

PATH NETWORK PLAN REHABILITATING ROE 8 FINAL REPORT



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- Isabella Streckhardt – Acting Rehabilitating Roe 8 Project Manager, City of Cockburn
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For further information:

Tredwell Management Services

TREDWELL

T: (08) 82346387

E: admin@tredwell.com.au

W: www.tredwell.com.au

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00

Executive Summary



Executive Summary

The City of Cockburn (the City) has entered into an agreement with Main Roads Western Australia (WA) to commence a community led rehabilitation project, which forms part of a 10 year plan. An aspect of this project is the opportunity to develop a Path Network Plan (the Plan), which involves incorporating a system of well-defined paths that link east-west across the Rehabilitating Roe 8 (RR8) project area. The City has engaged Tredwell Management to undertake the development of this Plan.

The RR8 Corridor is situated within the current Roe 8 road reserve. It is bounded by Bibra Drive and Bibra Lake in the east and Southwell Crescent and Hamilton Hill in the west, spanning around 4.5km.

Demographic changes within the City such as rapid population growth, high levels of migration from non-English speaking countries, and increasing popularity of trails and passive recreation will have implications on the demand and requirements for the RR8 Corridor into the future.

The development of the Plan involved a comprehensive review of background information and strategic documents to align with the wider strategic objectives at federal, state and local levels as well as objectives at a project level.

Planning and management is a key component of the Plan, taking into account Australian Standards for walking tracks, including AS 2156.1, Walking Tracks, Part 1: Classification and Signage,

and AS 2156.2 – 2001: Walking Tracks Part 2: Infrastructure Design. Other important aspects that are considered include trail signage, trail naming, trail hierarchy, management models, accessibility and risk management.

An initial assessment of the defined site area was conducted which included an assessment of relevant Geographic Information System (GIS) layers, an extensive desktop audit and review of existing tracks as well as a site appraisal and on-ground audits.

The consultation process involved an initial meeting with the RR8 Advisory Committee, an in-person workshop with key stakeholders at the Wetlands Centre, an online community survey and an online meeting with the relevant City staff who had an interest in or background knowledge of the project.

The on-ground audits and consultation identified general issues for the RR8 Corridor such as lack of disability access, antisocial behaviour and illegal trail use (e.g., motorbikes). The on-ground audits and consultation also identified key opportunities, for example, the potential for loop and link trails and key trail infrastructure such as interpretation signage, nodes, waymarking/directional signage and seating. It was also identified that walking/running is the most popular mode of transport for accessing the RR8 Corridor.

The trail surface varies depending on location throughout the RR8 Corridor. To support trail users

of varying levels of ability, limestone paths have been identified as the most viable path type for the network.

The natural environment and cultural heritage within the RR8 Corridor are highly valued by the community, as identified throughout consultation. Rehabilitation, protection and education of the natural environment and cultural heritage within the RR8 Corridor is important moving forward.

The vision for the Plan is:

“A diverse, high quality and sustainable path network which compliments, protects and enhances the RR8 Corridor’s cultural heritage and environmental values, becoming a well-utilised and accessible community space and facilitating economic, social, health and environmental benefits for the local community”.

The Plan’s principles are broadly based on best-practice guidelines and will guide planning and management. The following principles will be applied to achieve the vision:

- Environment and Culture
- Access and Safety
- Sustainability
- Local Community Benefit
- Quality Network
- Consumer Focus
- Evidence Base
- Visitor Economy
- Aboriginal Participation

- Innovation
- Integrated Planning and Management
- Information Provision and Promotion
- User Types

A Concept Plan was developed which displays the overall RR8 Corridor, including the primary pathways, secondary pathways, existing pathways, external linkages, road crossing points, alternate routes, firebreaks and revegetation areas.

The Concept Plan also shows an overview of each section of the RR8 Corridor, including the western sections (Stock Road West, Forrest Road North and Forrest Road South), central sections (North Lake Road West and North Lake Road East) and eastern sections (Turtle Corner, Hope Road North and Bibra Drive). Revegetation Plans have been developed and included as an Appendix.

A supporting implementation plan was also prepared which includes a series of prioritised and costed recommendations for each section of the RR8 Corridor. North Lake Road West has been identified as a high priority area, and will be the focus for the first year of implementation. The second year will involve the implementation of North Lake Road East. The remainder of the western end of the RR8 Corridor will then be prioritised including Forrest Road North (third year), Stock Road West (fourth year). Turtle Corner and Forrest Road South have been excluded from the Implementation Plan due to not requiring any works.

The eastern end of the RR8 Corridor (Bibra Drive and Hope Road North) fall into North Lake Reserve. The Department of Biodiversity, Conservation and Attractions (DBCA) have received \$3 million of funding to upgrade this reserve. This is beyond the scope of the Plan and therefore these two sections have been costed separately as potential additional costs. It is important to note that at this stage, it is uncertain whether the DBCA will utilise the funding to upgrade Bibra Drive and Hope Road North.

The total cost of the implementation including a 10% allowance for contingencies is **\$106,887.22** (excluding the additional cost for Bibra Drive and Hope Road North).



Project Vision

“A diverse, high quality and sustainable path network which compliments, protects and enhances the RR8 Corridor’s cultural heritage and environmental values, becoming a well-utilised and accessible community space and facilitating economic, social, health and environmental benefits for the local community”.

01

Introduction

Revegetation works in progress



As part of the **Rehabilitating Roe 8** project planting of native plants will occur from June-July. The area will have approximately 70,000 native plants installed.



Rehabilitating Roe 8 is a state government funded project.

To find out more visit rehabilitatingroe8.org



Project Background

Overview

Tredwell Management was engaged by the City to undertake the development of a Path Network Plan for the RR8 project area. The City has entered into an agreement with Main Roads WA to rehabilitate sections of the RR8 Corridor that were cleared in 2016/17.

The project is part of the 10-year Rehabilitating Roe 8 Management Plan. As part of this community led restoration project the opportunity to incorporate a system of well-defined paths that link east-west across the project site has been identified. Rehabilitation works commenced in 2018 and will continue until 2028.

The RR8 Corridor is entirely contained within the current Roe 8 road reserve and is bounded by Bibra Drive, Bibra Lake in the east and Southwell Crescent, Hamilton Hill in the west. This covers approximately 4.5km.

Vision

The path network forms part of the community's vision, and it is hoped will increase the level of patronage to the site. The Rehabilitating Roe 8 Steering Committee's July 2017 vision for the RR8 Corridor is:

The Rehabilitating Roe 8 Steering Committee has endorsed the vision that "over a ten year period of management, actions will transform the impacted corridor into a young but thriving range of ecological communities. These areas will be home to local biological diversity as well as become community spaces, allowing the public access to enjoy and respect the local environment via a connected Path Network".

Purpose

The intent of this project is to undertake community and stakeholder consultation to determine user groups, path type and route.

The following objectives have been used to guide preparation of the Plan:

- Safety for all users is paramount; recommendations must not compromise the safety of one group over another.
- Path locations should be facilitated by a strong interconnected network of paths throughout the project site to the broader environment.
- To provide access between key land uses throughout the project site and City, linking both trip origins and destinations (where possible).

- Routes must be legible and well signed.
- The provision of path infrastructure should not only facilitate the use of these modes but also serve to advertise its importance within the City.

Methodology

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

The five stages are:

Stage 1: Project Start-up and Desktop Review

Stage 2: Site Assessment

Stage 3: Consultation

Stage 4: Draft Report and Maps

Stage 5: Final Report

Regional Overview¹

The City is located in Perth’s outer southern suburbs, about 15-20 kilometres from the Perth CBD. The City is bounded by the Cities of Fremantle, Melville and Canning in the north, the City of Armadale in the east, the City of Kwinana in the south, and the Indian Ocean in the west. The City includes Rottnest Island and Carnac Island, located around 10 and 18 kilometres off-shore respectively.

The City’s suburbs are divided into three wards; east, central and west. The City’s east ward contains some of the City’s newest and fastest-growing suburbs and community facilities.

The suburbs of the east ward are:

- Atwell
- Aubin Grove
- Banjup
- Hammond Park
- Jandakot
- Leeming
- Success
- Treeby

The City’s central ward contains one the City’s most well-known chain of wetlands pivotal to the RR8 Corridor, featuring North Lake, Bibra Lake and Yangebup Lake.

The suburbs of the central ward are:

- Beeliar
- Bibra Lake
- Cockburn Central
- Coolbellup
- North Lake
- Yangebup
- South Lake
- Wattleup

The City’s west ward contains the outer-most chain of wetlands, featuring Lake Coogee and the Market Garden Swamps, and is home to a rapidly growing coastal community.

The suburbs of the west ward are:

- Coogee
- Hamilton Hill
- Henderson
- Lake Coogee
- Munster
- North Coogee
- Spearwood

Figure 1 provides context of the City’s location in relation to other local government areas within the Perth metropolitan area. It also highlights the RR8 Corridor, and its proximity to other locations within the City.

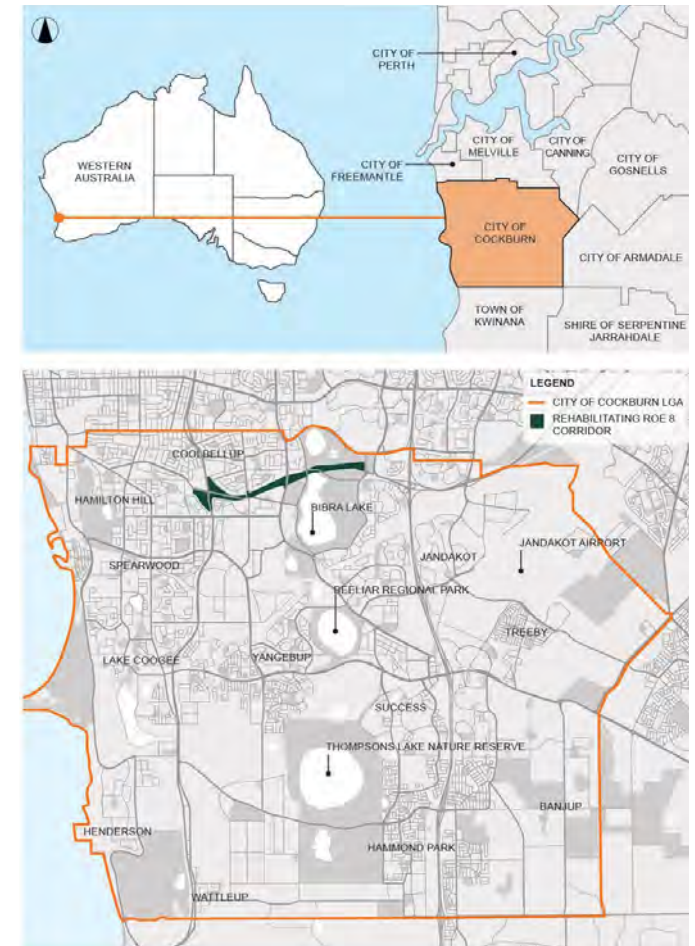


Figure 1: Location Context Map of the City of Cockburn and RR8 Corridor

Community Profile²

In order to strategically plan for the Path Network, an understanding is required of the City's defining characteristics. Table 1 provides a summary of the City's key relevant demographic indicators and their implications for the Plan.

Table 1: Key Demographics

Key Demographic Indicator	Implications for the Path Network
<p>Population Growth and Migration</p> <p>The 2021 population estimate for the City is 123,203, which is a 4.9% increase on 2020. As of 2020, the population density of the City was 6.98 persons per hectare. From 2021-2041, the population of the City is forecast to grow to 169,689, which is a 37.7% increase.</p>	<p>Significant growth in population numbers will likely bring higher demand for recreation opportunities including accessing pathways. It is important to ensure that the Path Network is serviced with access to opportunities for all users.</p>
<p>Population Age Structure</p> <p>The below age structure statistics are from the 2016 census. The City had higher proportion of children (under 18) and a lower proportion of people aged 60 or older compared to Greater Perth. 23.6% of the City's population was aged between 0 and 17, and 16.4% were aged 60 years and over, compared with 22.7% and 19.0% respectively for Greater Perth.</p> <p>The largest age group within the City was 30 to 34 years. The average age of residents in the City was 35 years, compared to 36 years in Greater Perth.</p>	<p>Trends and preferences vary across age groups and life stages, and it is important that pathway provision is relevant to the City's population. Provision of adaptable pathways which cater to a wide range of ages will support active recreation interests from all age groups.</p>

Key Demographic Indicator	Implications for the Path Network
<p>Cultural Diversity</p> <p>The below cultural diversity statistics are from the 2016 census. In the City, Aboriginal and/or Torres Strait Islander people made up 1.5% of the population, compared to 1.6% of the population in Greater Perth.</p> <p>The 3 largest ancestries in the City were English, Australian and Italian. The major differences between the ancestries of the population in the City and Greater Perth were:</p> <ul style="list-style-type: none"> • A larger percentage of people with Italian ancestry (8.8% compared to 5.3%) • A larger percentage of people with Portuguese ancestry (2.6% compared to 0.5%) • A larger percentage of people with Croatian ancestry (2.8% compared to 0.9%) • A smaller percentage of people with English ancestry (34.1% compared to 37.2%) <p>34.1% of people in the City were born overseas, compared with 36.1% in Greater Perth. Between 2011 to 2016, the number of people born overseas increased by 22.8%. In 2016, the largest changes in birthplace countries of the population in the City between 2011 to 2016 were:</p> <ul style="list-style-type: none"> • Philippines (+1,073 persons) • India (+834 persons) • United Kingdom (+773 persons) • China (+732 persons) 	<p>With projected population growth, increased overseas migration and a large proportion of residents born overseas living in the City, this will result in greater diversity of recreation and social needs and preferences.</p> <p>It is important that the variety of pathway opportunities and experiences offered cater for people from different cultural backgrounds, taking into account different languages, values and cultures.</p>

Key Demographic Indicator	Implications for the Path Network
<p>Relative Socio-Economic Disadvantage</p> <p>The City has a SEIFA Disadvantage Index score of 1033, which is higher than that of the average across WA (1015) and Greater Perth (1026), indicating a lower level of relative socio-economic disadvantage.</p> <p>Within the City, levels of relative socio-economic disadvantage vary between affluent areas such as North Coogee and Rottnest Island (1108 respectively), Treeby (1106) and Leeming (1100), to relatively disadvantaged areas such as Coolbellup (943.2), Hamilton Hill (952), Spearwood (983) and South Lake (985).</p>	<p>It is important that the pathway opportunities provided are affordable and accessible to all people, regardless of their level of affluence.</p> <p>Investment in the Path Network should be strategically planned to ensure that resources are targeted, maximising community participation, encouraging active lifestyles and maximising community and environmental benefit.</p>
<p>Disability</p> <p>According to the 2016 Census, it is estimated that 12.8% of people live with a disability in the City. 3.8% of residents reported needing assistance in their core activities due to disability, compared to 3.9% in Greater Perth. This indicator increased by 0.3% between the 2011 and 2016 Census periods.</p>	<p>Accessibility and safety are important aspects of any pathway development and improvement because they are pivotal in ensuring that pathways are accessible to all people. It is important to ensure that the Path Network adheres to minimum universal design principles and infrastructure standards wherever feasibility possible.</p>

Trends

In line with the global trends in physical activity, the 2019/20 AusPlay participation survey found that the top activities among Western Australian adults are primarily individual active recreation fitness pursuits.

It is important to note that active recreational pursuits relevant to the RR8 Corridor feature in the top 10 sports/activities amongst Western Australian adults. These include walking (recreational) at number one (43.6%), cycling at number five (15.3%) and bush walking at number seven (5.8%). Table 2 provides a summary of the top activities participated in by adults in Western Australia.

Pathways and trails are important recreational infrastructure improvements that facilitate popular recreation and physical activities.

Table 2: Participation by Activity (Top Activities Western Australia Adults)

Sport	Participation Rate (%)
Walking (recreational)	43.6%
Fitness/gym	39.2%
Swimming	18.3%
Athletics, track and field (includes jogging and running)	17.1%
Cycling	15.3%
Yoga	6.8%
Bush walking	5.8%
Volleyball (indoor and outdoor)	2.7%

A range of participation and lifestyle trends have also been identified and published by various organisations, which will influence the needs of planning for pathways and active recreation spaces into the future. These trends are presented in Table 3.

Table 3: Industry and Lifestyle Trends

Trend	Summary
Nature based tourism	<p>As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as 'nature deficit'. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more important than ever before.</p> <p>Nature based tourism where people can immerse themselves in the natural environment is a key tourism draw card.</p> <p>Well-defined recreational trails enable people to 'escape crowds' and reconnect with the natural environment. Pathway signage and infrastructure which is sympathetic to the natural environment facilitates provision of a true nature based experience which is distinct from urban activities.</p>
Changing participation preferences	<p>Increasingly busy, time fragmented lifestyles means that people are increasingly becoming involved in individualised recreational activities (such as walking, jogging and cycling) rather than traditional, structured sports.</p> <p>These activities can generally occur at any time of day, individually or in groups. It is important for governments and planning agencies to be aware of this shift to ensure that reserves, pathways and associated infrastructure can sustainably cater for demand.</p>
Infrastructure standards and community expectations	<p>Today's society places high expectations upon community recreational infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures.</p> <p>Pathway managers are required to exercise due diligence relating to pathway planning, maintenance and management.</p>
Ageing population	<p>Populations across Australia are ageing. Indicators show that Australians between 60-64 years are a standout group for their elevated participation rates in outdoor and trail based activities particularly bushwalking.</p> <p>Participation opportunities will need to be diversified and expanded to meet the needs of the growing cohort of older Australians. For example, bushwalking tracks that clearly identify their level of difficulty so that potential users can assess their suitability. As the older generation retire from the workforce there is potential to engage them in activities such as bushwalking.</p>

Benefits of Trails

It is well recognised that access to pathways and trails play a significant role in encouraging participation in physical activity, outdoor recreation and nature appreciation. In addition, using pathways and trails can assist communities to realise important health and wellbeing benefits, to make social and cultural connections and to enhance environmental outcomes. The key benefits of pathways and trails are listed in Table 4.

Table 4 - Key Benefits of Pathways and Trails

Key Benefits
<p>Conservation</p> <p>Opportunity for rehabilitation, increased awareness, education and preservation of natural areas.</p>
<p>Health</p> <p>Encourages physical activity and healthy lifestyles.</p>
<p>Recreation and Leisure</p> <p>Provides opportunities for people to walk, jog and ride for pleasure.</p>
<p>Transport</p> <p>Provides practical transportation corridors and accessways.</p>
<p>Cultural identity and awareness</p> <p>Enable access to and increased awareness of cultural features such as local Indigenous heritage.</p>
<p>Economy</p> <p>Attracts visitors which in turn increases positive economic drivers and growth in local communities.</p>

Trend	Summary
Inactivity and obesity	<p>Inactivity is the fourth largest cause of non-communicable disease in Australia. Inactivity in children is growing, linked to a decline in physical activity in schools, less active commuting and changing behaviours.</p> <p>Provision of active recreation opportunities is a role of all levels of governments which is becoming increasingly acknowledged and valued in the community.</p> <p>It is important that investment in reserves, pathways, trails and associated infrastructure is well planned to encourage maximum community participation and healthy/active lifestyles.</p>
E-bikes	<p>Bikes, and the way people use them, are changing rapidly as technology advances. The latest electric bikes (e-bikes) can generate significant power, in either pedal-assist or direct drive modes.</p> <p>E-bikes make cycling more accessible to riders who may be less experienced and/or physically unfit and increase ride duration for more experienced riders. This is likely to increase rates of participation in cycling and associated pathway and trail usage.</p> <p>It is important that trail planning and management is responsive to this change in trail usage.</p>
Web-based systems	<p>Recreation and physical activities are being transformed by technology. For example, social technologies have created online communities and GPS enabled apps and wearable technology allow users to track their performance and share this with others.</p> <p>The widespread availability of this technology is enabling the development of virtual trail user communities which provide motivation and discovery of new places and ways to be active.</p>
User-generated content	<p>Online trail and recreation information is becoming increasingly accessible via user generated platforms.</p> <p>While user-generated content can be an excellent initiative in promoting the use of pathways and trails, it is important that these online platforms are developed and maintained in partnership with trail managers to ensure that the information provided is accurate, consistent and does not promote unauthorised use of natural areas.</p>
Biodiversity and heritage loss	<p>Around the world, valuable ecosystems, and heritage sites (Aboriginal and non-Aboriginal) are under pressure from urban expansion, agricultural clearing, and the effects of climate change.</p> <p>It is important that pathways and trails are planned for suitable areas and that any threats to the loss of biodiversity and heritage are effectively mitigated and managed.</p>

02

Strategic Policy Review



Strategic Policy Review

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

The following strategic documents have been reviewed for consideration in the development of the RR8 Path Network Plan. Details of this review can be found in Appendix 3.

WA State Government Documents

- Western Australian Strategic Trails Blueprint 2017-2021
- Western Australian Hiking Strategy 2020-2030
- Main Roads WA Supplement to Austroads Guide to Road Design – Part 6A
- Disability Services Commission Access Resource Kit 2011
- Cycling Guidelines for Western Australia Shared and Separated Path Guidelines 2020 (Draft)

City of Cockburn Documents

- Community, Sport and Recreation Facilities Plan 2018-2033
- Disability Access and Inclusion Plan 2017–2022
- Integrated Transport Strategy 2020 -2030
- Bicycle and Walking Network Plan 2016-2021
- Public Open Space Strategy 2014-2024

- Strategic Community Plan 2020–2030
- Trails Master Plan 2017

RR8 Project Documents

- Rehabilitating Roe 8 Management Plan 2018
- Rehabilitating Roe 8 Community Expectations Report 2018/19
- Rehabilitating Roe 8 Signage Strategy
- Cockburn Community Wildlife Corridor (CCWC) Outcomes of Pathways and Trails Workshop 2020

Australian Standards and Guidelines

- AS 2156.1 – 2001: Walking Tracks Part 1- Classification and Signage
- AS 2156.2 – 2001: Walking Tracks Part 2: Infrastructure Design
- Disability (Access to Premises – Buildings) Standards 2009, AS/NZ 1428. Parts 1-4
- Disability Standards for Accessible Public Transport 2002
- Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
- Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles

03

Planning and Management



Introduction

Planning and management is an important stage in trail and pathway development. There are multiple Australian Standards for walking tracks and pathways, which provide key information on the classification of walking tracks, signage and trail design.

It is also important to consider access requirements, as well as the management of risk when planning for and developing trails and pathways to mitigate the likelihood of harm.

Australian Standards for Walking Tracks³

The Standards Australia Committee has prepared the following Australian Standards which relate directly to walking tracks to assist trail planners, designers, and managers:

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

AS 2156.1 – 2001: Walking Tracks Part 1- Classification and Signage

This Standard provides a classification system for walking tracks, guidance for the design, fabrication and use of track markers, and information signs to be used for walking tracks.

The Standard also sets out guidelines for the erection of these markers and signs to ensure that while they will be readily visible, clear, and easy to read, they will not detract from the landscape. This Standard applies to outdoor areas where the environment is the focus of recreational activity.





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

Classification of Walking Tracks


Walking tracks are graded from 1 to 6, with specific images used to illustrate each. A track is to be classified according to the least developed/most challenging element. In some cases (e.g. long-distance tracks) select portions of the track may be classified separately, however the overall classification will be according to the least developed/most challenging element.

Table 5 outlines key relevant information from AS 2156.1 – 2001: Walking Tracks Part 1- Classification and Signage for each classification/grade of trail.

