016 9:21 PM
4	geoff.riley@uwa.edu.au	10/23/2016 7:15 PM
5	albanybirds@hotmail.com	10/23/2016 5:58 PM
6	ivan.edwards2@bigpond.com	10/23/2016 4:09 PM
7	pb.mac1@bigpond.com	10/23/2016 1:36 PM
8	pauladeegan@westnet.com.au	10/23/2016 1:26 PM
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10	kbradby@westnet.com.au	10/23/2016 12:35 PM
11	nienna@iinet.net.au	10/23/2016 12:27 PM
12	eeriley@hotmail.com	10/23/2016 10:44 AM
13	kathgray@iinet.net.au	10/23/2016 10:42 AM
14	catlyne@mac.com	10/23/2016 10:00 AM

Albany Heritage Park Trails Concept Plan Feedback AGENDA ITEM ED043 REFERS

15	jpurdom@iinet.net.au	10/23/2016 9:11 AM
16	paddisonc@hotmail.com	10/22/2016 10:20 PM
17	trevorterry100@gmail.com	10/22/2016 7:56 PM
18	paulwettin@optusnet.com.au	10/21/2016 5:29 PM
19	graham_1206@yahoo.com	10/21/2016 3:07 PM
20	vectis@iinet.net.au	10/21/2016 1:56 PM
21	de.brown1@bigpond.com	10/20/2016 3:47 PM
22	thelifeofpy@gmail.com	10/20/2016 12:53 PM
23	stevenwilliams1988@hotmail.com	10/20/2016 12:38 PM
24	william.guelen@gmail.com	10/20/2016 8:14 AM
25	katie.dimps@bigpond.com	10/19/2016 12:30 PM
26	tiffanyd@albany.wa.gov.au	10/18/2016 1:10 PM
27	cremin.tm@bigpond.com	10/17/2016 12:40 PM
28	mc_in_oz@yahoo.co.uk	10/17/2016 10:08 AM
29	rupertjw@iinet.net.au	10/15/2016 7:28 PM
30	jmarmion@iinet.net.au	10/14/2016 10:40 AM
31	jono.kurthy@outlook.com	10/11/2016 8:31 AM
32	Nathan.Symonds@gsg.wa.edu.au	10/7/2016 1:29 PM
33	reikel@jcsa.wa.edu.au	10/7/2016 12:33 PM
34	j.markovs@gmail.com	10/5/2016 8:20 PM
35	sam.haell@goneferal.net.au	10/4/2016 12:46 PM
36	ron.grey@srtafe.wa.edu.au	10/4/2016 11:01 AM
37	shanewilliams3@me.com	10/4/2016 7:21 AM
38	dancamharnia@gmail.com	10/3/2016 11:19 PM
39	Lambretta_1@yahoo.com.au	10/3/2016 10:06 PM
40	janellebraidwood83@outlook.com	10/3/2016 9:37 PM
41	daniel@lgacoustics.com.au	10/3/2016 9:15 PM
42	aaryn.johansen@gmail.com	10/3/2016 9:12 PM
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52	john_patrick_jordan@outlook.com	10/3/2016 2:22 PM
53	isvenson@iinet.net.au	10/3/2016 2:20 PM
54	advancedpodiatry@westnet.com.au	10/3/2016 9:30 AM
55	ted_lord@outlook.com	10/2/2016 2:56 PM

Albany Heritage Park Trails Concept Plan Feedback **AGENDA ITEM ED043 REFERS**

56	harperodonnell@hotmail.com	10/2/2016 11:26 AM
57	speedy120a@bigpond.com	10/1/2016 9:05 PM
58	nat-josh@westnet.com.au	10/1/2016 8:28 AM
59	corinnestoner@gmail.com	9/30/2016 11:51 PM
60	dinahroecker@westnet.com.au	9/30/2016 10:25 PM
61	bradsmithson@me.com	9/30/2016 10:10 PM
62	dazza_dv@hotmail.com	9/30/2016 10:02 PM
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67	tammys@smiththornton.com.au	9/30/2016 2:30 PM
68	odonnell.paul@cathednet.wa.edu.au	9/30/2016 2:05 PM
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71	edwards.001@bigpond.com	9/30/2016 10:21 AM
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