Table 5 – AS 2156.1 Walking Tracks Classification and Signage – Guidance for Classification & Management

Classification	Description	Track Conditions	Experience Level	Risk Management Recommendation
Class 1	 <p>No bushwalking experience required. Flat even surface with no steps or steep sections. Suitable for wheelchair users who have someone to assist them. Walks no greater than 5km.</p>	<p>Generally, a broad, hardened surfaced track suitable for wheelchair use.</p> <p>Width: 1200mm or more. Well maintained with minimal intrusions.</p> <p>Grades in line with AS1428 series. Steps allowed only with alternate ramp access.</p>	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	<p>Tracks and adjacent natural and built elements to be inspected and maintained regularly.</p> <p>Inspection interval: 30 days or less.</p>
Class 2	 <p>No bushwalking experience required. The track is a hardened or compacted surface, may have gentle hill section or sections and occasional steps. Walks no greater than 10km.</p>	<p>Generally, a modified or hardened surface.</p> <p>Width: 900mm or more.</p> <p>Well maintained with minimal intrusions.</p> <p>Generally, no steeper than 1:10. Minimal use of steps.</p>	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	<p>Tracks and adjacent natural and built elements to be inspected and maintained regularly.</p> <p>Inspection interval: 90 days or less.</p>
Class 3	 <p>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.</p>	<p>Generally, a modified surface, sections may be hardened. Width: Variable and generally less than 1200mm. Kept mostly clear of intrusions/obstacles. Gradient may exceed 1:10 but generally no steeper than 1:10. Steps may be common.</p>	Users need no bushwalking experience and a minimal level of specialised skills. May encounter natural hazards such as steep slopes unstable surfaces and minor water crossings. Users responsible for their own safety.	<p>Built elements to be inspected and maintained regularly. Any built facilities to be managed for public risk.</p> <p>Inspection interval: 6 months or less.</p>
Class 4	 <p>Bushwalking experience recommended. Tracks may be long, rough, and very steep. Directional signage may be limited.</p>	<p>Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely.</p>	Users require a moderate level of specialised skills such as navigation skills. May require maps & navigation equipment. Users need to be self-reliant, particularly for first aid/ weather hazards.	<p>Tracks to be inspected on a regular basis and after major natural events such as fires. Any built facilities to be managed for public risk. Inspection interval: 6 to 12 months.</p>

03 Planning and Management

Classification		Description	Track Conditions	Experience Level	Risk Management Recommendation
Class 5		Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. Walks may be more than 20km.	Limited modification to natural surfaces and track alignment may be indistinct in places. Minimal cleaning. Debris along the track.	Users require a high degree of specialised skills, may require maps and navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards.	Tracks to be inspected on a regular basis and after major natural events such as fires. Any built facilities to be managed for public risk. Inspection interval: 6 to 18 months.
Class 6		Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. No defined track.	No modification of the natural environment.	Experience in the outdoors and a high level of specialised skills/equipment required. Need to be self-reliant, particularly for first aid/weather hazards.	Tracks will not be managed for public risk. Users will be responsible for personal safety and need to exercise appropriate care.

AS 2156.2—2001: Walking Tracks Part 2: Infrastructure Design

This Standard is intended for application to the design of new structures; however, existing structures may be assessed using the given criteria. The standard acknowledges that a considerable number of existing structures may not comply with the standard.

The design criteria are varied depending on the track class in which the structure is to be constructed and the configuration of the structure, based upon the track classifications (classes 1 to 6) outlined in AS 2156.1.

Walking track structures covered within this standard are simple structures, including boardwalks, pedestrian bridges, viewing platforms and other similar open, non-habitable structures, provided for the use of a wide range of visitors.

Management considerations for choice of the type of structure to be used and decisions made during its general specification and design will cover the dual objectives of:

- Control of the impact of visitors, tracks, and track infrastructure on the environment.
- Provision of access for visitors to the quality of experience they seek, while recognising the visitors' capabilities for safely accessing the points of interest.

When laying out or planning new work on a track, the choice of track class and the actual structures to be installed should consider the expected number, class of visitors and the recreational opportunities to be provided (see AS 2156.1).

In deciding what structures to use it should be remembered that once a structure is in place, it may be difficult to remove without damage to the environment (e.g. a cultural site). The design of elements, choice of materials and colours of structures should cause minimal adverse visual impact on natural areas or culturally significant sites.

Trail Signage

Trailhead Sign

A trailhead sign is the primary sign at the location where a user can access a trail and/or a network of trails. A trailhead is an important point of reference and is the appropriate location for associated trail infrastructure such as amenities, car parking and picnic facilities.

It is important that trailhead signs are professionally displayed, simple to comprehend & may include:

- Trail network name & map
- Trail grade/classification
- Trail distance & estimated time
- Trail type (i.e., loop, each way, return)
- Permitted trail user/s (e.g. walk, bike, horse)
- Key trail features (e.g. heritage sites)
- Key amenities (e.g. public toilets).
- Safety information (e.g. code of conduct, emergency contact information, recommended equipment, warning)
- Trail managers contact details
- Website and/or QR code with further information.

Trailhead signs can be used to enhance the trail experience through providing information about features that can be found along the trail, as well as to promote other trails in the City. Many trail users take photographs of the trailhead sign to refer to whilst using the trail, or (where cellular coverage allows) scan a QR code which provides the trail map on a personal phone/device.

A trailhead sign does not replace the requirement for signage at reserve entries noting management and safety information.

Waymarking Signs

Provide trail users with reassurance that they are following the correct alignment. The amount of waymarking necessary is dependent on the grade of trail and the target user group; difficult trails designed for experienced users often require less waymarking signage although these users tend to rely more on detailed signage at the trailhead.

Waymarking signs are required at the beginning of a trail and at regular intervals along the route as well as at trail intersections. Where one section of alignment is used for multiple trails, all trails should be waymarked on the same signpost with corresponding colours or symbols.

Directional Signs

Directing users to or from the trailhead and other features, such as a nearby town, road or car park. These signs are particularly relevant at intersections where users are required to choose between a number of routes. It is usually appropriate to indicate the distance to/from the identified feature/s.

Directional signage from a trail to a town can have positive economic impacts as users are more likely to impulsively visit if they are aware of the town's proximity.

Interpretation Signs

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

Management/Warning Signs - used to advise trail users of dangers, risks or management policies. The sign should include a statement of danger, statement of consequence, statement of precautionary actions and use an appropriate pictogram. These signs play an important role for both users and trail managers in the risk and safety management of a recreational trail.

Signage Design and Placement

Relevant guidance from these Standards relating to signage is summarised below.

Shape

- Shape of a directional arrow or an isosceles triangle (square background, minimum size 90mm x 90mm).

Materials

- Made of aluminium, galvanised low carbon steel or non-toxic recycled plastic. Other materials may be suitable given that they are durable and resistant to both corrosion and fire.

Colour

- Track markers may be any colour (recommended colours Blue B21, Ultramarine; Yellow Y14, Golden Yellow X15, Orange; Red R13, Signal Red)
- Clearly visible and be distinguishable from colours used for intersecting trails.

Finish

- The triangle should be mounted with the apex pointing toward the direction to be followed & attached to structural elements.

Height

- The placement of track markers is 0 – 2 metres above the ground, depending upon local conditions (e.g. terrain) and seasonal variations (e.g. vegetation).

Fabrication

- Sympathetic with the landscape, and ensure sign will be durable, readily seen and easy to read.

Trail Naming

The overuse of signs, and the use of very large signs, should be avoided.

Placement

- Minimal adverse visual impact on natural areas or culturally significant sites

Trail names play an important role in facilitating:

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

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

Consistency

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

Relevancy

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

Representation

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

Indigenous naming of walking tracks and trail features is strongly encouraged where appropriate and supported.

Trail Hierarchy

Establishing a hierarchy for walking tracks provides a guide for the level of infrastructure required to meet the needs of a trail's users and to ensure that an appropriate standard of facilities is provided.

The following hierarchy has been used to classify the walking track experiences in this project.

Regional

A recreational walking track that offers a distinct experience and draws users from across a region beyond the City of Cockburn.

Regional-level trails can generate significant economic benefits to the City as an important regional recreational and tourism asset.

District

A recreational walking track that draws users from outside of the localised area/township.

Local

A recreational walking track that caters for residents in the local area.



Figure 2: Trail Hierarchy

Management Models

Management and maintenance of walking tracks is often a collaborative effort between various parties. It is important to identify partners involved and to clearly define roles and responsibilities for the trail and/or trail network. These responsibilities can be clearly defined and agreed upon through the development of a Trail Management Plan and/or Management Agreement. Formalising these agreements can help address liability, which is a common constraint for trails which cross varied land tenures and for volunteer community groups.

The Management Plan of each trail needs to identify partners in management and/or maintenance and clearly define roles and responsibilities. This could be agreed upon through a Memorandum of Understanding, a formal (non-legally binding) partnership agreement or a Trail Licensing Agreement through Council which can assist external landowners (e.g. private landowners or other public authorities) to manage risk and liability.

An effective management model may include the establishment of a Trail Management Committee working with local government or other public authorities under a Memorandum of Understanding for management of the trail.

The roles and responsibilities of such a committee could include:

- Strategic management of the trail and its ongoing development.

- Development and implementation of relevant planning and policy governing the trails operation.
- Ensuring standardisation of the trail.
- Advocacy and submission to Council and other external organisations for budgeting and external funding for future development, operation, and marketing of the trail.
- Operating within and being accountable for approved budgets.
- Ensuring the quality of the trail and its facilities are maintained to the agreed service level.

Accessible Trails

To increase rates of physical activity and the use of walking trails across the City, it is imperative that a walking trails are provided which meet a variety of accessibility levels. If trails are designed inclusively, the benefits of these recreational assets will have greater positive impact within the local community.

The Australian Walking Tracks Grading System identifies that Grade 1 trails are those which are accessible to people in a wheelchair with assistance, whereas Grade 2 trails may have gentle hill section or sections and occasional steps but are accessible to trail walkers with no previous experience.

It is important that universal design practices are integrated where-ever practical, acknowledging that people of varying levels of fitness and ability are likely to want to challenge themselves on the trail network.

Trails, signage, and infrastructure can also be designed to cater for people who are blind, deaf or have hearing loss.

Risk Management

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

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

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

The risk management process employed by the City of Cockburn and extracted from the Emergency Risk Management Applications Guide - Manual 5, consists of five phases:

- Establish the context
- Identify risks
- Analyse risks
- Evaluate risks
- Treat risks

Plans should be regularly updated and include assessment of risks and identification of appropriate mitigation measures. The following Risk Assessment Matrix (Figure 3) can be used to determine the overall risk rating for trail users.

		A	B	C	D	E	
		Catastrophic /Fatality	Major/Serious	Significant	Moderate	Minor	
LIKELIHOOD	A	Almost Certain (at any time)	EXTREME	EXTREME	HIGH	MEDIUM	LOW
	B	Very Likely (in most circumstances)	EXTREME	HIGH	HIGH	MEDIUM	LOW
	C	Likely (may happen at some time)	HIGH	HIGH	MEDIUM	LOW	LOW
	D	Unlikely (could happen)	HIGH	MEDIUM	MEDIUM	LOW	INSIGNIFICANT
	E	Very Unlikely (probably wont happen)	MEDIUM	MEDIUM	LOW	INSIGNIFICANT	INSIGNIFICANT

Consequences

	Catastrophic/Fatality	Major/Serious	Significant	Moderate	Minor
Health & Safety	Fatality or permanent disability or cost of injury more than \$100,000	Serious Injury or illness resulting in more than 31 calendar days absence from work or cost of injury between \$10,000 and \$100,000	Significant injury or illness > 7 days to < 31 calendar days absence from work or cost of injury between \$1,000 and \$10,000	Moderate injury or illness < 7 calendar days absence from work or cost of injury between \$100 and \$1,000	Minor injury or illness first aid needed not time lost or cost of injury less than \$100.
Corporate Financial Loss	\$10 million to \$100 million	\$1 million to \$10 million	\$100,000 to \$1 million	\$12,000 to \$100,000	Up to \$12,000
Natural Environment	Catastrophic & irreversible environmental damage. Full clean up not possible.	Major but reversible environmental damage. Full clean up extremely difficult and expensive	Significant local impact on or off work site requiring longer term clean up	Moderate environmental impact. Issue affects more than just the worksite. Quick clean up possible	Minor environmental damage. Contained on worksite. Quick clean up possible.
Social/ Cultural/ Heritage		Ongoing serious social issues. Significant damage to structures/ sections of cultural significance		Ongoing social issues. Permanent damage to sections of cultural significance	Minor medium term social impacts on local population. Mostly repairable
Community/ Government/ Reputation/ Media		Serious public or media outcry (international coverage)	Significant adverse national/ media/ public/Local Government attention	Attention from media and/or heightened concern by local community.	
Legal	V. Serious breach. Prosecution inc. class actions and/or potential culpability/ manslaughter implications. Loss of Licence to operate	Criticism by Local Government	Minor adverse local public or media attention or complaints	Minor legal issues, non compliance and breaches of regulation	

Figure 3: Risk Assessment Matrix

Some of the identified risks associated with walking trails across the City of Cockburn include:

- Falling objects
- Unpotable water
- Bites/stings (e.g. snakes and spiders)
- Trips, slips and falls
- Unstable land formations (e.g. erosion)
- Trail user conflict
- Traffic (e.g. trails traversing on roads)
- Impacts on sensitive environments
- Unsafe built elements
- Bushfire
- Animal Pest & Plant Disease

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

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

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

The key components of risk management which need to be considered in the development of the RR8 Path Network include ensuring that:

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

Ongoing trail and infrastructure maintenance requires allocations of financial and human resources, and this will need to be considered for the RR8 Path Network.

The costs associated with maintenance will vary depending on track characteristics such as slope, weather, soil types, construction standards and usage patterns. Trails can also be subject to natural events such as flooding and bushfires which can destroy trail surfaces and infrastructure.

Future maintenance costs can be alleviated through effective design and construction of tracks, and proactive management involving a regular maintenance schedule in-line with the trail's classification (grade 1 - 5), which dictates the inspection and maintenance intervals required. For example, class 1 trails require a high duty of care, so inspection intervals of 30 days or less are

recommended. Whereas it is recommended that class 4 trails are inspected every 6 - 12 months and after major natural events such as floods and fires.

Hazard inspections should include assessments of:

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

04

Site Assessment



Audit Process

An initial assessment of the defined site area was conducted using aerial mapping on Google Maps, ArcGIS and Near Maps.

Relevant GIS layers were overlaid and assessed. These layers included topography, target and reference ecosystems, existing parks and reserves, existing tracks, walking and cycling trails, site boundary, points of interest, existing signs, existing support infrastructure, proposed infrastructure and hazards. Based on the initial site assessment, an existing site plan and existing conditions plan was prepared.

This assessment determined existing environmental, cultural, economic and social values of the site. Identification from aerial imagery also helped identify key site constraints that may impact the works

An extensive desktop audit and review of existing tracks and other GIS layers as well as consultation with key community members assisted in establishing preferred track alignments.

This process was also supported by an appraisal of the site and on-ground audits, which were undertaken during March 2021 for approximately 1 week. The purpose of these audits was to produce geo-referenced data and photographs relating to the RR8 Path Network and associated infrastructure in the specified areas.

The ESRI ArcGIS Collector mobile application software was utilised for the trail's assessment process, which allowed efficient data collection

from the field, as well as desktop refinements and visualisation of maps.

Point features were collected for:

- Signs
- Support infrastructure (e.g. seats, picnic bench)
- Built features (e.g. stairs, bridge, lookout)
- Points of interest (e.g. viewpoints)
- Hazards (e.g. damaged infrastructure)

Each point feature was categorised via the below associated attributes:

- Type
- Condition
- Material
- Comments

Line features were collected for the alignment of the walking tracks. Associated attributes included:

- Track name (if known)
- Primary use of track
- Grade/difficulty (in line with AS2156.1)
- Condition

This path network audit data was processed and spatially analysed using ArcGIS online and Google Maps. The development of maps included overlaying the existing path network onto other spatial information layers which helped to identify gaps and new trail opportunities.



Images: Site Assessment and Appraisal

05

Consultation



Consultation Process

A wide range of stakeholders and community members were engaged and involved in the consultation process of this project. This process was guided by the project’s Engagement Plan. A best-practice community engagement process was conducted based on the International Association Public Participation framework and principles.

Project Information Flyer

To communicate the objectives and scope of the project clearly and concisely to the community and key stakeholders, a project information flyer was created and distributed to key stakeholder, as shown in Figure 4



Figure 4 - RR8 Project Information Flyer

Stakeholder Consultation

The key stakeholder consultation included:

- An initial meeting with the RR8 Advisory Committee.
- An in-person workshop with key stakeholders, including key DBCA staff, key City staff and the RR8 Advisory Committee.
- An online community survey which was distributed to all relevant stakeholders through a web link via email. It was also advertised via onsite posters and a newspaper advertisement. An excerpt is shown in Figure 5 - RR8 Survey Newspaper Advertisement.
- An online meeting was undertaken to consult with the relevant City staff who had an interest in or background knowledge of the project. This included the A/Environment Manager, A/Head Sustainability and Environment, TravelSmart Officer, Transport and Traffic Coordinator and the Aboriginal Community Development Officer.



Figure 5 - RR8 Survey Newspaper Advertisement

Summary of Key Findings

Stakeholder Workshop

The stakeholder workshop took place at the Wetlands Centre in Cockburn. The workshop presented an opportunity for key local stakeholders to have an input into the Plan and share their knowledge of the RR8 Corridor. Workshop participants included key project staff from the City and the DBCA as well as members from the RR8 Advisory Committee. These committee members were from various organisations such as the Australian Association of Environmental Education, Conservation Council WA, Coolbellup Community Association, Hamilton Hill Community Group, Wildflower Society, Wetlands Centre Cockburn and the Cockburn Community Wildlife Corridor. Figure 6 – RR8 Community Workshop depicts the community workshop, conducted on Thursday the 11th of March 2021.



Figure 6 – RR8 Community Workshop

A round table discussion took place on each initial trail location and its strengths, weaknesses, opportunities, and threats (SWOT). To facilitate the discussion, a SWOT analysis template was filled in by participants. An example of the template utilised during the community workshop is included as Figure 7.

Table 6 provides a summary of the findings from the community workshop. Please note these are the views of the workshop attendees and do not necessarily reflect the views of the consulting team.

REHABILITATING ROE 8 PATH NETWORK PLAN SWOT ANALYSIS	
Name:	<input type="text"/>
CONTEXT MAP	
SECTION 1: STOCK ROAD WEST	
STRENGTHS	<input type="text"/>
WEAKNESSES	<input type="text"/>
OPPORTUNITIES	<input type="text"/>
THREATS	<input type="text"/>

Figure 7 - Community Consultation SWOT Template

Table 6 - Community Workshop Key Findings

Trail	Findings
Discussion – General	<ul style="list-style-type: none"> • Consensus is to exclude mountain bikes as best as possible, but to allow for leisure cycling for children and facilities which would be undertaken at low speeds • Provide certain loops to provide wheelchair, pram and disability access. Possible loops through Malvolio Road discussed. • Gradients were raised as an issue for wheelchair access. • Advised that there is a very minimal chance that there will be a sealed path (asphalt) mainly due to the high costs and aesthetic and environmental impact on the landscape. Limestone pathways are a viable and preferred option. The type of surface provided will be the key driver for encouraging/discouraging different users. • Existing firebreaks could potentially be converted into limestone tracks. • Conflict between pathway users was seen as a main issue relating to the pathway (e.g. walkers vs cyclists). • It is agreed that walking trails should be accessible for all experience levels and users where feasible and practical • Discussion around if the pathway will become one whole network or a series of links and loops. • The idea of connecting lakes to the sea is the desired vision concept.
Section 1 – Stock Road West	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> • Dedicated group that rehabilitates this area, highly valued by the community and enjoyed by walkers. • Interesting topography and plant communities, with high ecological value. • In close proximity to residential housing. <p>Weaknesses</p> <ul style="list-style-type: none"> • Josh Byrne development to the North could increase pressure on the site. • The firebreak near Stock Road could be too noisy for people to enjoy bush walking. • Lack of vehicle parking opportunities and good pedestrian cross-over points. <p>Opportunities</p> <ul style="list-style-type: none"> • More passive uses may be possible with the new Josh Byrne housing development. • Formalise network of well used walking paths outside of protective fence lines allowing for viewing of natural assets, while also protecting them. • Potential for a pedestrian bridge. • Improve pedestrian access from nearby locations such as the Northern side of the new development on Forrest Road. <p>Threats</p> <ul style="list-style-type: none"> • Pressure from the new Josh Byrne development via the new footbridge. • Inappropriate access from motorbikes and other vehicles via unmanaged tracks. • The area can be more easily vandalised due to the lack of overview from the neighbours/community.

Trail	Findings
Section 2 – Forrest Road North	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> Existing concrete pathway from intersection of Stock Road and Forrest Road to Sebastian Crescent (commuter thoroughfare). Network of existing firebreaks can be re-purposed. Area is well enjoyed by walkers and some of the area is overseen by neighbours. <p>Weaknesses</p> <ul style="list-style-type: none"> Poor connectivity throughout the site (particularly in the South West Corner). Pinch points exist at the intersection of Forrest Road and Sebastian Crescent. Some areas of this section are not overseen. The small section leading up to Coolbellup Road is often forgotten. Could be made a part of the Matilda Birkett Reserve. <p>Opportunities</p> <ul style="list-style-type: none"> Potential for new pedestrian/fauna footbridge. This could be connected to the new Josh Byrne development and the new path network. Formalise network of well used walking paths outside of protective fence lines allowing for viewing of natural assets, while also protecting them. Improved connection of firebreaks throughout the site. Potential for interpretive education and nodes with viewing. <p>Threats</p> <ul style="list-style-type: none"> The new high-density development. Erosion of firebreaks due to drainage infrastructure from Stock Road. The area has a lack of overview along the roadside (can be more easily vandalised).
Section 3 – Forrest Road South	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> The West side is still heavily vegetated and is not utilised as much by walkers. The whole area is very isolated and only utilised by locals. High value habitats with an abundance of animals. <p>Weaknesses</p> <ul style="list-style-type: none"> Poor connectivity to residential properties in the North. Southern firebreaks are used by dirt bikes. <p>Opportunities</p> <ul style="list-style-type: none"> Potential to retain this area as an important undisturbed natural asset. Existing connecting path from Forrest Road to Forillion Ave. <p>Threats</p> <ul style="list-style-type: none"> Trail bike usage in the area, The area requires good fire access tracks due to the threat of fire.

Trail	Findings
Section 4 – North Lake Road West	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> • A rare stand of woody pears is found in this area. • Good existing network of perimeter firebreaks that are well used. • The area is highly valued by the local community and enjoyed by walkers. There is good access from surrounding houses. • There are close by traffic lights on North Lake Road. <p>Weaknesses</p> <ul style="list-style-type: none"> • Crossing the busy North Lake Road is very difficult, which makes it hard to connect easterly paths. • Pedestrian crossing points require improvement. • Bike access needs to be considered. • There is poor parking access in the area which limits parking to only local residents. <p>Opportunities</p> <ul style="list-style-type: none"> • Formalise network of well used walking paths and revegetate unused paths to protect area. • Opportunities for story telling nodes. • Potential for interpretive elements and nodes, particularly around the woody pears. • Potential for a pedestrian island. • The topography of the area is less constraining, hence there is potential for defined circuits for pram and wheelchair users. • Potential to create a loop trail. <p>Threats</p> <ul style="list-style-type: none"> • Further erosion and invasion of weeds along the informal tracks. • Large volume of cars on North Lake Road. • Large amount of informal paths with a narrow footprint through the centre of the area.

Trail	Findings
Section 5 – North Lake Road East	Workshop SWOT discussion including the following: Strengths <ul style="list-style-type: none"> • The area is enjoyed by walkers (passive recreation). • Strong existing link with neighbouring bushland. • Nice views of Bibra Lake and interesting topography throughout the area. • Good existing network of limestone firebreaks. Weaknesses <ul style="list-style-type: none"> • Nearby neighbours have a limited overview of the area. • Limited parking space in the area. • Poor crossover points on North Lake Road and Progress Drive. Opportunities <ul style="list-style-type: none"> • Possibility to connect to adjacent bushland to the South and to the proposed Aboriginal Cultural Centre as well as the Bibra Lake Playground and picnic areas. • Formalise network of walking paths (possible internal paths) and revegetate unused paths to protect area. • Potential for interpretive nodes throughout the area.
Section 6 – Turtle Corner	Workshop SWOT discussion including the following: Strengths <ul style="list-style-type: none"> • Registered Aboriginal Heritage Site, with historic Indigenous and settler connections. • Historical existing pine trees and other significant trees. • Highly visible site for passers-by. • Existing sealed pathway throughout the area. Weaknesses <ul style="list-style-type: none"> • Poor road crossing points and sightlines. Opportunities <ul style="list-style-type: none"> • Potential for story telling nodes throughout. • Possible link to the recreation activities around Bibra Lake, including the Wetlands Centre, Native Arc, Bibra Lake Playground, bird hides and picnic areas.

Trail	Findings
Section 7 – Hope Road North	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> • The current area is enjoyed by walkers (passive recreation). • Flora and fauna including Banksia woodland, scattered Nuytsia, bandicoots, bobtails etc. • In close proximity to Beeliar Regional Park and the Wetlands Centre. Also located in an “A Class Reserve”. • Situated in a natural setting with no dieback. • Limestone tracks throughout area and a kissing gate for pedestrian access. <p>Weaknesses</p> <ul style="list-style-type: none"> • Limited passive surveillance due to dense natural vegetation. • Recovery/rehabilitation in progress – rehabilitation fences (poor visual amenity). <p>Opportunities</p> <ul style="list-style-type: none"> • Formalise network of walking paths and revegetate unused paths to protect the area. • Limited opportunities – DBCA prefer not to have a dual use path or formalised path in this area. • Potential for a limestone connection to North Lake. <p>Threats</p> <ul style="list-style-type: none"> • Spread of dieback from the pathway and into the bush and wetlands. Veldt grass and other weeds infesting the area. • Motorbikes which access the tracks. • The risk of fire in the area.
Section 8 – Bibra Drive	<p>Workshop SWOT discussion including the following:</p> <p>Strengths</p> <ul style="list-style-type: none"> • The current area is enjoyed by walkers (passive recreation). • The area contains Melaleuca Swamp and wetland species. Also home to fauna such as bandicoots, bobtail lizards and snakes. • Revegetation is underway (some areas are fenced). <p>Weaknesses</p> <ul style="list-style-type: none"> • No access during winter/when there is wet weather. • The road reserve is a part of the Metropolitan Region Scheme (MRS). <p>Opportunities</p> <ul style="list-style-type: none"> • Links to Murdoch University and recreation facilities to the East. • Formalise network of walking paths and revegetate unused paths to protect the area. • A boardwalk would be ideal for wet periods (requires linkages). • Potential for an end of corridor interpretation site (nodes). <p>Threats</p> <ul style="list-style-type: none"> • Spread of dieback from the pathway and into the bush and wetlands. Weeds such as the Arum Lily and Fig are also prevalent. • The risk of fire in the area. • Illegal access into the site.

Community Online Survey

The community online survey was advertised via the RR8 website, onsite posters, and a news advertisement in the local newspaper. The survey link was also sent out to key stakeholder email addresses. The survey was completed by 134 participants and the majority of respondents were from Coolbellup 23% (30), followed by Bibra Lake, Hamilton Hill and North Lake 14% respectively (18). In addition, 23% (31) of the survey respondents were from outside the City. The key survey responses relating to the Plan are summarised in Table 7 below. Visual graphs of the main online survey questions are represented below in Figures 8, 9 and 10 and Table 8.

Table 7 - Community Survey Summary

Topic	Key Findings Summary
Mode of transport	The most common form of transport used to access the RR8 Corridor is walk/run (57%), followed by car (54%), road bicycle (22%) and lastly off-road bicycle (7%).
Activities	As per Figure 8 below, the majority of survey respondents would like to use the RR8 Corridor for walking (86%), followed by nature appreciation (83%), environmental rehabilitation (59%), cultural and environmental education (53%), running (41%) and lastly cycling (40%).
Frequency of use	The majority of survey respondents access the RR8 Corridor weekly (32%), followed by daily (23%), monthly (15%), fortnightly (11%) and lastly yearly (9%).

Topic	Key Findings Summary
Preferred primary path surface/type	The survey respondents indicated that the path surface/type most suitable for the primary paths within the RR8 Corridor would be both sandy and limestone (32%), followed by narrow limestone paths (31%) and wide limestone paths (17%). In addition, 9% of the survey respondents would like to keep the existing path types. The survey respondents indicated that the least suitable path surface/type for the primary paths is informal sandy paths (7%) and formalised sandy paths (2%).
Value of infrastructure types	41% of the survey respondents believe that interpretation signage/nodes will be valuable to the RR8 Path Network for the users/community, followed by 24% who believe interpretation signage/nodes will be most valuable. 50% of the survey respondents believe waymarking/directional signage will be valuable to the RR8 Path Network for the users/community, followed by 22% who believe waymarking/directional signage will be most valuable. 43% of the survey respondents believe picnic areas will be valuable to the RR8 Path Network for the users/community, followed by 20% who believe picnic areas will be least valuable. 42% of the survey respondents believe seats will be valuable to the RR8 Path Network for the users/community, followed by 19% who believe seats will be somewhat valuable. 42% of the survey respondents believe viewing platforms will be valuable to the RR8 Path Network for the users/community, followed by 18% who believe viewing platforms will be most valuable.
Level of agreement	A resounding 86% of survey respondents strongly agree that the RR8 Path Network should assist in revegetating degraded areas, while 80% strongly agree that the RR8 Path Network should protect culturally sensitive sites and 77% strongly agree that the RR8 Path Network should complement and enhance the environmental and cultural heritage values of the RR8 Corridor. 71% of survey respondents strongly agree that the RR8 Path Network should reduce antisocial behaviour and 65% strongly agree that the RR8 Corridor's should educate and engage users about the corridor's environmental and cultural heritage values.

Figures 8, 9, 10 and Table 8 each provide a visual overview of several key findings from the online survey. Figure 8 provides a visual overview of the preferred activities for the RR8 Corridor, Figure 9 provides a visual overview of the preferred path/surface type for the primary paths within the RR8 Corridor, Figure 10 provides a visual overview of the value of proposed infrastructure within the RR8 Corridor and Table 8 provides a visual overview for the level of agreement with certain aspects (e.g. assist on revegetating degraded areas) for the RR8 Corridor.

Figure 8 - RR8 Corridor Preferred Activities

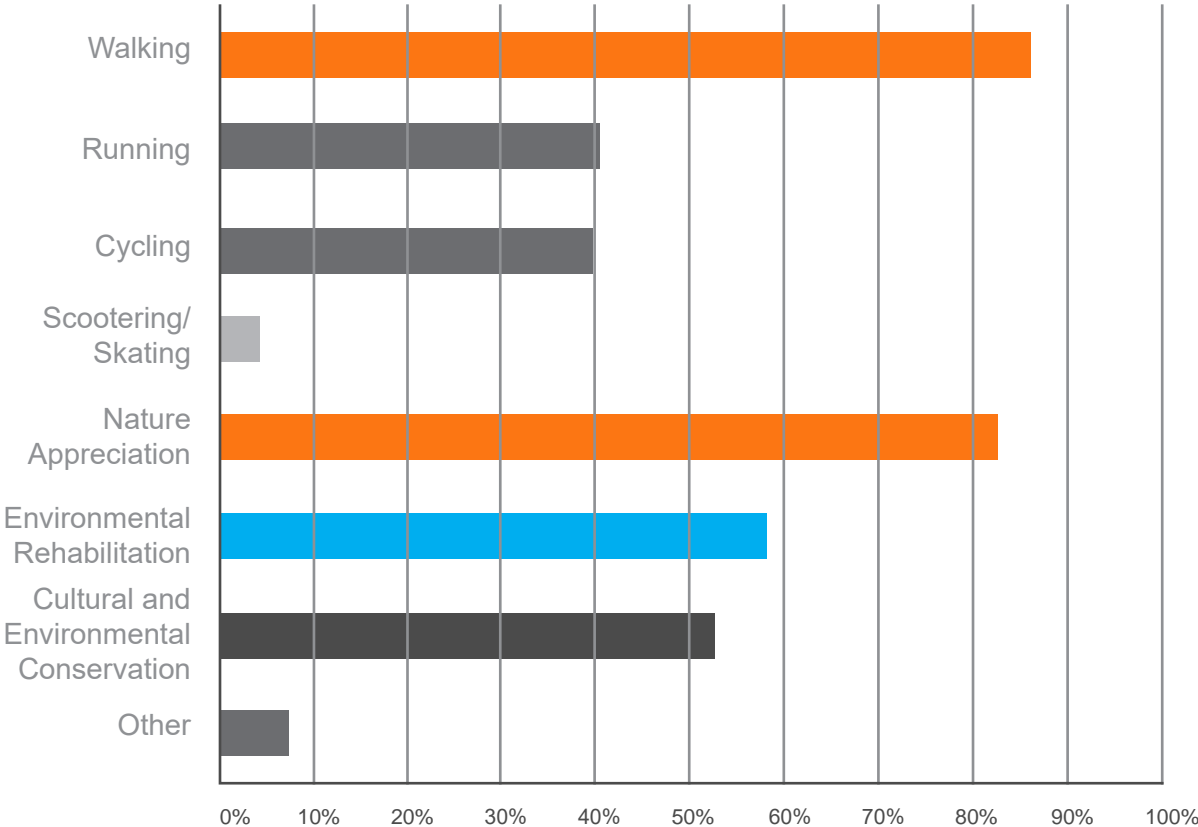


Figure 9 - Preferred Path/Surface Type

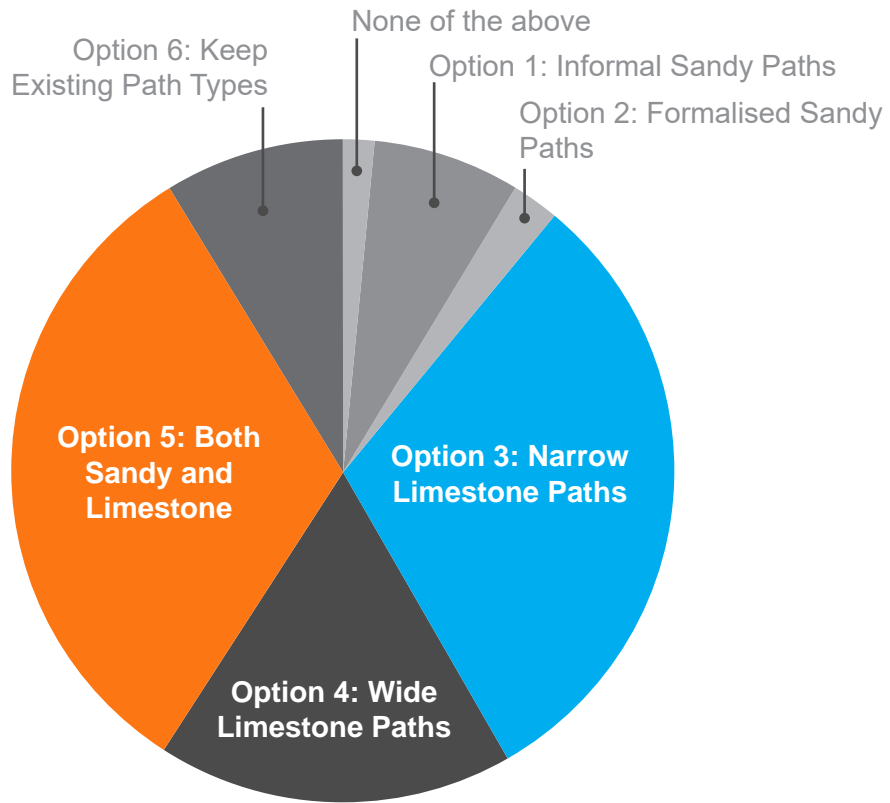


Figure 10 - Value of Pathway Support Facilities

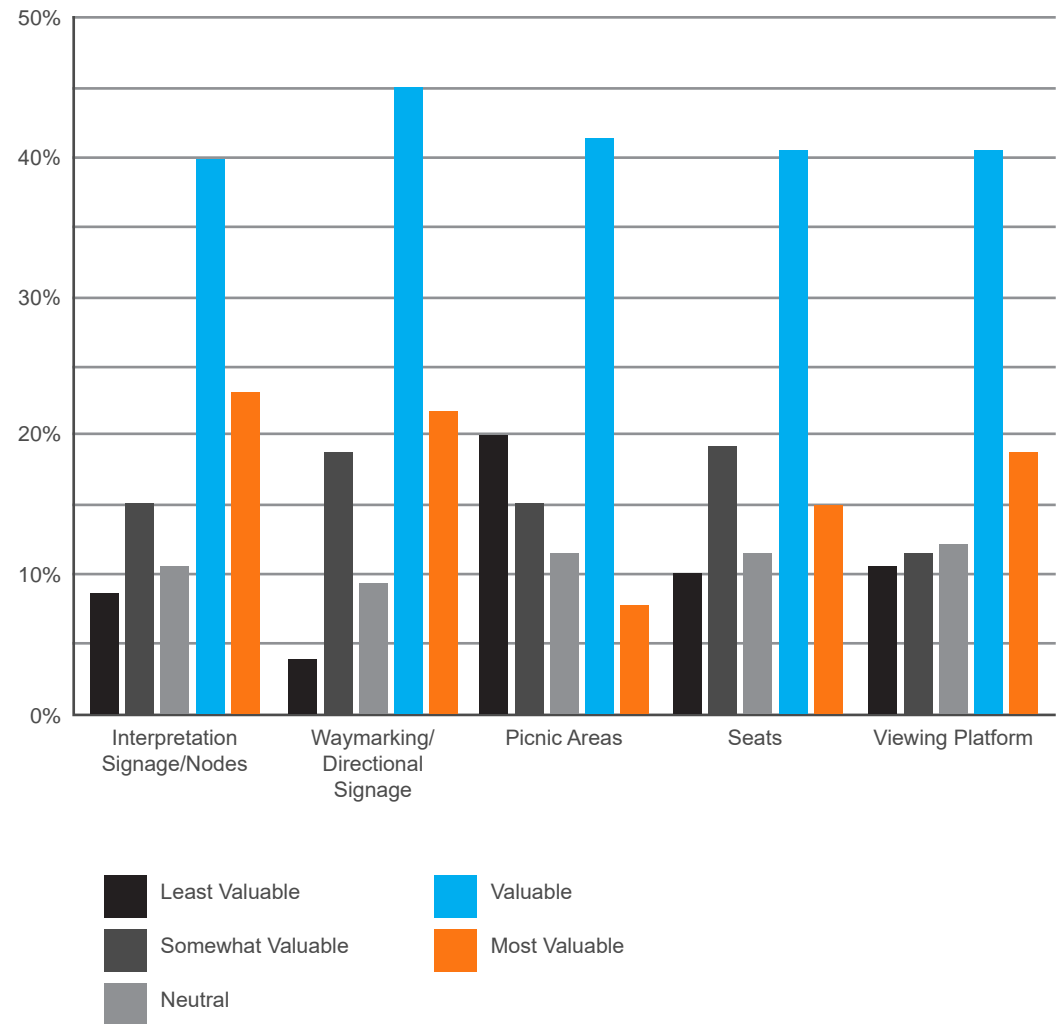


Table 8 - Level of Agreement with a variety of statements

	5- STRONGLY AGREE	4- SOMEWHAT AGREE	3- NEUTRAL	2- SOMEWHAT DISAGREE	1- STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Complement and enhance the environmental and cultural heritage values of the RR8 Corridor	77.12% 91	16.95% 20	3.39% 4	0.00% 0	2.54% 3	118	4.66
Educate and engage users about RR8 corridor's environmental and cultural heritage values	65.25% 77	24.58% 29	5.08% 6	2.54% 3	2.54% 3	118	4.47
Protect culturally sensitive sites	79.66% 94	13.56% 16	5.08% 6	0.00% 0	1.69% 2	118	4.69
Assist in revegetating degraded areas	86.55% 103	8.40% 10	2.52% 3	0.00% 0	2.52% 3	119	4.76
Utilise only existing pathways/tracks	29.66% 35	33.90% 40	21.19% 25	12.71% 15	2.54% 3	118	3.75
Provide clear and well-defined pathways (i.e., provision of signage)	38.33% 46	37.50% 45	15.83% 19	5.83% 7	2.50% 3	120	4.03
Enhance connectivity for active transport (i.e., walking/cycling) across the surrounding areas	41.67% 50	30.83% 37	11.67% 14	10.83% 13	5.00% 6	120	3.93
Cater for only pedestrians (i.e., walkers/runners)	27.35% 32	25.64% 30	18.80% 22	21.37% 25	6.84% 8	117	3.45
Cater for bike riders	16.07% 18	35.71% 40	21.43% 24	16.07% 18	10.71% 12	112	3.30
Be accessible for all users (i.e., people with a range of disabilities)	46.61% 55	29.66% 35	15.25% 18	5.93% 7	2.54% 3	118	4.12
Reduce anti-social behaviour	71.43% 85	15.97% 19	6.72% 8	4.20% 5	1.68% 2	119	4.51

Key Themes (Comment Responses)

There were a number of qualitative response questions within the online survey, which allowed survey respondents to leave their own comments. Table 9 summarises the key themes (mentioned more than once in a particular comment section) that arose from the qualitative response questions.

Table 9 - Key Themes from Qualitative Response Questions

Qualitative Response Question	Key Themes (Comments)
Which activities would you like to use the RR8 Corridor for?	<ul style="list-style-type: none"> • Provide on-lead dog friendly areas/walks
The RR8 Corridor currently consists of a network of informal sandy unsealed trails, modified paths & limestone firebreaks. Please select the path surface/type you consider most suitable for the primary paths within the RR8 Corridor.	<ul style="list-style-type: none"> • The path type/surface needs to allow access for prams and wheelchairs • Narrow pathways to assist in rehabilitation of the bushland and allow a space for bush walking • The most environmentally friendly option • Wide functional paths to allow for disability access, prams, and cyclists • A mix of path types (limestone/sandy) depending on the characteristics of the area and to help connect "Wetlands to Waves" • Limestone pathways appear to be the preferred option in most areas • Utilise/retain existing tracks • Consideration for paths that act as a fire-break
Please name the top 3 locations you would most frequently access via the RR8 Corridor.	<ul style="list-style-type: none"> • Home • Recreation • Education • North Lake Road West • North Lake Road East • Hope Road North • Stock Road West • Coolbellup • Bibra Lake

Qualitative Response Question	Key Themes (Comments)
Do you know of any future or existing discrete sections of trail within the RR8 Corridor which have the potential to create a trail loop?	<ul style="list-style-type: none"> • North Lake Road West • Hope Road North • Forrest Road North • Stock Road West • Bibra Lake circuit • Turtle Corner • Progress Drive • Malvolio Road
Please indicate how valuable you think the following infrastructure would be to the RR8 Path Network for the RR8 Corridor users/community. (additional items identified)	<ul style="list-style-type: none"> • Bins • Bird hides/fauna protection areas • Indigenous education and other signage
Please name any key locations within the RR8 Corridor where you would like to see this infrastructure installed	<ul style="list-style-type: none"> • North Lake Road East • Turtle Corner • Hope Road • Forrest Road North • Stock Road • Bibra Lake
What do you think should be the 3 highest priorities for the Path Network Plan?	<ul style="list-style-type: none"> • Protect the wildlife • Revegetate and protect the environment • Leave the natural environment untouched • Areas for dog walkers • Accessible for everyone • Improve access, connectivity, and linkages • Safety including signage and lighting • Protect cultural heritage values • Engage and educate users (biodiversity, cultural and historical i.e., Roe 8 protest) • Allow cyclists in some areas • Paths for pedestrians • Paths for bushwalking

Positive Feedback	Issues	Improvements and Recommendations
<p>“I absolutely love this section of Perth. The land here is incredibly sacred and beautiful. It needs to be protected, and yes available for all people to wander and explore, but at the same time it needs to be left as un-touched as possible”.</p> <p>“I very much appreciate the efforts made so far in rehabilitating the area as I live very close and am a regular user. I have seen many native orchids in the bushland and it would be great to see it rehabilitated and improved further”.</p> <p>“It’s exciting to know that the value the community is placing on this site is being recognised in a real way, enabling the appreciation of it to be enhanced for the future”.</p> <p>“I like the crushed limestone currently around North Lake”.</p>	<p>“Paths and access should be through stiles not kissing-gates as the latter allow motorbikes into RR8 Corridor”.</p> <p>“There are hardly any areas that allow you to be within nature without lots of infrastructure”.</p> <p>“I am a bit concerned about the sharing of paths and the disruption to wildlife if there are large numbers of people moving about”.</p> <p>“I have had difficulties pushing someone’s wheelchair in the crushed limestone”.</p>	<p>“I feel seats allow people to rest and enjoy their surroundings. Little picnic areas also allow for that rest.”</p> <p>“It would be great to have information on culturally significant sites for local Indigenous people, for example around former camp sites that existed around Bibra Lake.”</p> <p>“Dieback stations on entry points to North Lake Reserve. Interpretive signage along the whole corridor, including the history of the disputed area, not just natural history.”</p> <p>“It would be great if there was a footbridge over Stock and North Lake Roads, which would make the area accessible for us without having to get into a car”.</p> <p>“Limestone is not suitable for the wetlands areas due to adverse pH effects on native vegetation. Where some kind of aggregate is needed blue metal would be better.”</p> <p>“I would love to see the space revegetated and become a space for people to enjoy nature through physical activities.”</p> <p>“Could we please have somewhere to exercise dogs off lead, either fenced or not or both. But so forward thinking to have exercise area for dogs nearer to residents.”</p> <p>“Would love to see an art sculpture walk similar to the one in Northcliffe.”</p> <p>“Tree species signage needed.”</p>

06

Vision and Principles



Planning Pyramid

The establishment of a common vision for the Plan will provide a strategic direction for the RR8 Steering Committee, the City, DBCA, Main Roads WA, other relevant organisations and the wider community to coordinate initiatives towards developing a sustainable path network.

As illustrated below in Figure 11, the vision facilitates the development of associated strategic outcomes, which in turn provide the framework for the development of strategies (specific approaches to achieve the strategic outcomes and fulfill the vision).

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

Utilising this approach produces a clear and actionable implementation plan to deliver the overall vision.



Figure 11: Strategic Planning Pyramid

Vision

The following vision has been developed, based on the findings of the background research, on-ground audits, and community/stakeholder consultation, to reflect the ultimate goal for the Plan.

Consideration has also been given to the RR8 Steering Committee’s 2017 community vision for the RR8 Corridor. The vision for the Plan is:

“A diverse, high quality and sustainable path network which compliments, protects and enhances the RR8 Corridor’s cultural heritage and environmental values, becoming a well-utilised and accessible community space and facilitating economic, social, health and environmental benefits for the local community.”

Principles

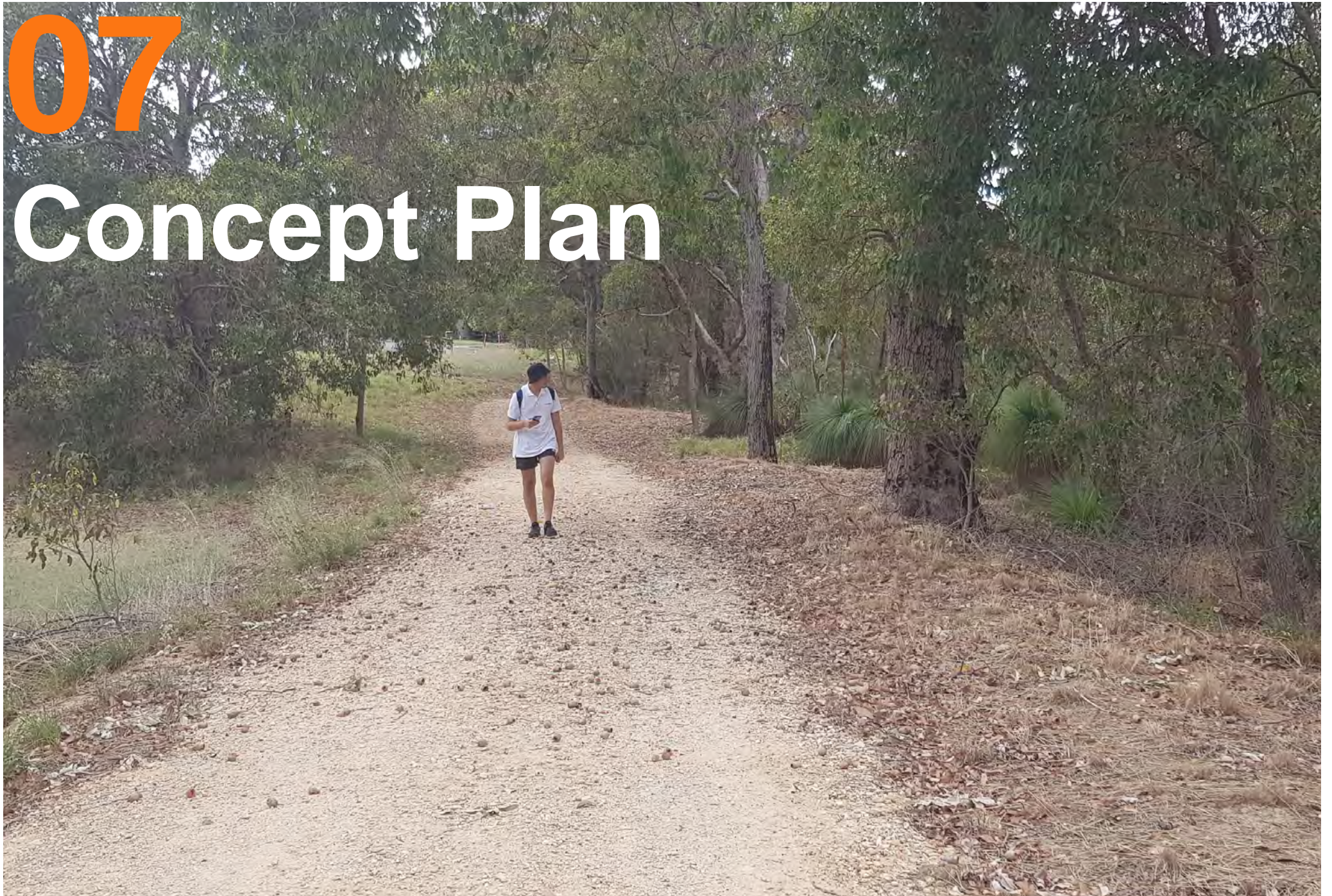
The following principles (refer Table 10) are broadly based on best-practice guidelines and have been tailored to guide the planning and management of the Plan. The principles will be applied to achieve the vision.

Table 10 - RR8 Path Network Plan Principles

Principle	Description
Environment and Culture	A path network which helps to protect, interpret and conserve environmental, cultural and heritage values.
Access and Safety	Consideration is given to ease of access for all members of the community, including local residents and visitors. Ensure the path network is clearly defined, providing a safe space for all users.
Sustainability	Path network planning and development that takes into account short and long term community, health, social, economic and environmental considerations.
Local Community Benefit	Economic, health, wellbeing, and community connection outcomes for local residents.
Quality Network	Good planning, effective management, regular maintenance and support will result in a diverse, fit-for purpose, sustainable and high quality path network.
Consumer Focus	Ensure the path network is planned and developed to match current community and market needs and respond to future change.
Evidence Base	Ensure effective monitoring and evaluation are undertaken to contribute to planning.
Visitor Economy	Realise opportunities for the path network to support growth in tourism resulting in increased visitors, spend, new business enterprises and job creation.
Aboriginal Participation	Realise opportunities which contribute to awareness of Aboriginal culture and values through initiatives.
Innovation	Reflect global advances in trail development and emerging relevant technologies (such as media, measurement, research) in the path network.
Integrated Planning and Management	Underpinning a sustainable, integrated, and accessible path network is a strategic framework and coordinated approach through collaboration and partnership with key stakeholders, prioritised investment, and appropriate levels of resources.
Information Provision and Promotion	Provision up-to-date, consistent, and reliable information relating to the path network to enable users to confidently explore the RR8 Corridor, and to use in marketing and promotion.
User Types	The path network has primarily been designed for pedestrians (walkers and runners). It is proposed that all abilities access is provided in a designated area (e.g. North Lake Road West Management Zone) noting the difficulties in providing all abilities access in the other sections.

07

Concept Plan



Concept Plan Maps

The initial mapping and associated GIS layers prepared in the site assessment stage has been further developed/refined based on key stakeholder and community consultation feedback as well as research of existing information. This information has been utilised to inform the development of the concept plan of the proposed path network.

An overview map of the RR8 Path Network Plan is provided on the following page, which includes the primary pathways, secondary pathways, existing pathways, external linkages, road crossing points, alternate routes, firebreaks and revegetation areas. Appendix 2: Revegetation Plans provides recommendations on which existing paths are to be retained and which paths are to be revegetated based on low, medium or high priority revegetation areas.

The primary pathways provide a key spine for the path network to allow greater connectivity, and the secondary pathways provide alternative routes to this spine. It is proposed that both these pathway types are constructed utilising crushed limestone (where appropriate) based on the community consultation feedback and the consulting team's professional opinion.

Other existing tracks that are not a part of the primary or secondary pathways will be either retained or revegetated. This decision is based on the results of the community consultation, mainly taking into account usage, access, safety and environmental values. The external linkages

provide access to key points of interest including schools, shops, residential areas, and other points of interest.

There are a number of existing road crossing points that are to be retained, and new crossing points have been proposed to provide access to public transport and safer access between each section of the RR8 Corridor.

Further planning and detailed design will be required to ensure safe and accessible crossing points are provided particularly across the major roads (i.e., Stock Road, North Lake Road and Progress Drive).

It is noted that proposed crossing points, as well as upgrades to existing crossing points, are subject to further planning, design and funding, and are beyond the scope of this project.

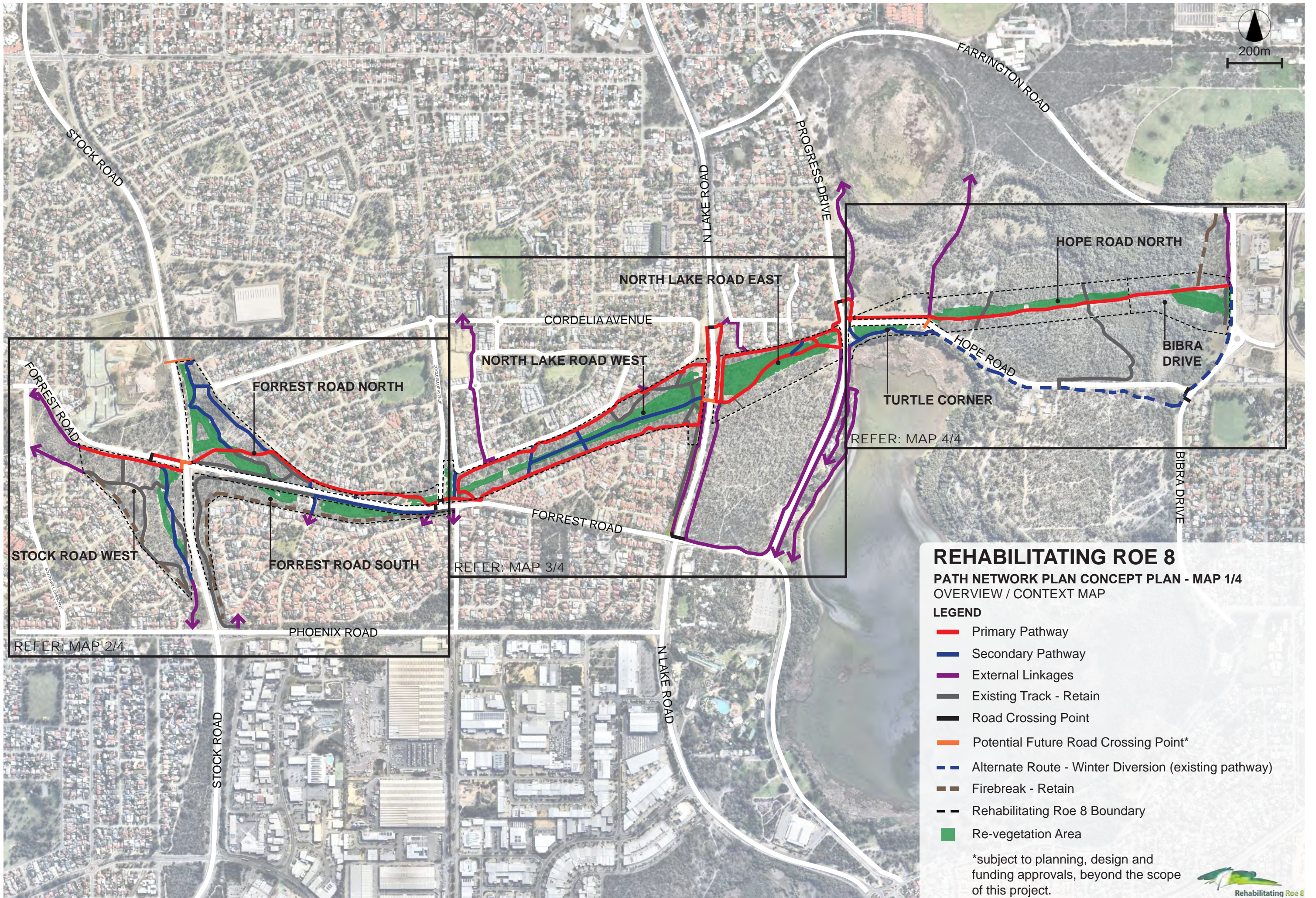
Due to partial flooding during winter months between the sections of Hope Road North and Bibra Drive, an alternate route via Hope Road and Bibra Drive has been indicated on the concept plan.

Priority of revegetation areas (high, medium and low) are advised based on the GIS layers provided by the project team. These are to be protected and retained and may require additional fencing to prevent access.

In addition to the overview map, Figure 13 - Stock Road West, Forrest Road North and Forrest Road South, Figure 14 - North Lake Road West and North Lake Road East and Figure 15 - Turtle

Corner, Hope Road North and Bibra Drive show each main section of the Concept Plan in a larger scale, focusing on the western sections (Stock Road West, Forrest Road North and Forrest Road South), central sections (North Lake Road West and North Lake Road East) and eastern sections (Turtle Corner, Hope Road North and Bibra Drive) of the RR8 Corridor.

These plans include the above-mentioned features, and in addition locate the relevant points of interest (e.g. parks, upgraded crossing points, proposed signage and nodes) and nearby bus stops.



REHABILITATING ROE 8

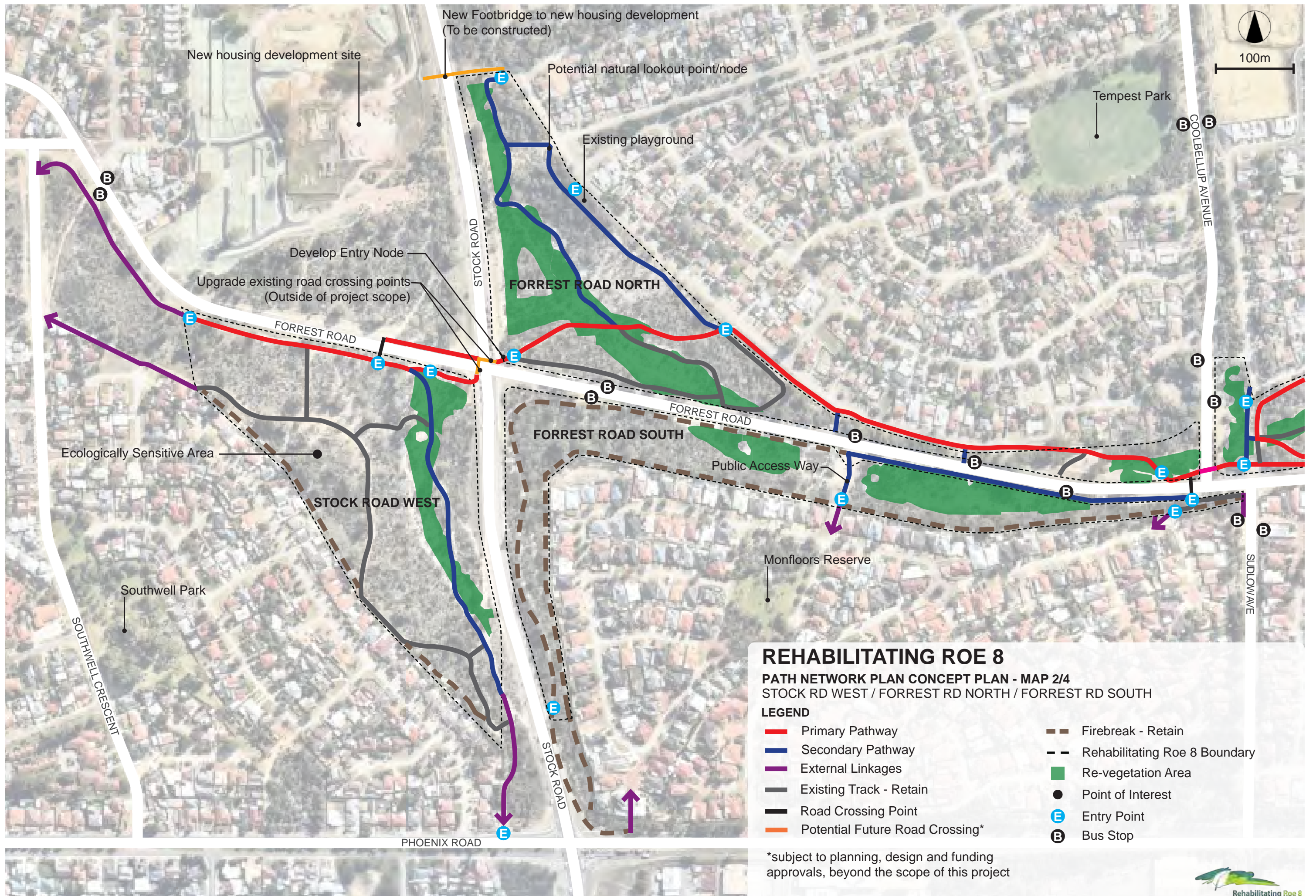
PATH NETWORK PLAN CONCEPT PLAN - MAP 1/4
OVERVIEW / CONTEXT MAP

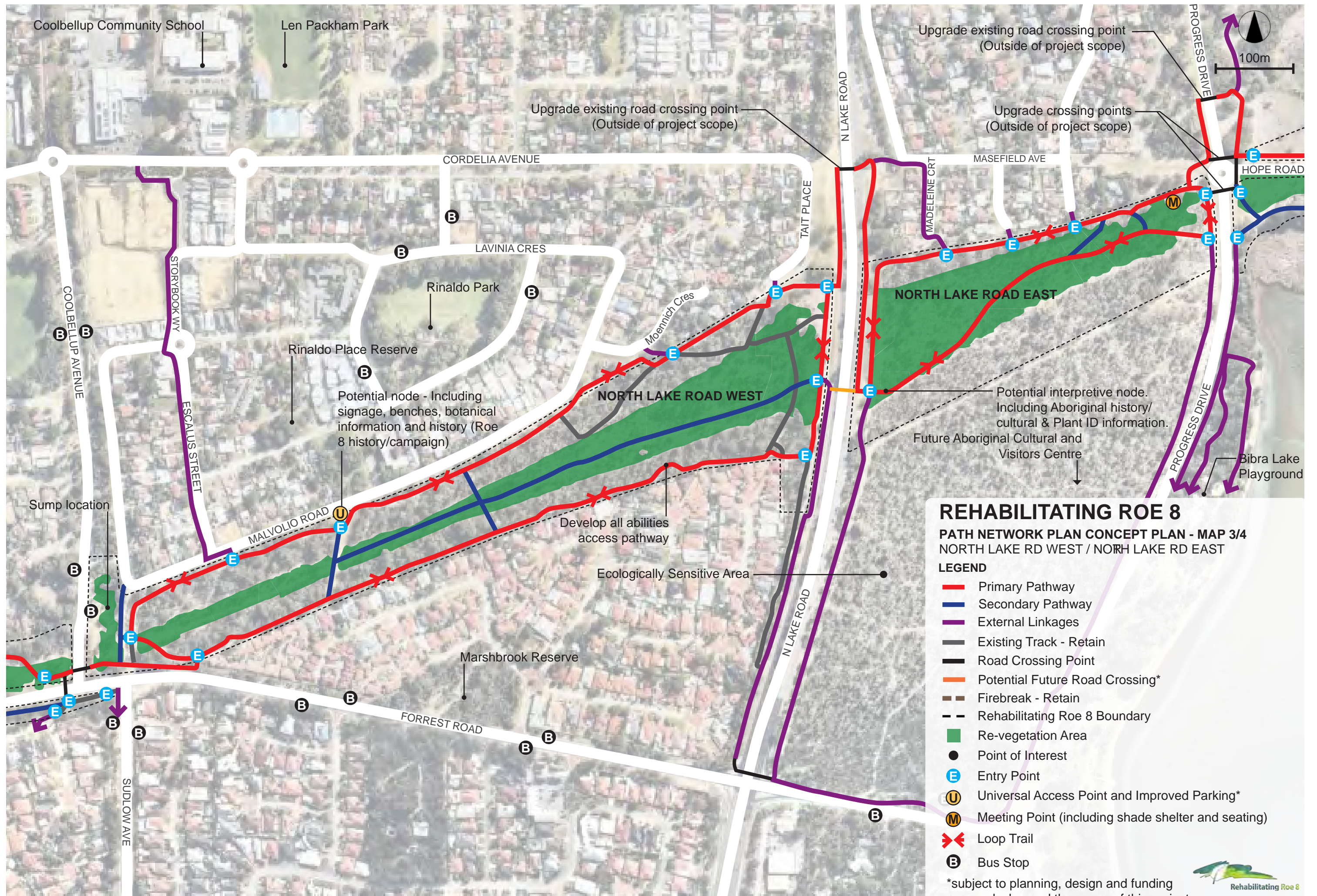
LEGEND

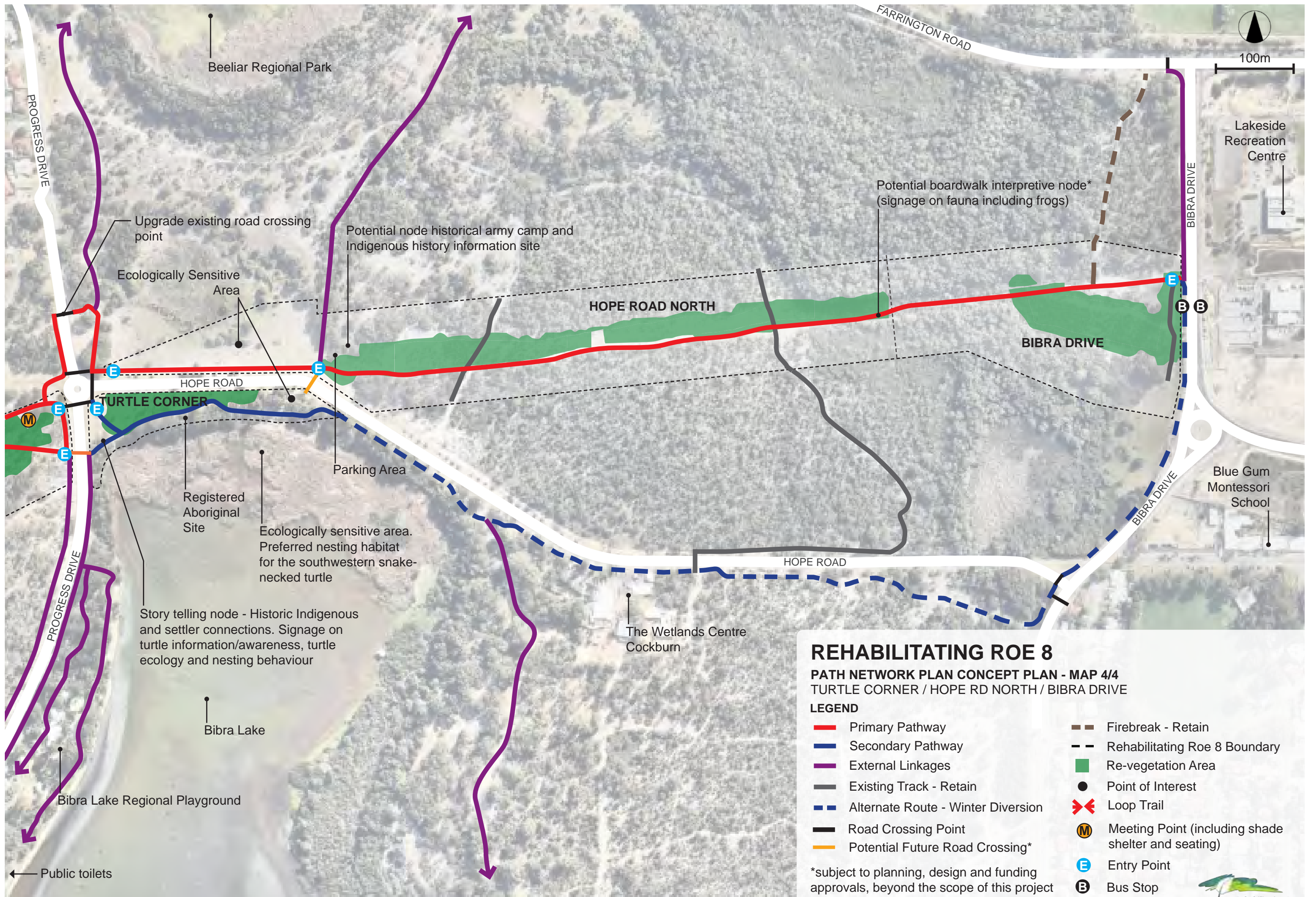
- Primary Pathway
- Secondary Pathway
- External Linkages
- Existing Track - Retain
- Road Crossing Point
- Potential Future Road Crossing Point*
- - Alternate Route - Winter Diversion (existing pathway)
- Firebreak - Retain
- - Rehabilitating Roe 8 Boundary
- Re-vegetation Area

*subject to planning, design and funding approvals, beyond the scope of this project.









REHABILITATING ROE 8

PATH NETWORK PLAN CONCEPT PLAN - MAP 4/4
 TURTLE CORNER / HOPE RD NORTH / BIBRA DRIVE

LEGEND

- | | | | |
|--|------------------------------------|--|---|
| | Primary Pathway | | Firebreak - Retain |
| | Secondary Pathway | | Rehabilitating Roe 8 Boundary |
| | External Linkages | | Re-vegetation Area |
| | Existing Track - Retain | | Point of Interest |
| | Alternate Route - Winter Diversion | | Loop Trail |
| | Road Crossing Point | | Meeting Point (including shade shelter and seating) |
| | Potential Future Road Crossing* | | Entry Point |
| | | | Bus Stop |

*subject to planning, design and funding approvals, beyond the scope of this project



08

Implementation Plan



Implementation Plan and Costing Maps

The following pages provide a detailed breakdown of the staged implementation plan and estimated costs for the development of the RR8 Corridor. This is followed by Costing Maps which illustrate where the works are proposed to take place. The Implementation Plan reference numbers directly relate to those on the costing maps.

The implementation plan has broken the RR8 Corridor into sections to provide an achievable and affordable approach which allows for the required works to be staged according to priority and demand. The sections include Stock Road West, Forrest Road North, North Lake Road West, North Lake Road East, Hope Road North and Bibra Drive. Turtle Corner and Forrest Road South, were not included in the Implementation Plan due to no works being required in these sections.

The staging of the Implementation Plan has been developed from the results of the community consultation and their importance to the overall functionality of the Corridor.

The stages outlined in the Implementation Plan include:

Year 1 - North Lake Road West

Year 2 - North Lake Road East

Year 3 - Forrest Road North

Year 4 - Stock Road West

Year 5+ - Bibra Drive and Hope Road North

It is important to note that Bibra Drive and Hope Road North sections fall into North Lake Reserve. The Department of Biodiversity, Conservation and Attractions (DBCA) have received \$3 million of funding to upgrade this reserve. This is beyond the scope of the Plan and therefore these two sections have been costed separately as potential additional costs. It is important to note that at this stage, it is uncertain whether the DBCA will utilise the funding to upgrade Bibra Drive and Hope Road North.



Tredwell Management Services
Head Office: 209B Henley Beach Road Torrensville SA 5031
Level 28, AMP Tower 140 St Georges Terrace Perth WA 6000
Level 27, 101 Collins Street Melbourne VIC 3000
T (08) 8234 6387
www.tredwell.com.au

Rehabilitating Roe 8
Order of Cost Estimate

3/12/2021

Rates current at December 2021

*Note: All costs exclude Goods and Services Taxation

Ref	Item	Unit	Quantity	Rate (ea.)	Installation Cost (per unit)	Total
YEAR 1 - NORTH LAKE ROAD WEST						
NORTH LAKE ROAD WEST						
1.1	New Secondary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	846.08	\$22.50	Included in Rate	\$19,036.80
1.2	Supporting Infrastructure					
1.2.1	<i>Hop-over within section of fence where no strainer exists</i>	No.	2	\$500.00	Included in Rate	\$1,000.00
1.2.2	<i>Universal access gate</i>	No.	1	\$5,000.00	Included in Rate	\$5,000.00
1.3	Site Preparation <i>Minor site preparation - e.g pruning</i> <i>Estimated allowance - Subject to site requirements</i>	m2	45	\$15.00	Included in Rate	\$675.00
1.4	External Connection Pathway <i>2.5m wide limestone pathway</i>	m	25	\$22.50	Included in Rate	\$562.50
Total						\$26,274.30
Design and Construction Contingency (10%)						\$2,627.43
Total Cost Including Contingencies						\$28,901.73

YEAR 2 - NORTH LAKE ROAD EAST**NORTH LAKE ROAD EAST**

2.1	New Primary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	362.2	\$22.50	Included in Rate	\$8,149.50
2.2	New Secondary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	100.96	\$22.50	Included in Rate	\$2,271.60
2.3	Supporting Infrastructure					
2.3.1	<i>Hop-over within section of fence where no strainer exists</i>	No.	2	\$500.00	Included in Rate	\$1,000.00
2.4	Meeting Area					
	<i>Mulching and minor earth works / site preparation</i>	m2	30	\$12.50	Included in Rate	\$375.00
	<i>Log seating</i>	No.	3	\$15.00	Included in Rate	\$45.00
2.5	Site Preparation					
	<i>Minor site preparation - e.g pruning</i>	m2	268.5	\$15.00	Included in Rate	\$4,027.50
	<i>Estimated allowance - Subject to site requirements</i>					
2.6	External Connection Pathway <i>2.5m wide limestone pathway</i>	m	147.8	\$22.50	Included in Rate	\$3,325.50

	Total	\$19,194.10
	Design and Construction Contingency (10%)	\$1,919.41
	Total Cost Including Contingencies	\$21,113.51

YEAR 3 - FORREST ROAD NORTH**FORREST ROAD NORTH**

3.1	New Secondary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	834.7	\$22.50	Included in Rate	\$18,780.75
3.2	Site Preparation <i>Minor site preparation - e.g pruning</i> <i>Estimated allowance - Subject to site requirements</i>	m2	175	\$15.00	Included in Rate	\$2,625.00

	Total	\$21,405.75
	Design and Construction Contingency (10%)	\$2,140.58
	Total Cost Including Contingencies	\$23,546.33

YEAR 4 - STOCK ROAD WEST

STOCK ROAD WEST

4.1	New Primary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	372.4	\$22.50	Included in Rate	\$8,379.00
4.2	New Secondary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	431.7	\$22.50	Included in Rate	\$9,713.25
4.3	Supporting Infrastructure					
4.3.1	<i>Hop-over within section of fence where no strainer exists</i>	No.	2	\$500.00	Included in Rate	\$1,000.00
4.3.2	<i>Chicane Road Safety Barrier - Barrier Group 'Bike Rail – Style 1 Galvanised Steel'</i>	No.	2	\$108.90	\$300	\$817.80
4.4	External Connection Pathway <i>2.5m wide limestone pathway</i>	m	461.6	\$22.50	Included in Rate	\$10,386.00

Total	\$30,296.05
Design and Construction Contingency (10%)	\$3,029.61
Total Cost Including Contingencies	\$33,325.66

Total Project Cost	\$97,170.20
Design and Construction Contingency (10%)	\$9,717.02
Total Cost Including Contingencies	\$106,887.22

BIBRA DRIVE & HOPE ROAD NORTH

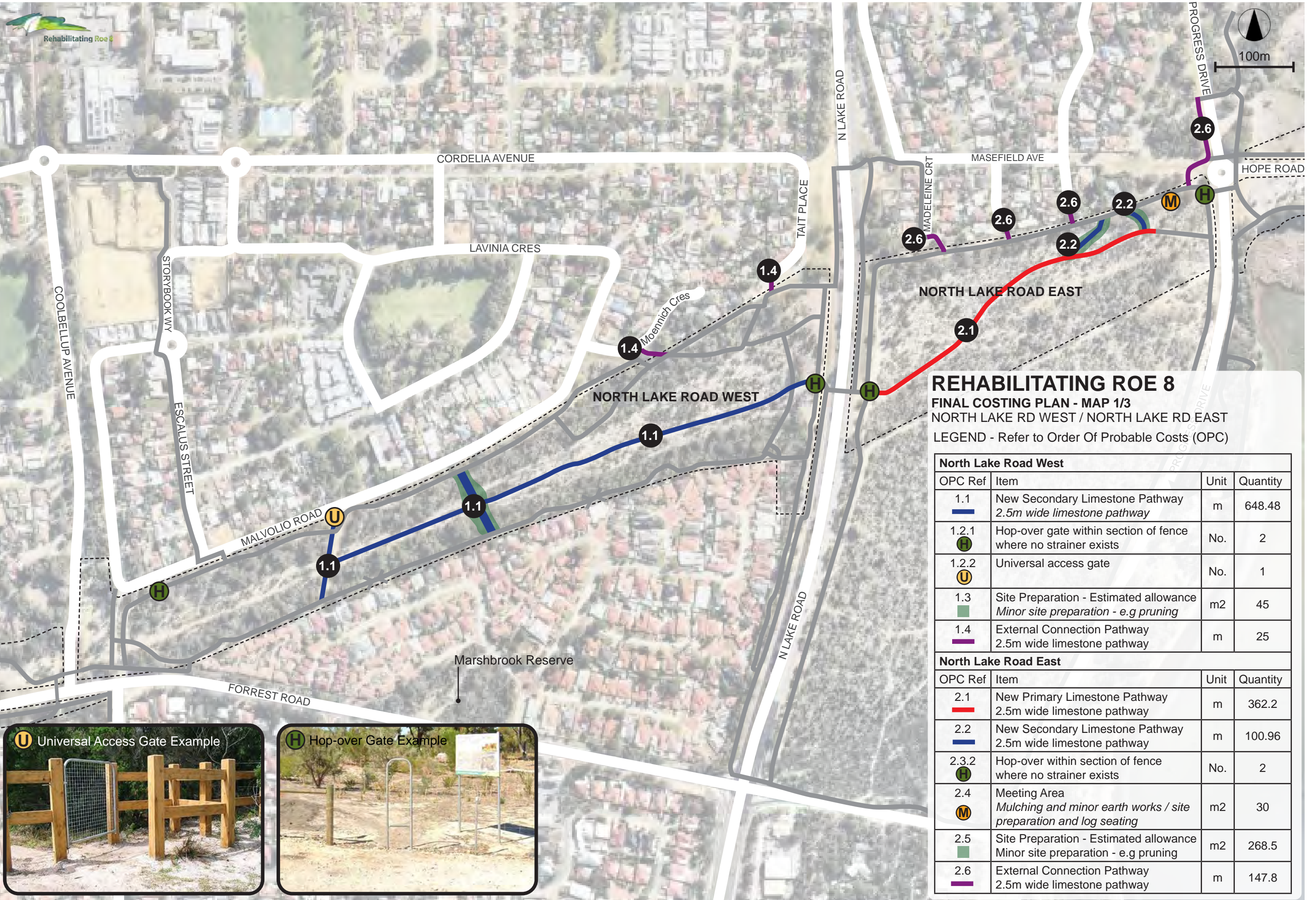
Note The Department of Biodiversity, Conservation and Attractions (DBCA) have received funding to upgrade this reserve. This is beyond the scope of the Plan and therefore these two sections have been costed separately as potential additional costs. It is important to note that at this stage, it is uncertain whether the DBCA will utilise the funding to upgrade Bibra Drive and Hope Road North.

BIBRA DRIVE

5.1	New Primary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	227.25	\$22.50	Included in Rate	\$5,113.13
5.2	New Boardwalk <i>Construct raised walking platform including footings, posts, framing, plastic composite or similar decking and balustrades to both sides - 2.5m wide</i>	TBC	TBC	TBC	TBC	To be determined in detail design phase of project.
Total						\$5,113.13
Design and Construction Contingency (10%)						\$511.31
Total Cost Including Contingencies						\$5,624.44

HOPE ROAD NORTH

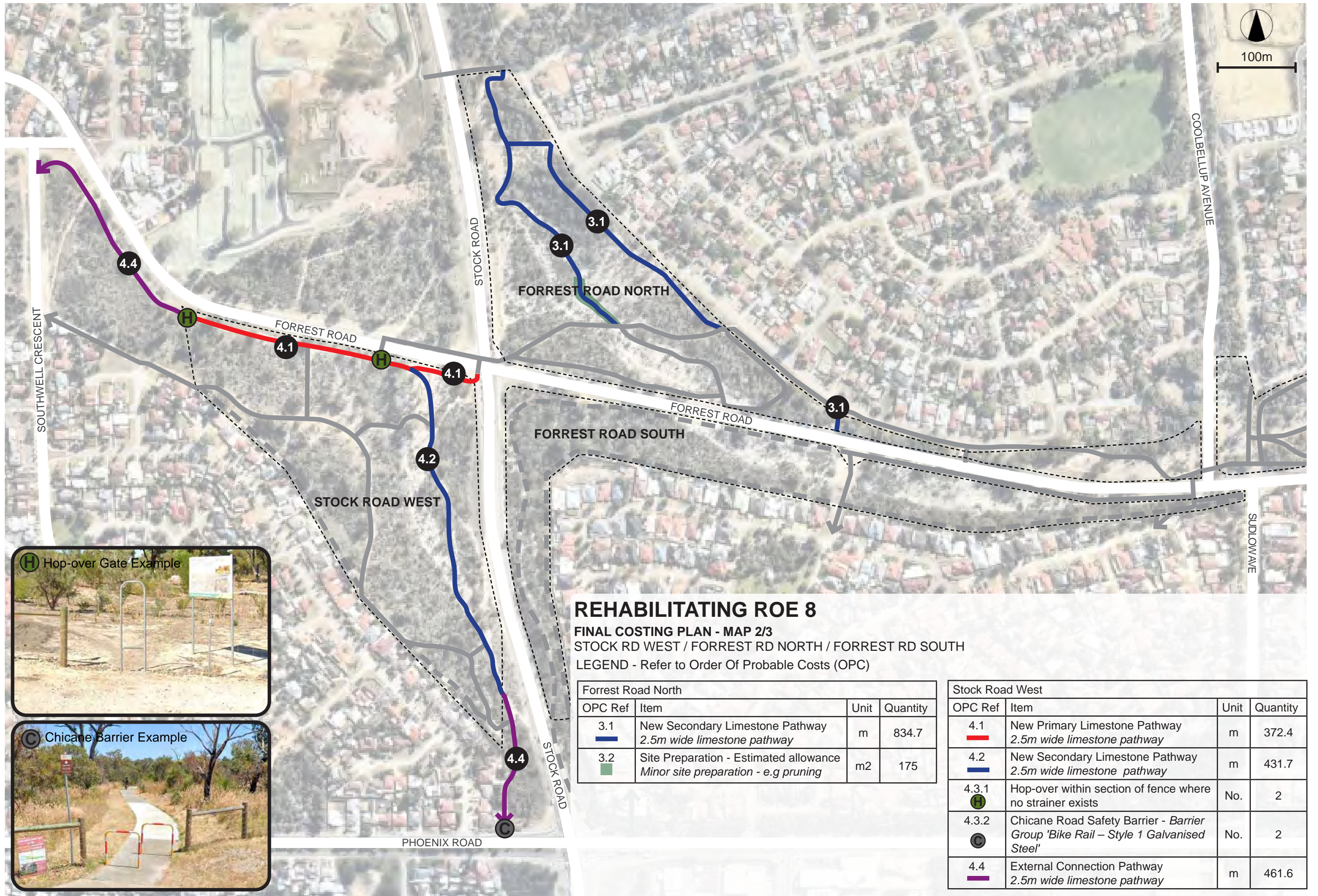
5.3	New Primary Limestone Pathway <i>2.5m wide limestone pathway</i>	m	455.36	\$22.50	Included in Rate	\$10,245.60
Total						\$10,245.60
Design and Construction Contingency (10%)						\$1,024.56
Total Cost Including Contingencies						\$11,270.16



REHABILITATING ROE 8
FINAL COSTING PLAN - MAP 1/3
 NORTH LAKE RD WEST / NORTH LAKE RD EAST
 LEGEND - Refer to Order Of Probable Costs (OPC)

North Lake Road West			
OPC Ref	Item	Unit	Quantity
1.1	New Secondary Limestone Pathway 2.5m wide limestone pathway	m	648.48
1.2.1	Hop-over gate within section of fence where no strainer exists	No.	2
1.2.2	Universal access gate	No.	1
1.3	Site Preparation - Estimated allowance Minor site preparation - e.g pruning	m2	45
1.4	External Connection Pathway 2.5m wide limestone pathway	m	25
North Lake Road East			
OPC Ref	Item	Unit	Quantity
2.1	New Primary Limestone Pathway 2.5m wide limestone pathway	m	362.2
2.2	New Secondary Limestone Pathway 2.5m wide limestone pathway	m	100.96
2.3.2	Hop-over within section of fence where no strainer exists	No.	2
2.4	Meeting Area Mulching and minor earth works / site preparation and log seating	m2	30
2.5	Site Preparation - Estimated allowance Minor site preparation - e.g pruning	m2	268.5
2.6	External Connection Pathway 2.5m wide limestone pathway	m	147.8





REHABILITATING ROE 8

FINAL COSTING PLAN - MAP 2/3

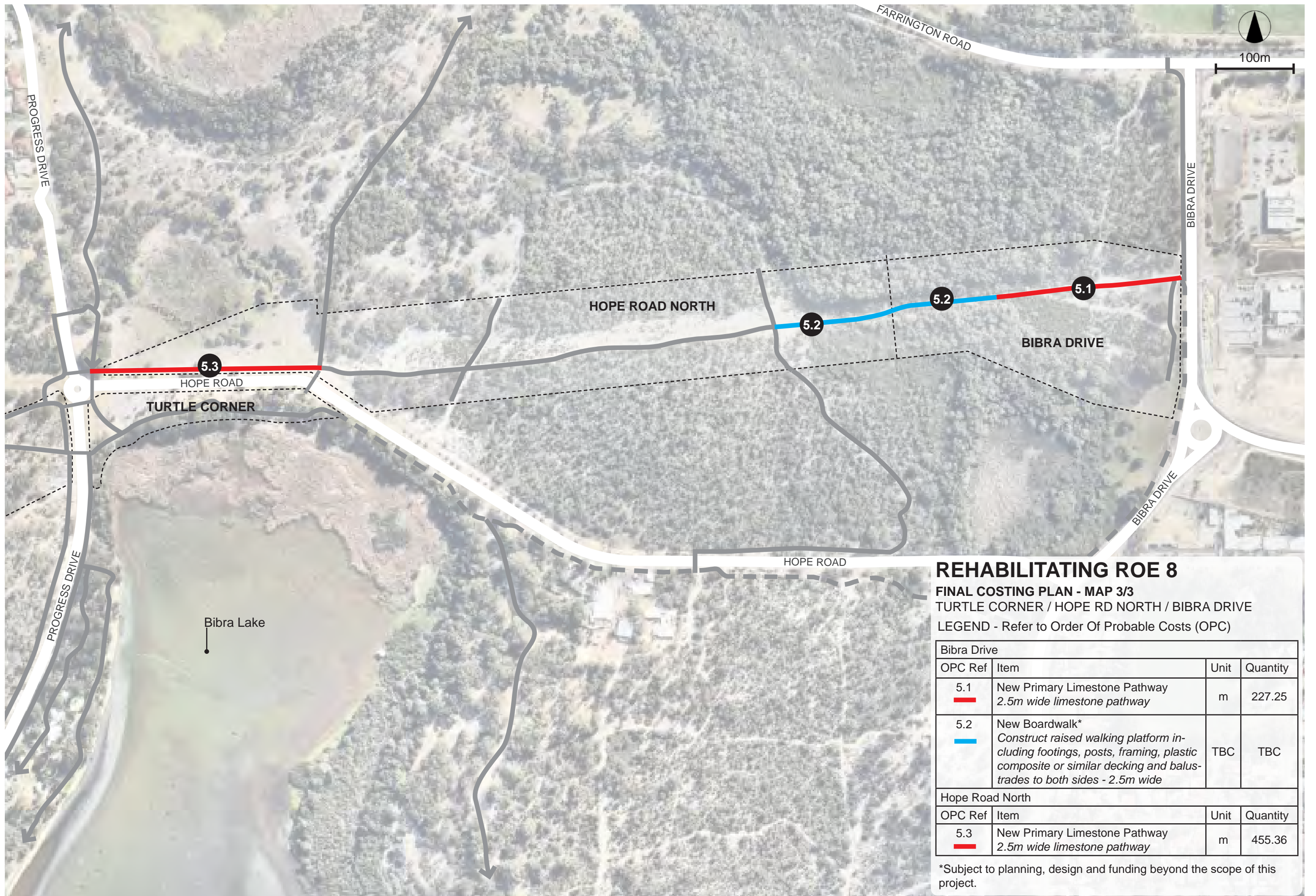
STOCK RD WEST / FORREST RD NORTH / FORREST RD SOUTH

LEGEND - Refer to Order Of Probable Costs (OPC)

Forrest Road North			
OPC Ref	Item	Unit	Quantity
3.1	New Secondary Limestone Pathway 2.5m wide limestone pathway	m	834.7
3.2	Site Preparation - Estimated allowance Minor site preparation - e.g pruning	m2	175

Stock Road West			
OPC Ref	Item	Unit	Quantity
4.1	New Primary Limestone Pathway 2.5m wide limestone pathway	m	372.4
4.2	New Secondary Limestone Pathway 2.5m wide limestone pathway	m	431.7
4.3.1	Hop-over within section of fence where no strainer exists	No.	2
4.3.2	Chicane Road Safety Barrier - Barrier Group 'Bike Rail - Style 1 Galvanised Steel'	No.	2
4.4	External Connection Pathway 2.5m wide limestone pathway	m	461.6





REHABILITATING ROE 8

FINAL COSTING PLAN - MAP 3/3

TURTLE CORNER / HOPE RD NORTH / BIBRA DRIVE

LEGEND - Refer to Order Of Probable Costs (OPC)

Bibra Drive			
OPC Ref	Item	Unit	Quantity
5.1 	New Primary Limestone Pathway 2.5m wide limestone pathway	m	227.25
5.2 	New Boardwalk* Construct raised walking platform including footings, posts, framing, plastic composite or similar decking and balustrades to both sides - 2.5m wide	TBC	TBC
Hope Road North			
OPC Ref	Item	Unit	Quantity
5.3 	New Primary Limestone Pathway 2.5m wide limestone pathway	m	455.36

*Subject to planning, design and funding beyond the scope of this project.

09

Appendices



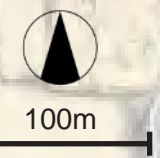
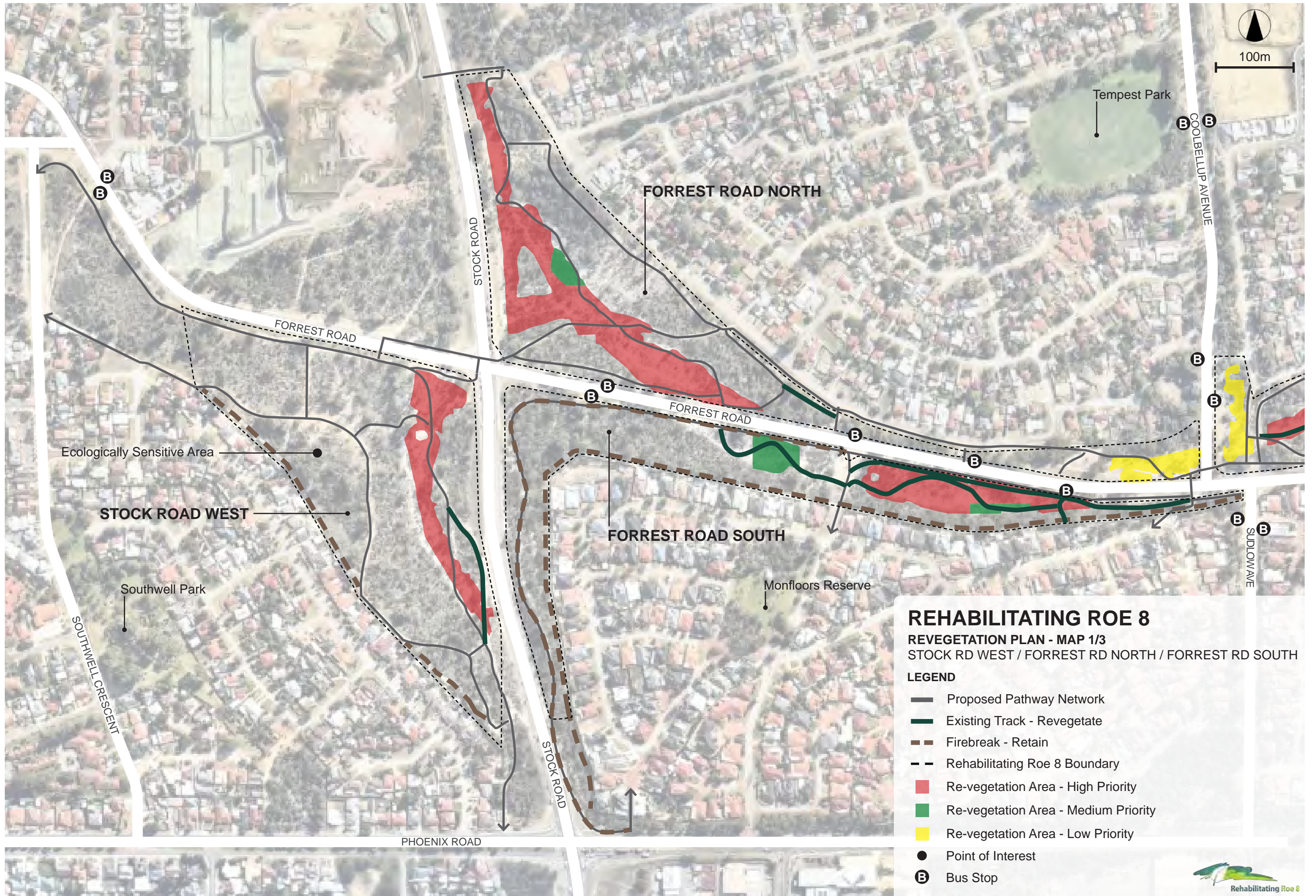
Appendix 1: References

References

- ¹ <https://www.cockburn.wa.gov.au/City-and-Council/About-Cockburn/Our-People-and-Suburbs>
- ² <https://profile.id.com.au/cockburn>
- ³ <https://www.saiglobal.com/PDFTemp/Previews/OSH/as/as2000/2100/21561.pdf>
- ⁴ https://www.progressmidwest.com.au/Profiles/progressmidwest/Assets/ClientData/Documents/GGG_Library_2019/Tourism/Western_Australia_Strategic_Trails_Blueprint.pdf
- ⁵ https://www.dlgsc.wa.gov.au/docs/default-source/sport-and-recreation/wa-hiking-strategy-bushwalking-and-trail-running-in-wa-2020-2030_web.pdf?sfvrsn=27d72990_6
- ⁶ <https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/mrwa-supplement-to-austroads-guide-to-road-design-part-6a/>
- ⁷ <http://www.disability.wa.gov.au/global/publications/understanding%20disability/built%20environment/access%20resource%20kit.doc>
- ⁸ https://www.cockburn.wa.gov.au/getattachment/e45e7563-7a6c-47e0-8e96-013ab307d872/ECM_8265920_v1_Community,-Sport-and-Recreation-Facilities-Plan-2018-2033-pdf.aspx
- ⁹ https://www.cockburn.wa.gov.au/getattachment/6f69c7ca-8c05-4928-90ad-2db28177499c/ECM_7543602_v1_Disability-Access-and-Inclusion-Plan-2017-2022-corporate-style-version-pdf.aspx
- ¹⁰ https://www.cockburn.wa.gov.au/getattachment/4a939b7e-c921-4eaf-956c-77aa6f6e23cc/ECM_10011564_v5_City-of-Cockburn-Integrated-Transport-Strategy-Approved-by-Council-12-November-2020-pdf.aspx
- ¹¹ [https://www.cockburn.wa.gov.au/getattachment/0679576d-43fd-4308-be57-6213e8741d99/ECM_8330032_v17_Public-Open-Space-Strategy-2014_2024-\(5-Year-Review\)-docx.aspx](https://www.cockburn.wa.gov.au/getattachment/0679576d-43fd-4308-be57-6213e8741d99/ECM_8330032_v17_Public-Open-Space-Strategy-2014_2024-(5-Year-Review)-docx.aspx)
- ¹² https://www.cockburn.wa.gov.au/getattachment/6ce4d95e-356d-4a2d-855b-7c3667cecbd/ECM_9536686_v3_Strategic-Community-Plan-2020-2030-pdf.aspx
- ¹³ https://www.cockburn.wa.gov.au/getattachment/43405862-0262-4382-be91-4db5155131b0/ECM_5553563_v1_Trail
- ¹⁴ https://rehabilitatingroe8.org/wp-content/uploads/2019/04/ecm_7830583_v1_rehabilitating-roe-8-rehabilitation-management-plan.pdf
- ¹⁵ <https://www.legislation.gov.au/Details/F2020C00976>
- ¹⁶ <https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/mrwa-supplement-to-austroads-guide-to-road-design-part-6a/>

Appendix 2: Revegetation Plans

The following pages include the revegetation maps for the RR8 Corridor. Revegetation works have been prioritised as High, Medium or Low priority.



Tempest Park

FORREST ROAD NORTH

STOCK ROAD

COOLBELLUP AVENUE

FORREST ROAD

FORREST ROAD

Ecologically Sensitive Area

STOCK ROAD WEST

FORREST ROAD SOUTH

Southwell Park

Monfloors Reserve

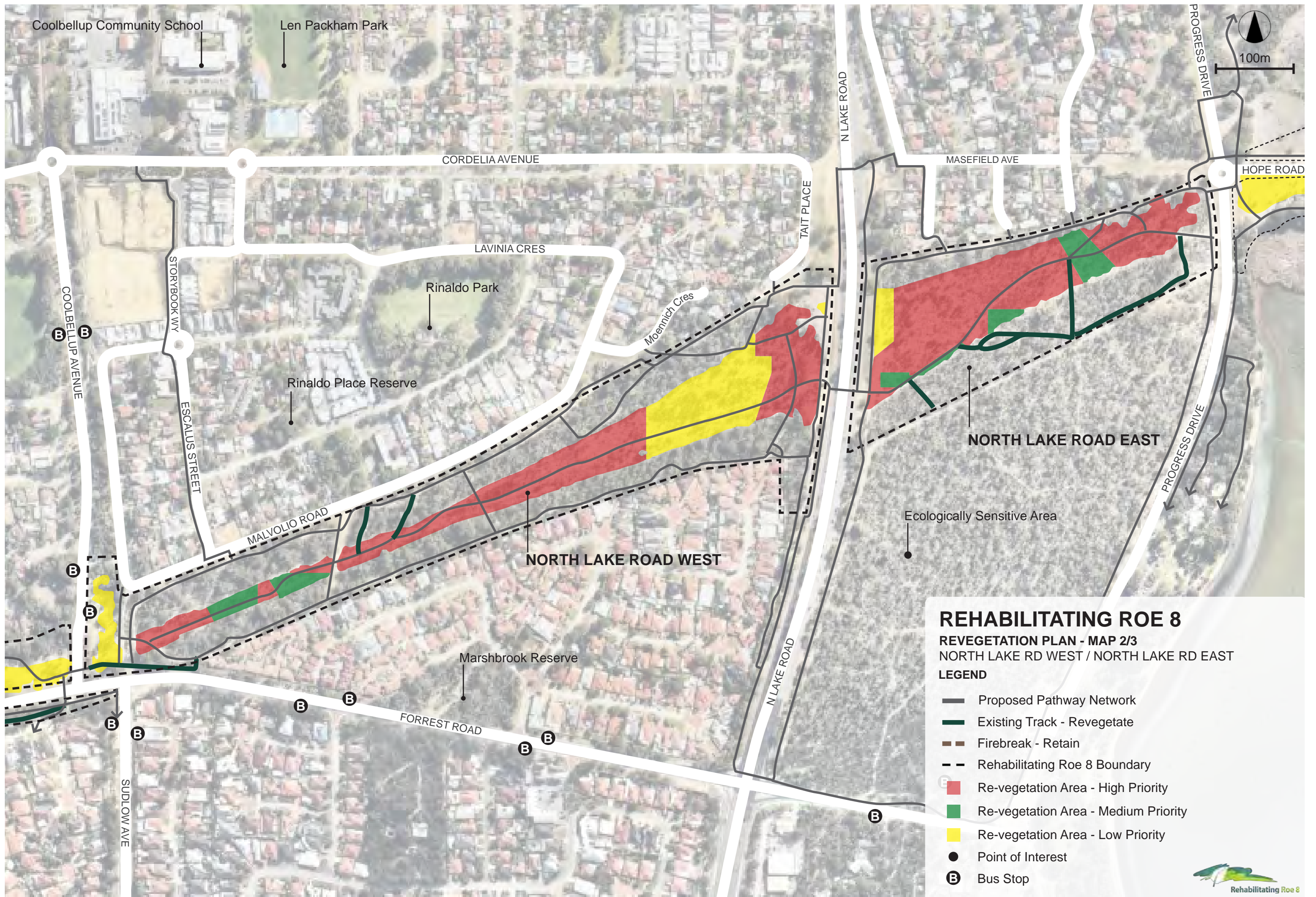
SUDLOW AVE

SOUTHWELL CRESCENT

PHOENIX ROAD

STOCK ROAD





Coolbellup Community School

Len Packham Park

CORDELIA AVENUE

LAVINIA CRES

Rinaldo Park

Rinaldo Place Reserve

NORTH LAKE ROAD WEST

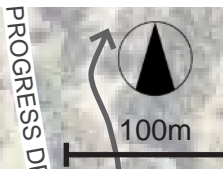
Marshbrook Reserve

FORREST ROAD

N LAKE ROAD

MASEFIELD AVE

100m



HOPE ROAD

NORTH LAKE ROAD EAST

Ecologically Sensitive Area

PROGRESS DRIVE

COOLBELLUP AVENUE

STORYBOOK WY

ESCALUS STREET

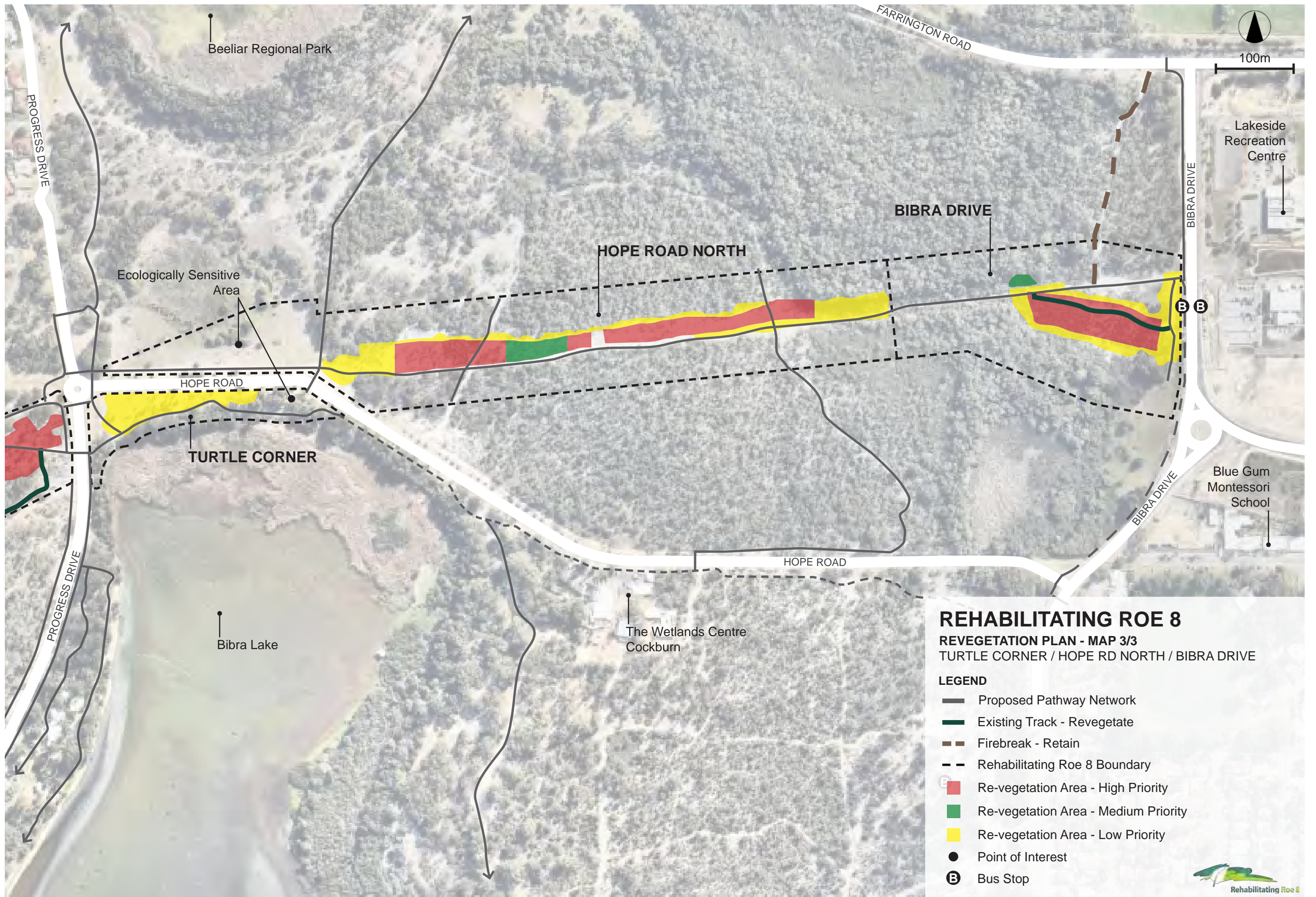
MALVOLIO ROAD

Moennich Cres

N LAKE ROAD

SUDLOW AVE

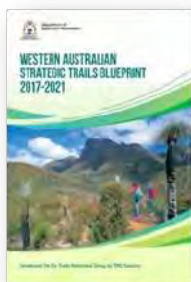




Appendix 3: Strategic Policy Review

State Level Documents

Western Australian Strategic Trails Blueprint 2017-2021⁴



The Western Australian Strategic Trails Blueprint 2017–2021 (the Blueprint) is an overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences across Western Australia.

It provides a vision, guiding principles, strategic directions, and actions for consideration across the State by government, trail managers and landholders, trail support groups and the community.

The Blueprint expresses the aspirations of the Western Australian trails community to achieve improved and sustainable outcomes for trail supply, experiences, community development, health and wellbeing and the local, regional, and state visitor economies.

The key vision of the Blueprint is:

By 2021 more people will be using Western Australia’s trail network resulting in greater community, social, cultural, economic, environmental, health and wellbeing outcomes for Western Australia.

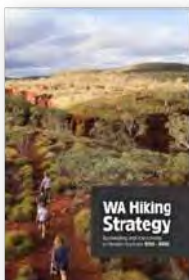
The Blueprint also mentions relevant trends relating to trails. It is widely recognised that there has been a global increase in the development, use and demand for trails to service growth and change in participation in outdoor activities in communities and by visitors, which will have an impact on planning for the RR8 Path Network.

The Blueprint identifies the following key trail challenges that relate to planning for the RR8 Path Network Plan:

- The standard of facilities (i.e., access, signage, interpretation and supporting amenities on trails and at trail towns, trail centres and trail networks)
- Aboriginal engagement (i.e., improved engagement is needed with Aboriginal communities and groups to increase opportunities for their involvement in trail development, maintenance and interpretation. It will be increasingly important to encourage and support Aboriginal involvement in aspects of trail planning, experiences and/or management)

- The threat of bushfire poses a safety hazard for trail users and trails infrastructure. Mechanisms for the communication of trail closures need to be refined. In the event of fire damage, significant costs may be incurred to repair damage. The impact of fire on direct repairs and on diverting trails staff from other work needs to be better communicated to the public and stakeholders

Western Australian Hiking Strategy 2020-2030⁵



The vision of the WA Hiking Strategy is for:

All Western Australians and visitors to have the opportunity to connect to country and explore natural landscapes through bushwalking and trail running.

The below trail trends are included in the WA Hiking Strategy and are important to consider when assessing the needs of the local community surrounding the RR8 Path Network.

- Walking and running are two of the top five physical activities undertaken by Western Australians
- Hiking activities have wide demographic appeal. Bushwalkers range from children walking with parents through to retired seniors, and similarly trail runners are spread across age groups
- Bushwalkers and trail runners seek experiences in natural environments and access to diverse landscapes

- Participants assess elevation, distance, aesthetics, and technical aspects of a trail to decide if it is the experience they desire
- While some are motivated by the opportunity to walk or run with family or friends, others are motivated to participate in solitude
- There is a segment of the population looking for more varied places to walk the dog and others seeking a personal challenge through multi-day, unassisted expeditions
- The key motivators for utilising trails are listed below, and these are important to consider when planning for the RR8 Path Network.
 - Connecting to nature
 - A diversity of challenging landscapes
 - Trail running/racing and walking events
 - Escapism (i.e., disconnecting from urban environments, routine, technology, or other aspects of daily life)
 - Trail experience
 - Mental or physical health benefits
 - Social engagement/interaction
 - Social and other media (i.e., taking to the trails due to being inspired by others, or as social influencers themselves)
 - Visibility and accessibility (i.e., well-marked trails with good facilities, located close to residential areas, public transport, and short-stay accommodation)

Main Roads WA Supplement to Austroads Guide to Road Design – Part 6A⁶

Main Roads WA Supplement to Austroads Guide to Road Design – Part 6A states that all path design projects should have the following primary design objectives:

- Maximise safety
- Minimise costs associated with construction, maintenance and use of the path
- Minimise adverse impacts and enhance the environment where possible
- Consider the views of the public including local residents, businesses, community groups and path users.
- Integrate visually with the surrounding environment
- Consider the planned ultimate layout (road and adjacent developments) in the vicinity of the works and ensure that it can be accommodated with minimum reconstruction in the future.
- Maximise opportunities to cater for the needs of all path user groups

This Guide provides information on design criteria for shared paths, bicycle operating speeds, horizontal curvature, path gradients, bicycle paths, bollard terminal treatment, bicycle path stopping site distance, safe intersection sight distance, grab rails, tactile ground surface indicators, lighting and other general requirements.

The WA Supplement should be read in conjunction with the Austroads Guide to Road Design – Part 6A and other relevant parts.

Disability Services Commission Access Resource Kit 2011⁷

The Disability Services Commission Access Resource Kit 2011 has been developed to assist the Western Australian State Government agencies and Local Governments to improve access for people with disabilities to their existing services and facilities.

Planning for people with disabilities will also provide benefits to other members of the community who may be disadvantaged in terms of access. Examples include:

- Parents with prams and seniors who find it difficult to negotiate steps or steep gradients
- People who have a temporary disability through accident or illness
- Tourists and people from culturally and linguistically diverse backgrounds who may find it difficult to read signs or understand information
- Small children who have difficulty climbing steps or understanding information

Design considerations for people who use wheelchairs include:

- Avoidance of abrupt vertical changes of level (kerbs, steps, ruts, gutters etc.) to ensure a continuous accessible path of travel
- Avoidance of excessive slope across the

direction of travel on a footpath which makes control of the wheelchair difficult

Design considerations for people who experience difficulties walking include:

- Providing surface finishes that are slip-resistant, evenly laid, and free of hazards to minimise risk of injury.
- Minimising street clutter caused by signs and billboards and placing it away from the main pedestrian flow

Design considerations for people who may have partial or complete loss of sight include:

- Providing ways they can identify changes in direction, changes in level, hazards and obstacles such as projecting signs
- The size, colour, luminance contrast, location, illumination and type of signs

Design and service provision considerations when planning for people who are deaf or have a hearing impairment include:

- Need for clear signage
- Provision of information with clear instructions

The above-mentioned design considerations will be taken into account when developing the Plan.

Cycling Guidelines for Western Australia Shared and Separated Path Guidelines



The Shared and Separated Path Guidelines have been developed to provide practitioners with guidance surrounding the planning and design of shared and separated paths. The document is intended to be a convenient and practical reference guide aimed at practitioners with varying levels of experience.

As a cycling-focused guideline, this document concentrates on off-road paths which enable the safe and efficient movement of people on bikes. This Guideline includes high level guidance on signage and pavement markings.

Although the RR8 Path Network is not going to be designated as “shared use”, it is important to consider all potential user groups of paths when planning for the path network. The most common trip types for users of paths are commute, utility, recreation, training, and touring. The key user groups and their requirements include:

Pedestrians

- Where there are high volumes of pedestrians and bike riders, it is best practice to provide separation
- Separated paths should also be considered for locations which are popular with dogwalkers or families (including parents pushing prams)
- Provision of shade, rest areas and way-finding provide additional amenity for this user group
- Adequate lighting is important, in areas with poor passive surveillance

Runners and Joggers

- Often used at dawn/dusk, these users prefer paths which have good lighting or are visible from adjacent roads
- Provision of shade, rest areas, drinking fountains and “outdoor fitness equipment” provide additional amenity for this user group

People with a Disability

- It is a legislative requirement that shared and separated paths are designed in accordance with AS1428 Design for Access and Mobility
- The placement of street furniture, signage, power/light poles, cable stays, bollards and grabrails can negatively impact the movement of people with disabilities

Wheeled Recreational Devices

- Wheeled recreational devices refer to in-line

skates, roller-skates, skateboards, scooters, and unicycles

- Small upstands within the path network can have catastrophic consequences for this user group

Bicycles

- It is important to consider the requirements of various unconventional types of bicycles including cargo bikes, recumbent bikes, hand-operated bikes and three-wheelers
- As these bikes are typically longer and/or wider than regular bikes, careful consideration must be taken when installing treatments such as bollards or grab rails

Other Users

- From time-to-time maintenance and emergency services vehicles will require access to shared and separated paths. For this reason, it is important that shared and separated paths provide regular access points from the surrounding road network

City of Cockburn Documents

Community, Sport and Recreation Facilities Plan 2018-2033⁸



A key component of the Community, Sport and Recreation Facilities Plan is the 15-year implementation plan, which outlines the priority order and timing of all community sport and recreation facilities/reserves between 2018 - 2033.

It is important to consider the following findings from the implementation plan when planning for the Plan.

- Participation rates in community, sports, and recreation facilities by people with a disability are low. This highlights the importance of ensuring community facilities and spaces are not only physically accessible, but also inclusive in how they operate so that people with a disability have an opportunity to participate
- The use of community facilities, activities and programs is lower amongst Aboriginal people

- Cost and access to transport and how community, sport and recreation facilities and programs operate in terms of being inclusive of Aboriginal people are important considerations in addressing this
- While areas of lower socio-economic disadvantage are likely to have a higher need for community facilities and services, use and participation rates are lower in these areas and higher in more affluent areas
- With lower incomes and levels of car ownership, community, sport and recreation facilities and opportunities need to be more easily accessible and low cost/free in these areas
- While the standard of facilities expected by the community is likely to continue to grow, there will also be an increasing requirement to maximise ecological sustainable principles, in the design and operation of buildings and outdoor spaces, particularly in energy, water use and management
- Safety and crime are growing community issues. An essential element of maximising the use of community facilities is providing a good level of safety, much of which can be created through design, CCTV, passive surveillance, and place activation.
- Information technology and communications is now an important element of good design, and this infrastructure should be built in at the time of construction

Disability Access and Inclusion Plan 2017–2022⁹



The Disability Access and Inclusion Plan 2017-2022 outlines its commitment to maintain and improve the quality of life of its residents.

This is achieved by creating an accessible and inclusive community in which information, services, facilities, decision-making processes and other activities are open and available to all residents, and in which resources are distributed equitably according to need.

There are a multitude of relevant strategies mentioned in the The Disability Access and Inclusion Plan 2017-2022 Plan, including:

- Review and improve footpaths, dual use paths, public toilets, parking and signage
- Review community and recreation facilities, including facilities within public open spaces, to ensure continuous paths of travel are available, planned and maintained

- Provide facilities and equipment to assist people with specific requirements
- Ensure marketing material and information produced by the City considers the needs of people with a disability.
- Promote community engagements using a range of media, considering the needs of people with a disability.
- Ensure staff and contractors involved in community engagement are aware of alternative communication strategies.

The below disability access recommendations are important to consider when planning for and maintaining the RR8 Path Network and associated infrastructure.

- Access requirements and checks to be built into all stages of projects, developments and refurbishments conducted by the City to ensure the end product is as accessible as the original vision
- Physical access to events, including access to facilities such as bins, water, toilets and play equipment once at the event
- Physical access to all facilities at playgrounds and Public Open Spaces.
- Need for accessible, safe road crossings between public transport and shopping centres and other facilities
- Need for clearer signage in some areas and at events
- A clear evacuation process at City facilities

- during an emergency for people with a disability
- Need for more City information in alternative formats

Integrated Transport Strategy 2020 -2030¹⁰



The vision of the Integrated Transport Strategy 2020-2030:

Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel.

The objectives of the Integrated Transport Strategy 2020-2030 which are relevant to the Plan are:

- Objective 1: Improve regional connectivity whilst protecting local needs
- Objective 2: Implement green infrastructure into road planning and design
- Objective 2A: Minimise impacts on natural

environmental areas

- Objective 3: Enable a transition to sustainable mode choices
- Objective 3A: Plan and develop improved walking and cycling infrastructure
- Objective 5A: Interface transport network with Activity Centre plans and strategies
- The following community consultation outcomes listed in the Strategy are helpful when planning for cycleways, pedestrian network and road crossings in the RR8 Path Network.
- The community identified issues relating to footpaths and cycleways within the City. This largely pertains to the absence and/or damage of footpaths on multiple major roads and the lack of cycleways which leads to a dangerous interaction between cars and cyclists on local roads
- Key feedback included a desire to reduce traffic congestion, improve traffic management, become more cyclist friendly, improve the walking, cycling and public transport network and the availability of information such as maps
- Feedback emphasised the need to address gaps in the network to link with key destinations or the wider active transport network, to provide safe, connected and continuous routes (particularly at crossings and intersections) and well-maintained infrastructure

Bicycle and Walking Network Plan 2016-2021



The vision of the Bicycle and Network Plan 2016-2021 is:

To make Active Travel safer and more accessible for people of all ages and abilities.

The main objectives of the Plan are:

- To have an interconnected, continuous, and well-maintained bicycle network that cyclists and pedestrians of all abilities feel comfortable using.
- To be a city where walking and cycling is the first choice for transport (for all ages) for short to medium trips (1 – 5 km).
- To have a flexible cycling and pedestrian network that can provide for different users at different times of the day/days of the week.
- To be a city where the community appreciates that cycling provides social, health and economic benefits along with improved environmental outcomes from reduced pollution, noise and congestion.

The following cycling and pedestrian recommendations included in the Plan have been considered in the development of the RR8 Path Network Plan.

- Where new routes are to be provided then the City should ensure that appropriate end of trip facilities are implemented at the destination facility as a condition of the route
- Ensure all off road principal and strategic routes continue to and, where required, through intersections and have appropriately designed transition areas
- Ensure all local community routes have adequate crossing facilities incorporated as required at the end of each route for ease of access
- Ensure low speeds are achieved
- Ensure appropriate and safe intersection design is applied to all existing and new cycle routes within the City
- Include pedestrian and cycle infrastructure as part of major projects
- Implement Behaviour Change Initiatives and Wayfinding Signage Strategy.

Public Open Space Strategy 2014-2024¹¹



The principal vision of the Public Open Space Strategy 2014-2024 is to:

Create a sustainable hierarchy of accessible and resource efficient quality open spaces and streetscape environments that enhance the recreational, environmental, social and health needs of current and future generations.

The strategies in the action plan which are relevant to the Plan and need consideration are:

- Strengthen linkages and interpretation of cultural heritage in open space
- Work collaboratively with traditional owners to strengthen connections through projects and programs
- Foster the provision of plaques and memorial gardens to retain links with cultural heritage through guidelines
- Ensure that parks are accessible to people of all abilities, through compliance with the City's Disability, Access and Inclusion Plan. Develop

a prioritised roll out of access upgrades directed by catchment sizes

- Strengthen pedestrian links between parks, activity centres and community hubs to improve transport
- Ensure recreational path planning provides for walking, cycling, skateboarding etc
- Identify park locations with opportunities for public transport, cycle links & integrate into transport planning
- Use endemic native vegetation, where practical, along trails, streetscapes, community hubs, parks & reserves to provide and enhance ecological linkages
- Identify major entry statements across the City with opportunities to landscape and locate bespoke signage
- Ensure linkages and access to sensitive areas is planned to minimise environmental impacts
- Apply resource efficient and effective strategies in development (e.g. hydrozoning, native planting, etc) to minimise natural resource use
- Ensure development in the open space network is consistent with universal access and safety guidelines
- Recognise the value of open space and trees in supporting local biodiversity, enhancing amenity and user comfort to assist climate change adaptation and mitigation
- Provide lighting to high use activity nodes and connecting pathways to create a safer environment

- Install key infrastructure (i.e., destination playgrounds, multipurpose facilities etc.)
- Toilet facilities are paramount at key destination locations

Strategic Community Plan 2020–2030¹²



The vision of the Strategic Community Plan 2020-2030 is “Cockburn – the place to be”.

Aspects which make Cockburn the “place to be” includes the local economy, environmental responsibility, community lifestyle and security, city growth, moving around and listening and leading.

The outcomes and objectives of the Strategic Community Plan 2020-2030 which are relevant to the Plan include:

- A sustainable and diverse local economy that attracts increased investment and provides local employment
- A leader in environmental management that enhances and sustainably manages our local natural areas and resources

- A vibrant, healthy, safe, inclusive and connected community
- A growing City that is easy to move around and provides great places to live
- A community focused, sustainable, accountable, and progressive organisation
- The Strategic Community Plan 2020-2030 identifies the following key community values that relate to planning for the RR8 Path Network Plan:
 - Improved parking
 - Cycleways
 - Footpaths
 - Accessible and inclusive community services
 - Recreation and leisure
 - Sustainability
 - Bushland, wetland, and coastal natural area protection
 - Open spaces and parks accessible to everyone
 - Upgrading parks and local infrastructure, including those for young people

In addition, residents felt security and community safety were the top priority, being three times more likely to be mentioned first in the survey than any other area.

Trails Master Plan 2017¹³

The Trails Master Plan 2017 displays maps of numerous different trails within the City and provides recommendations and improvements for each of these trails. The trails within the Trails Master Plan 2017 that are most relevant to the Plan include the North Lake Circuit and Bibra Lake Circuit.

North Lake Circuit recommendations/improvements include:

- Install promotional signage (double-sided) at corner of Farrington Road/Progress Drive; North Lake Rd/Farrington Rd; North Lake Rd/Bibra Dr; Bibra Dr/Progress Dr and double-sided fingerboard at entrance to trailhead
- Install trail directional markers on posts with arrows
- Install interpretive panels along trail
- Consider 35 metre embankment or boardwalk (on east side of lake)
- Construct bird hide at end of proposed embankment/boardwalk
- Install trail directional markers on posts with arrows

Bibra Lake Circuit recommendations/improvements include:

- Install interpretive panels along trail including panels on existing (old) bird hide
- Link between bird hide and boardwalk possible. Route not marked on plan

RR8 Documents

Rehabilitating Roe 8 Management Plan 2018¹⁴



The Rehabilitating Roe 8 Rehabilitation Management Plan 2018 (RMP) has been prepared for the RR8 Steering Committee, as part of the RR8 project.

The key objectives of the RMP are to provide guidance for coordinating community and stakeholder communications, engagement and involvement in restoration and related activities, as well as outline methods for the restoration of cleared areas within the Roe 8 alignment, over a ten-year period.

The RMP will be an adaptive document that can be altered and improved over time to best meet the goals and objectives of RR8. The RMP aims to provide a framework to achieve the 'social rehabilitation' and 'ecological restoration' desired by the RR8 Working Group and RR8 Steering Committee, following the clearing of areas along the proposed Roe 8 alignment.

The RMP stipulates that pedestrian access to the site must be via the gates and entry points only. Whenever possible pedestrians must walk on dedicated paths to avoid impacting restoration areas.

The document also states that vehicles are only to be brought into the site by persons authorised by the Manager and/or Management Authority. Vehicles are to access the site via vehicle access gates. Vehicles must always travel along existing and proposed paths. Any deviation from the paths will require prior authorisation.

On-site signage can include rehabilitation information, access (e.g. dogs required to be on leads) and science communications (e.g. signage regarding local flora and fauna, outcomes of local research). Other considerations include:

- Signage within Beelihar Regional Park should be in the appropriate Regional Park format
- Signage will be installed annually

A network of existing and proposed pathways is identified to provide a route for authorised vehicles and pedestrians across the site. New paths are proposed within management areas based on consideration of:

- Historical and pre-existing paths within cleared areas
- The alignment of vehicle tracks
- Existing and proposed firebreaks
- Locations of recently installed fencing and gates

The primary path is proposed to be constructed from compacted limestone to create a formal pathway through the site. Other paths and firebreaks are proposed to be constructed and maintained from in situ soils. Along with formalising access, these paths will provide management edges for restoration activities and fire control.

The following activities are identified that require implementation but are not directly related to communications, engagement, involvement, restoration, or monitoring:

- Path construction
- Path maintenance
- Fence maintenance
- Signage maintenance
- General maintenance

Rehabilitating Roe 8 Community Expectations Report 2018/19



The Rehabilitating Roe 8 Community Expectations Report 2018/19 outlines recommendations on a range of metrics that will allow effective measurement of community engagement, expectations, and satisfaction with the Project.

Of relevance to the Plan are the following cultural protocols:

- Acknowledgment of Country is included on all official information, signage and on-line pages
- Aboriginal and seasonal colours will be incorporated into signage, displays and communications
- Incorporate Aboriginal colours in signage, landmarks, etc
- Use local Aboriginal artists to prepare artwork and design for signage; and
- Promote the colours associated with the seasons and their relationship to specific areas
- The six seasons will be the recognised

and celebrated in events, plantings, communications and reporting. The six seasons can be used as a base for all communications including theming of news postings, plantings, weeding and colour schemes. This provides ongoing education as well recognition

- Providing opportunities for storytelling on the website, on signage, in artwork and at events
- Communications and messaging should link the heritage/cultural centre and the RR8 project area through signage and wayfinding to increase knowledge and cultural recognition
- Recognise local language through communication, dual signage and education
- Incorporate local language in signage through dual signage, local naming
- Use local language in communications
- Provide language learning opportunities tied to the area (Cultural Centre, Wetlands Centre or on site)

Rehabilitating Roe 8 Signage Strategy



The purpose of the Rehabilitating Roe 8 Signage Strategy is to develop an overall signage strategy for the Roe 8 wildlife corridor between Stock Road and Bibra Drive.

As this nature corridor will be rehabilitated in stages over a ten-year period and as budgets permit, it is essential to establish a consistent style for both interpretive and wayfinding signage.

The four themes for this signage plan are native plants, native animals, people stories and citizen-based science. Each zone within the corridor will be represented by its theme, theme colour and what to look for in the particular zone, through the provision of trailhead signage. These signs will also carry regulatory symbols (e.g. no camping, no fires, no motorbikes etc.).

The Strategy also recommends trail markers to be placed at the junctions of gazetted pathways leading into the surrounding suburbs.

Interpretive pedestal signage will be constructed out of folded corten steel with its interpretive panel relief mounted off the front face. Each pedestal will have their particular zonal theme laser cut out of

the pedestal base. These can be grouped or used individually as required.

Signage for the RR8 Path Network will need to be consistent with this Strategy.

Cockburn Community Wildlife Corridor Outcomes of Pathways and Trails Workshop 2020



The Cockburn Community Wildlife Corridor (CCWC) Outcomes of Pathways and Trails Workshop 2020 recognises there are areas of natural bushland and parks that form a beautiful corridor between the Fremantle coast and Bibra Lake. This corridor is home to Black Cockatoos, Bandicoots, and stunning wildflowers.

The corridor is nestled within the urban environment alongside homes and existing roads. The vision of the CCWC group is to:

Create a conserved and enhanced bushland and wildlife corridor that connects the Beelie Wetlands with the Indian Ocean.

As per the CCWC Outcomes of Pathways and Trails Workshop 2020 document, there was general agreement that the following should be protected:

- Flora, fauna and biodiversity
- Undisturbed bush
- Indigenous heritage and European heritage

The document mentions that there was also a general agreement that the area could be used for:

- Walking
- Learning/discovery
- Signage (Indigenous, interpretive, wayfinding etc)
- Meeting/socialising
- Sitting (park benches)
- Playgrounds (nature)

There was also general agreement from the workshop that the area should be protected from:

- Land clearing
- Weeds and feral animals
- Fire/poorly managed burns
- People creating informal tracks
- Motorbikes

The workshop had differing views on how/if the area should be used for:

- Cycling (none/kids only/general)
- Exercise equipment
- Dogs (on leads)

There was a consensus to connect:

- Parks adjacent to the corridor
- All parts of the Roe 9 section (especially Manning Park and Clontarf Hill)
- Fauna crossings
- People – recognise community ownership is and will be a key part of stewardship in developing and maintaining this corridor

Regarding pathway and trail design, the workshop discussed:

- The type of paths and finishes (i.e., universal access vs Bibbulmun Track type)
- Paths only on edges of the corridor or some (minor tracks) through the middle
- If restricted/controlled access would protect natural assets more than no access
- If, where and what type of fencing should be applied.

The workshop had the following differing views regarding pathway and trail design:

- Paths and trails should be based on existing paths
- Paths should be multi-purpose where possible (i.e., not a separate service track or firebreak)
- Existing (pedestrian) overpasses should be used.
- Requirement of fauna crossings (over/under)
- Path types relevant to area context, not necessarily consistent throughout the whole corridor
- Areas to be left undisturbed

As a result of the workshop, the CCWC Committee made the following recommendations:

- The RR8 team use the content of this report as feedback for the RR8 Path Network Plan
- RR8 recognise community ownership is and will be a key part of the stewardship in creating, protecting, and maintaining this corridor and any parts of it now and in the future
- For that reason, the RR8 project is to include broader community engagement to enable individuals to have a say
- The RR8 project is to expand its scope to allow planning for the whole corridor through to the ocean
- The Roe 8 and Roe 9 areas are to be renamed to reflect the death of the highway project
- Upcoming work on determining the future of the corridor is to be based on proper research including floristic communities and archaeology/indigenous heritage

The above findings will be considered when developing the RR8 Path Network.

Australian Standards and Guidelines

AS 2156.1 – 2001: Walking Tracks Part 1- Classification and Signage

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

This Standard provides a classification system for walking tracks, guidance for the design, fabrication and use of track markers, and information signs to be used for walking tracks.

The Standard also sets out guidelines for the erection of these markers and signs to ensure that while they will be readily visible, clear and easy to read, they will not detract from the landscape. This Standard applies to outdoor areas where the environment is the focus of recreational activity.

This Standard is further elaborated on in the Planning and Management section of the report.

AS 2156.2 – 2001: Walking Tracks Part 2: Infrastructure Design

The objective of this Standard is to provide designers and builders with design and construction requirements for non-habitable outdoor structures intended to protect the environment and to be used as recreational facilities.

This Standard specifies requirements for the structural design of walking track structures, to protect natural and cultural assets and for use as aids to recreation in outdoor areas where the environment is the focus of recreational activities.

The structural design criteria in this Standard takes into account factors such as location, expected use and type of recreational opportunity through reference to the track classifications in AS 2156.1.

The following structures and parts of structures are covered in this Standard:

- Boardwalks
- Galleries
- Pedestrian bridges
- Platforms (for viewing)
- Barriers
- Stairways
- Ladders
- Stiles

This Standard is further elaborated on in the Planning and Management section of the report.

Disability (Access to Premises – Buildings) Standards 2009, AS/NZ 1428, Parts 1-4¹⁶

The objectives of the Disability (Access to Premises – Buildings) Standards 2009, AS/NZ 1428, Parts 1-4 are:

To ensure that dignified, equitable, cost effective

and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with a disability

To give certainty to building certifiers, building developers and building managers that, if access to buildings is provided in accordance with these Standards, the provision of that access, to the extent covered by these Standards, will not be unlawful under the Act

It is important to note that the Standards also set out the requirements for the design and installation of braille and tactile signage.

Disability Standards for Accessible Public Transport 2002

The purpose of the Disability Standards for Accessible Public Transport 2002 is to enable public transport providers to remove discrimination from public transport services.

This Standard relates to the RR8 Path Network as there are numerous bus stops surrounding the network; hence it is important to consider the access requirements.

Austrroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths



The Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths describes the types of paths and their location, provides guidance on alignment, width and other geometric path and facility requirements, as well as information on the design of treatments such as path intersections and terminals.

The Guide also provides an introduction to roadside design, detailed guidance on roadside safety (e.g. hazard identification, mitigation and treatment) and the use and design of safety barriers.

Paths are provided to meet the transportation and recreational needs of pedestrians and cyclists, and to provide safe and convenient routes and facilities for pedestrians and cyclists. The Guide makes note of the characteristics that contribute to a path network and serve the needs of both pedestrians and cyclists. These include paths that are safe, connected, legible, comfortable, convenient, universal, and pleasant.

This should be read in conjunction with Main Roads WA Supplement to Austroads Guide to Road Design – Part 6A (as outlined above).

Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles

Additional Austroads Part 14: Bicycles incorporates the agreed national guidelines for provision of road and path facilities for cyclists.

The document provides an overview of planning for cyclists in relation to the different levels of government and includes discussions on the role of cycling in transport and integrated land use planning. It details the technical requirements for designing roads and paths for safe and efficient cycling.

The document also covers a wide range of design guidelines for cyclists including:

- The choice of bicycle facilities
- The design of road and road/path intersections
- Traffic control devices
- Pavement design
- Provision for bicycles at structures
- Provisions associated with the construction and maintenance of roads and paths in relation to cycling
- Requirements for bicycle parking and other 'end of trip' facilities

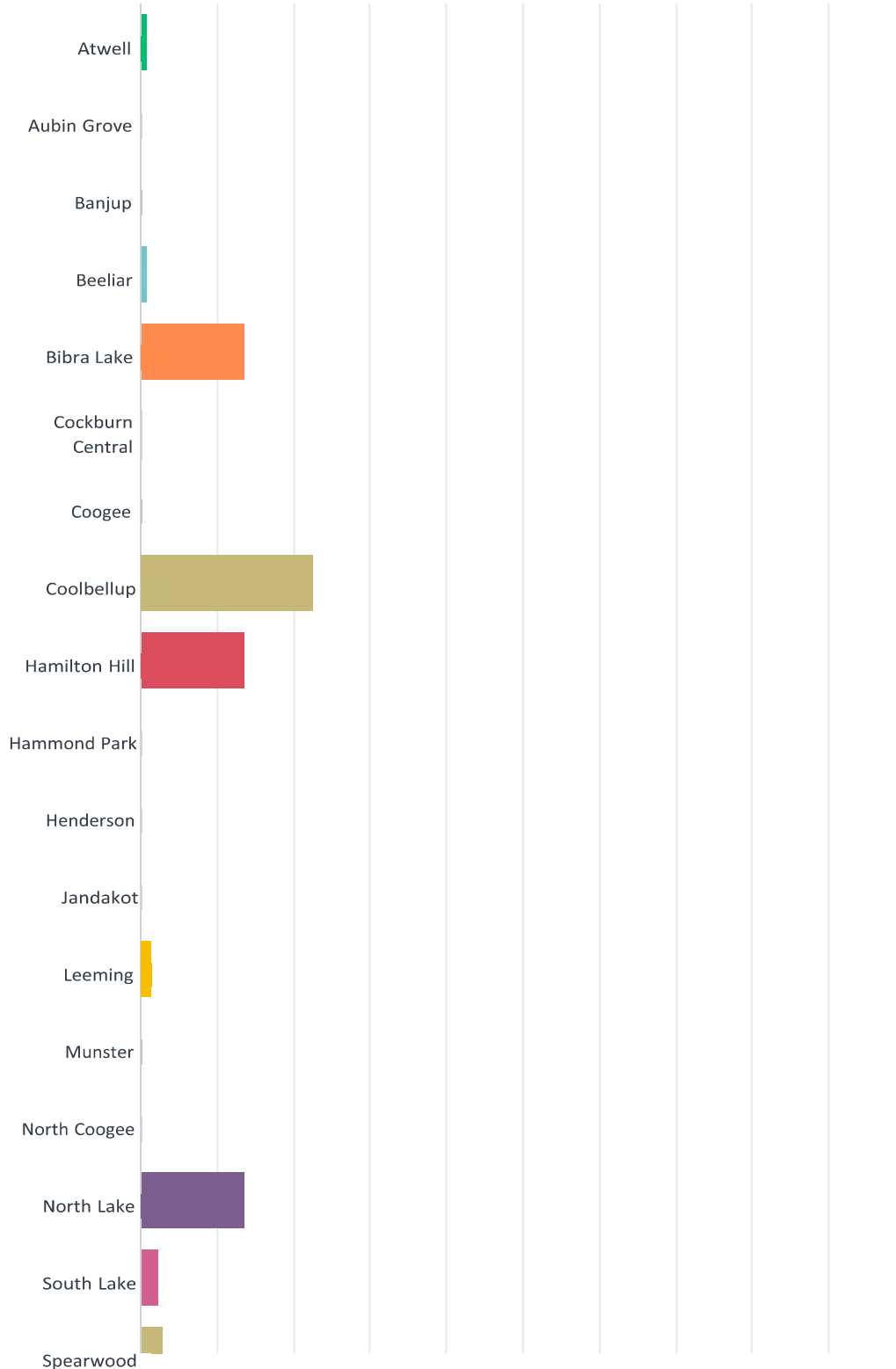
Relevant design guidelines are important to consider for the RR8 Path Network.

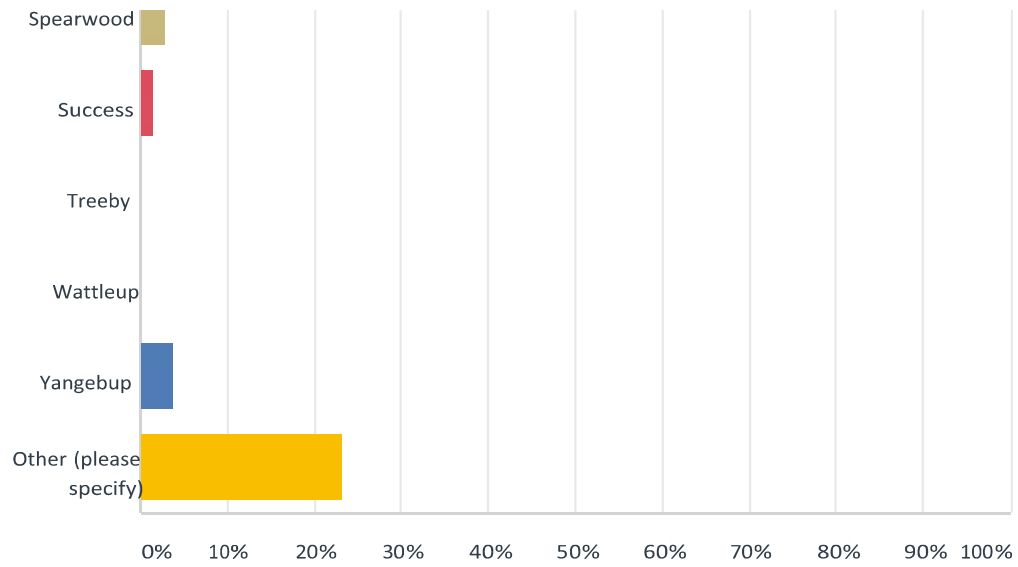
Appendix 4: Community Online Survey Raw Data

The following pages include the Community Online Survey Results.

Q1 Please select the suburb you reside in. Note, if you are located within the City of Cockburn, please select your suburb from the list. If not, please name your suburb.

Answered: 133 Skipped: 1





ANSWER CHOICES	RESPONSES
Atwell	0.75% 1
Aubin Grove	0.00% 0
Banjup	0.00% 0
Beeliar	0.75% 1
Bibra Lake	13.53% 18
Cockburn Central	0.00% 0
Coogee	0.00% 0
Coolbellup	22.56% 30
Hamilton Hill	13.53% 18
Hammond Park	0.00% 0
Henderson	0.00% 0
Jandakot	0.00% 0
Leeming	1.50% 2
Munster	0.00% 0
North Coogee	0.00% 0
North Lake	13.53% 18
South Lake	2.26% 3
Spearwood	3.01% 4
Success	1.50% 2
Treeby	0.00% 0
Wattleup	0.00% 0
Yangebup	3.76% 5

Other (please specify)

23.31%

31

TOTAL

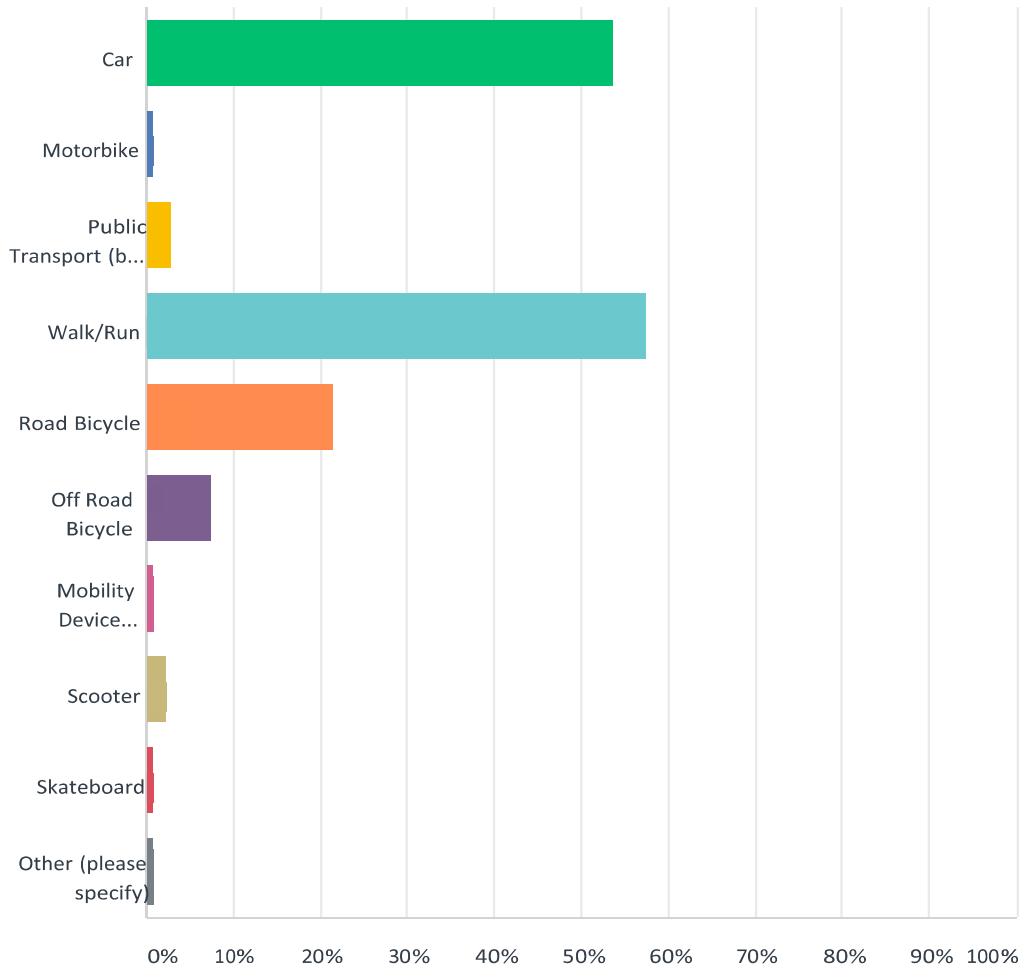
133

#	OTHER (PLEASE SPECIFY)	DATE
1	Cuballing	4/19/2021 8:04 PM
2	kardinya	4/18/2021 6:39 PM
3	Kardinya	4/17/2021 6:27 PM
4	Manning	4/17/2021 3:13 PM
5	Canning Vale	4/17/2021 9:55 AM
6	Kardinya	4/16/2021 10:49 PM
7	Piara Waters	4/16/2021 10:03 PM
8	Queens Park	4/12/2021 9:00 AM
9	Willagee	4/11/2021 5:09 PM
10	Kardinya	4/10/2021 8:53 AM
11	hilton	4/9/2021 9:53 PM
12	Menora	4/9/2021 11:52 AM
13	Casuarina	4/8/2021 11:21 PM
14	Padbury	4/8/2021 11:06 PM
15	east fremantle	4/8/2021 9:31 PM
16	South Fremantle	4/8/2021 11:18 AM
17	Palmyra	4/8/2021 11:06 AM
18	Palmyra	4/8/2021 9:24 AM
19	Mandurah	4/8/2021 6:00 AM
20	south fremantle	4/7/2021 8:50 PM
21	DARLING DOWNS	4/7/2021 8:00 PM
22	Parkwood	4/7/2021 5:16 PM
23	East Perth	4/7/2021 4:02 PM
24	Kardinya	4/7/2021 3:54 PM
25	Hillarys	4/7/2021 3:45 PM

26	Murdoch	4/7/2021 3:38 PM
27	Cooloongup	4/7/2021 3:31 PM
28	Greenwood	4/7/2021 3:25 PM
29	Mt Lasley	4/7/2021 3:19 PM
30	Murdoch	4/7/2021 3:16 PM
31	Waikiki	4/7/2021 12:57 PM

Q2 From your home residence, what mode of transport would you most commonly use to reach the RR8 Corridor? (Please tick all that apply)

Answered: 134 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	53.73%	72
Motorbike	0.75%	1

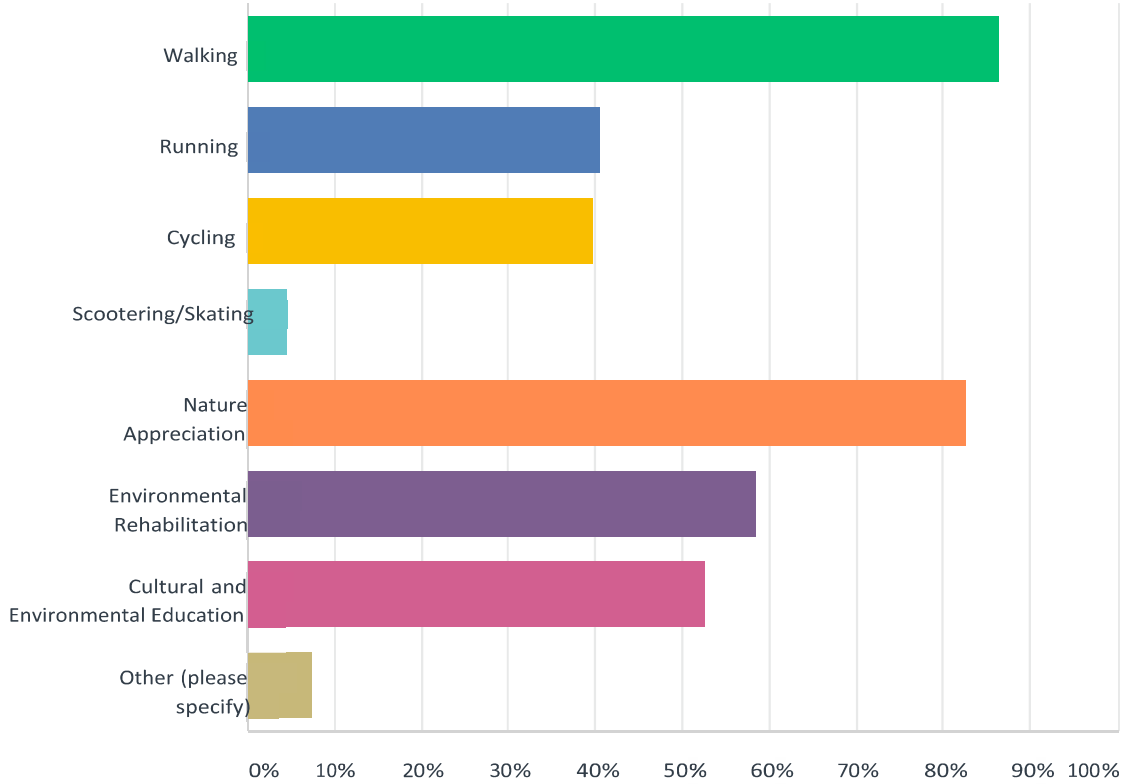
Public Transport (bus, train, taxi etc.)	2.99%	4
Walk/Run	57.46%	77
Road Bicycle	21.64%	29
Off Road Bicycle	7.46%	10
Mobility Device (wheelchair, mobility scooter etc.)	0.75%	1
Scooter	2.24%	3
Skateboard	0.75%	1
Other (please specify)	0.75%	1

Total Respondents: 134

#	OTHER (PLEASE SPECIFY)	DATE
1	Truck	4/19/2021 8:04 PM

Q3 Which activities would you like to use the RR8 Corridor for? (Please tick all that apply)

Answered: 133 Skipped: 1

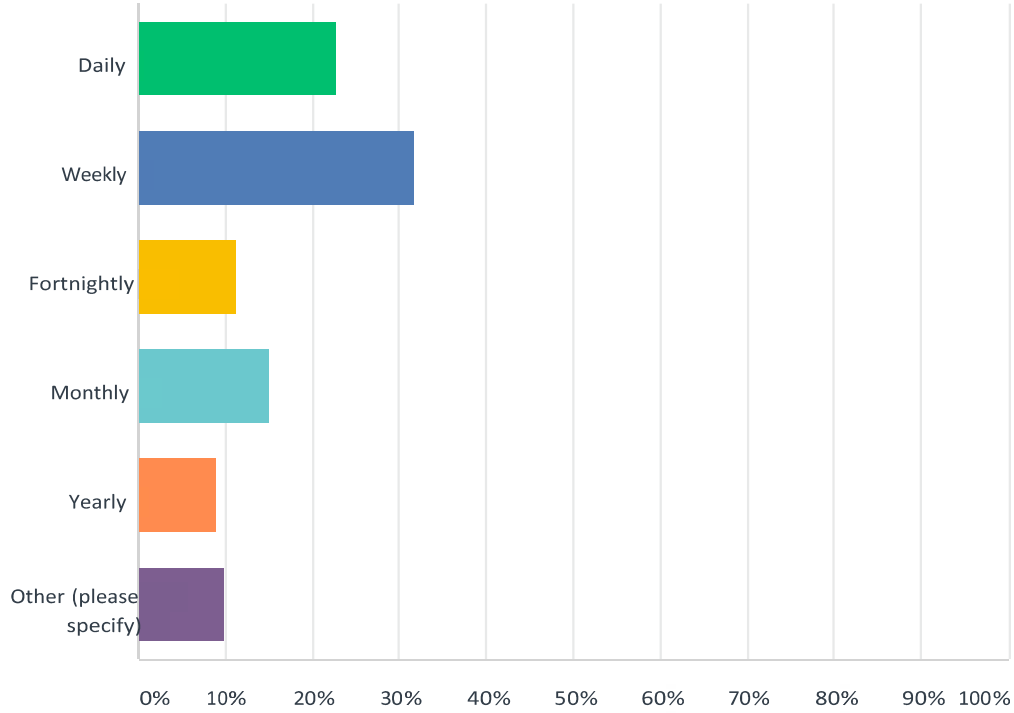


ANSWER CHOICES		RESPONSES	
Walking		86.47%	115
Running		40.60%	54
Cycling		39.85%	53
Scootering/Skating		4.51%	6
Nature Appreciation		82.71%	110
Environmental Rehabilitation		58.65%	78
Cultural and Environmental Education		52.63%	70
Other (please specify)		7.52%	10
Total Respondents: 133			
#	OTHER (PLEASE SPECIFY)		DATE

1	Dog friendly off lead walks	4/21/2021 8:23 PM
2	Fenced dog activity area near the power lines that run along the corridor please	4/21/2021 8:20 PM
3	Driving on.	4/19/2021 8:04 PM
4	Should build the highway and stop messing with progression	4/18/2021 6:40 AM
5	Dog walk	4/17/2021 1:03 PM
6	on-leash dog walking	4/12/2021 2:14 PM
7	Dog walking	4/9/2021 11:23 AM
8	Dog friendly walks	4/7/2021 7:29 PM
9	Unpaved paths only	4/7/2021 6:27 PM
10	community connection	4/7/2021 3:19 PM

Q4 How frequently do you currently utilise the RR8 Corridor?

Answered: 132 Skipped: 2



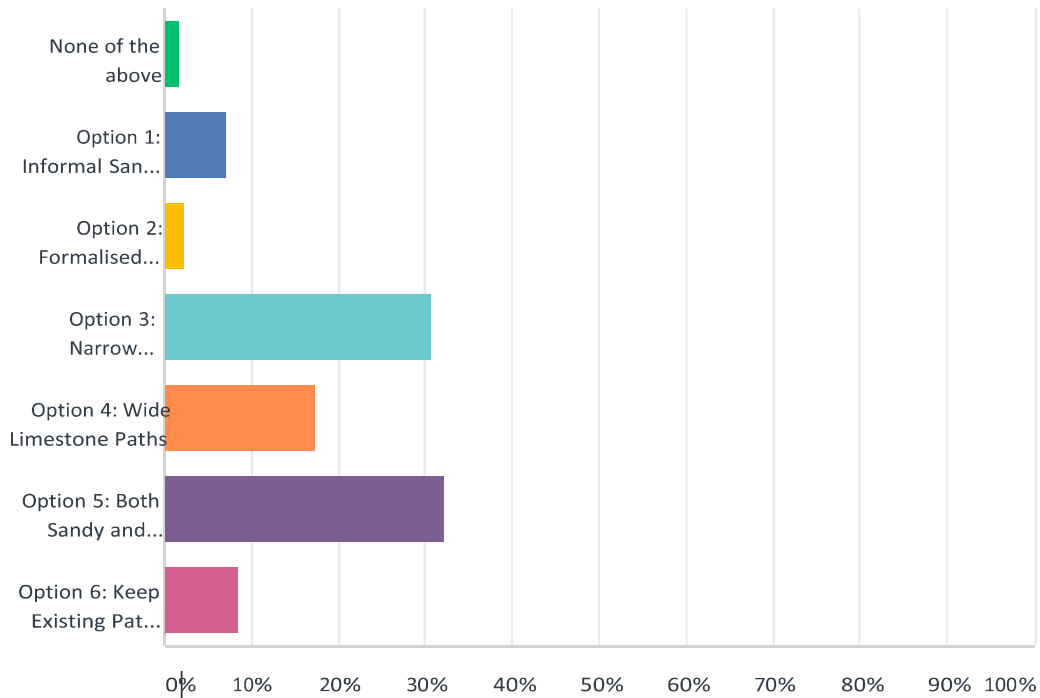
ANSWER CHOICES	RESPONSES	
Daily	22.73%	30
Weekly	31.82%	42
Fortnightly	11.36%	15
Monthly	15.15%	20
Yearly	9.09%	12
Other (please specify)	9.85%	13
TOTAL		132

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm away for work at the moment but weekly when I'm home	4/19/2021 6:04 PM
2	Once in 3 months	4/18/2021 6:40 AM
3	Not often lately due to the bulldozing	4/17/2021 6:56 AM

4	sporadically throughout the year	4/12/2021 2:14 PM
5	Sporadically depending on the weather and free time	4/11/2021 5:09 PM
6	not at all	4/9/2021 9:53 PM
7	Weekly during May-October (cooler months)	4/9/2021 11:23 AM
8	Not at all	4/8/2021 9:24 AM
9	Do not use at the moment	4/7/2021 7:51 PM
10	Winter walking mainly	4/7/2021 7:29 PM
11	Not enough!	4/7/2021 7:17 PM
12	Occasionally	4/7/2021 5:03 PM
13	dependent on when I am able to visit	4/7/2021 3:19 PM

Q5 The RR8 Corridor currently consists of a network of informal sandy unsealed trails, modified paths & limestone firebreaks. Options for the primary paths within the corridor are listed below. Please select the path surface/type you consider most suitable for the primary paths within the corridor. These options are further described below the images.

Answered: 127 Skipped: 7



ANSWER CHOICES	RESPONSES
None of the above	1.57% 2
Option 1: Informal Sandy Paths	7.09% 9
Option 2: Formalised Sandy Paths	2.36% 3
Option 3: Narrow Limestone Paths	30.71% 39
Option 4: Wide Limestone Paths	17.32% 22
Option 5: Both Sandy and Limestone	32.28% 41
Option 6: Keep Existing Path Types	8.66% 11
TOTAL	127

Q6 Comment (optional)

Answered: 29 Skipped: 105

#	RESPONSES	DATE
1	Minimal damage to the bush but surfaces and clearance from the bush accessible enough to allow safe walking/riding etc	4/21/2021 7:27 PM
2	Narrow paths preferable to keep edge effect to a minimum. Limestone beneficial in keeping Phytophthera at bay.	4/21/2021 4:19 PM
3	Keep as natural as possible. I like the crushed limestone currently around North Lake.	4/21/2021 1:30 PM
4	Get on with the Roe 8 and 9.	4/19/2021 8:05 PM
5	Narrow paths give more land back to rehabilitation, yet i do acknowledge the increased risk of people making their own paths to suit.	4/19/2021 4:04 PM
6	Combo of narrow limestone and narrow sandy is preferable, wide enough for 2 abreast. When riding push-bikes there needs to be room enough to overtake and for people to get out of the way.	4/17/2021 8:17 PM
7	Dedicated MTB and running trails of difficulties ranging from beginner to advanced. Flat and hilly.	4/17/2021 6:29 PM
8	Narrow paths but enough width to allow two walkers side by side, with access path which are really firebreaks on perimeters with one through the center for Fire/maintenance	4/17/2021 2:44 PM
9	Would be great so people with wheelchairs have access	4/17/2021 11:47 AM
10	As they will be a rehab I'll area. Good wide functioning paths from the beginning would be best. People riding or walking in opposite directions and with prams can pass easily.	4/17/2021 8:40 AM
11	I like a mix of 1 & 4 so there is some smaller trails to run/hike and some wider for disability and pram access	4/17/2021 6:59 AM
12	Narrow limestone or dirt paths would be awesome to run on. Not sandy ones though!	4/16/2021 10:39 PM
13	Not as a competitive mountain-bike trail	4/12/2021 2:14 PM
14	At different sites, more than one option seems optimal. However, the wide limestone paths, suitable for mobility devices, which are necessary, should be limited to a specific area where least impact is envisaged due to current width already existing. Informal paths are my choice, but I would recommend paths to be kept on the perimeter mostly. Cross paths need not nearly be as wide as they currently are.	4/11/2021 5:13 PM
15	Option 1 for bushwalkers ! the bush usually forms itself. Speed bikes, and the few bad eggs that their dogs(no leashes put on) take for a walk ☹️ need to be in another path. The most important option is 4 so oldies like me can gopher it from wetlands to waves and the little ones in prams can start their lives in fresh air and nature with no dogs allowed off leash.	4/9/2021 4:21 PM

16	I have selected none of the above because they would all be appropriate in varying stages/ areas of the corridor. Here is a list of where I think each would be appropriate: Option-1 & 2: in higher conservation value areas & thicker bush where walking is intended to be the primary mode. In areas where circulating within a confined area is intended, not getting from one place to another. Option-3 & 4: Areas where mixed modes is intended, perhaps where people may like get from A to B, but appreciate nature on the way. Limestone may impact the soil quality in sensitive areas, so this would need to be considered in deciding where appropriate. A mix of path types would allow people to easily travel the length of the 'Wetlands to Waves' while enjoy it's natural beauty at given points. I think getting the mix right will be key to making it attractive to those who do not already associate with the reserve & make this project a success.	4/9/2021 3:56 PM
17	hard bitumen to suit various bike types. Bitumen similar to those surrounding Bibra Lake currently. Sandy tracks are not good during wet winter months.	4/9/2021 10:17 AM
18	The bushland in this corridor is borderline unsustainable as a healthy biodiverse ecosystem due to its very narrow width and surrounding landuses. It will require very special measures to maintain the natural values of this bushland. Paths fragment this very narrow bushland even more. Have to be very clever to allow some semblance of access to people without destroying the bush. Emphasis should be on "protect" and "learn" not "use" and "exploit". Not confident this can be achieved.	4/8/2021 11:16 PM
19	I would like to see limestone paths winding around vegetation to prevent clearing. Limestone is good for bikes/prams/walking so this is preferred over sand.	4/8/2021 10:30 AM
20	Option 1 or 3. No cars are using it so 1.5 m is wide enough	4/8/2021 9:31 AM
21	Which ever option is the most environmentally friendly/ least destructive. One that doesn't promote vandalism or people doing the wrong thing.	4/8/2021 7:30 AM
22	The main tracks need to be wide enough to act as a fire break, just in case.	4/7/2021 8:46 PM
23	Try and utilise existing paths where possible, connect paths up so that nice circular walks are possible as well as east west connection from bibra lake towards beach and back, as well as connect some to existing bike/ footpaths	4/7/2021 8:14 PM
24	As a walker with dogs and small children I would prefer walkways to not encourage cyclists. They tend to use shared pathways as a race track and decline to use a bell.	4/7/2021 7:31 PM
25	Narrow paths would be unsuitable for bicycles as they don't allow space to safely move past pedestrians.	4/7/2021 3:48 PM
26	Whatever the path, there needs to be access for those in wheelchairs	4/7/2021 3:39 PM
27	Least impact. Good signage. Rest/ education stop areas.	4/7/2021 3:33 PM
28	sand only would not encourage most users	4/7/2021 3:22 PM
29	There are some long standing existing wide crushed limestone paths (I don't mean ones bashed in by Roe 8 destruction). These should be maintained. When possible original narrow sandy paths should be retained. Limestone is not suitable for the wetlands areas due to adverse PhD effects on native vegetation. Where some kind of aggregate is needed blue metal would be better.	4/7/2021 3:22 PM

Q7 Please name the top 3 locations you would most frequently access via the RR8 Corridor (i.e., home, work, education site, recreation site etc.)

Answered: 109 Skipped: 25

ANSWER CHOICES	RESPONSES
Name of Location 1	100.00% 109
Name of Location 2	78.90% 86
Name of Location 3	62.39% 68

#	NAME OF LOCATION 1	DATE
1	Stock road	4/29/2021 9:22 PM
2	Home	4/29/2021 9:09 AM
3	Home	4/28/2021 6:11 PM
4	Recreation	4/26/2021 9:40 AM
5	Forrest Road South	4/25/2021 6:47 PM
6	North Lake rd west	4/25/2021 4:34 PM
7	School	4/25/2021 1:18 PM
8	Hope road north	4/24/2021 1:02 PM
9	Bibra Lake	4/22/2021 9:19 PM
10	North lake road west	4/21/2021 8:25 PM
11	North lake road west	4/21/2021 8:23 PM
12	Hope Road North	4/21/2021 7:28 PM
13	Hope road north	4/21/2021 7:28 PM
14	Home	4/21/2021 6:54 PM
15	Hope Rd North	4/21/2021 4:20 PM
16	Home	4/21/2021 1:41 PM
17	Recreation	4/21/2021 1:31 PM
18	Recreation	4/21/2021 1:19 PM
19	Home	4/21/2021 12:27 PM

20	Home	4/21/2021 12:18 PM
21	Home	4/21/2021 11:48 AM
22	Recreation	4/21/2021 11:29 AM
23	Hope Rd north	4/20/2021 9:10 AM
24	coolbellup av	4/19/2021 8:17 PM
25	Welshpool	4/19/2021 8:06 PM
26	Bibra lake park	4/19/2021 6:07 PM
27	North Lake Road West	4/19/2021 4:05 PM
28	recreation	4/18/2021 6:42 PM
29	Forrest road south	4/18/2021 8:37 AM
30	Turtle corner	4/18/2021 8:17 AM
31	Fremantle	4/18/2021 5:59 AM
32	Stock road west	4/17/2021 10:28 PM
33	Education site	4/17/2021 9:13 PM
34	Home	4/17/2021 8:21 PM
35	Sport and recreation	4/17/2021 6:30 PM
36	Home	4/17/2021 3:38 PM
37	Hope road north, recreation	4/17/2021 3:16 PM
38	Stock Road North	4/17/2021 2:48 PM
39	North lake Road west	4/17/2021 2:03 PM
40	Forest rd	4/17/2021 11:49 AM
41	Home	4/17/2021 10:53 AM
42	Bibra drive	4/17/2021 9:56 AM
43	Home	4/17/2021 8:41 AM
44	Nature sites - Hope Road North	4/17/2021 8:40 AM
45	Hope road	4/17/2021 8:20 AM
46	North Lake Road West	4/17/2021 8:10 AM
47	Home	4/17/2021 6:59 AM
48	North Lake Road West	4/17/2021 6:59 AM

49	Manning Park	4/16/2021 10:40 PM
50	Turtle Corner	4/16/2021 10:04 PM
51	Hope road north	4/16/2021 9:03 PM
52	Forrest road north	4/16/2021 8:37 PM
53	Home	4/16/2021 8:11 PM
54	north lake road west	4/16/2021 11:58 AM
55	Near Sebastian cres, Coolbellup	4/16/2021 7:16 AM
56	Home	4/12/2021 4:02 PM
57	Bibra Lake pathways	4/12/2021 2:15 PM
58	education site	4/12/2021 9:02 AM
59	Malvolio street	4/11/2021 5:15 PM
60	Work in Bull Creek	4/10/2021 4:50 PM
61	kids school	4/10/2021 12:20 PM
62	recreation site	4/9/2021 9:55 PM
63	bibra lake	4/9/2021 6:29 PM
64	Recreation	4/9/2021 5:00 PM
65	Home Mid Malvolio	4/9/2021 4:24 PM
66	recreation	4/9/2021 3:56 PM
67	Bibra Lake	4/9/2021 11:54 AM
68	Home	4/9/2021 11:24 AM
69	recreation	4/9/2021 10:17 AM
70	Manning Ridge	4/8/2021 11:17 PM
71	Home	4/8/2021 3:28 PM
72	Home	4/8/2021 12:26 PM
73	Bibra Lake	4/8/2021 10:40 AM
74	Coolbellup Ave going east	4/8/2021 9:56 AM
75	Bibra lake	4/8/2021 9:32 AM
76	recreation/exercise	4/8/2021 9:03 AM
77	Shopping	4/8/2021 8:36 AM
78	Bushland	4/8/2021 7:31 AM

79	Bush area	4/8/2021 7:07 AM
80	recreation / nature/ cultural activiites at bibra lakes	4/8/2021 6:02 AM
81	Bibra dr to hope rd/progress dr	4/7/2021 10:15 PM
82	Bibra Lake	4/7/2021 9:09 PM
83	recreation	4/7/2021 8:53 PM
84	Bibra lake areas	4/7/2021 8:47 PM
85	Waldorf steiner school	4/7/2021 8:14 PM
86	Recreation	4/7/2021 8:03 PM
87	recreation site	4/7/2021 8:01 PM
88	Recreation	4/7/2021 7:50 PM
89	Work	4/7/2021 7:49 PM
90	Recreation site	4/7/2021 7:21 PM
91	Home	4/7/2021 7:08 PM
92	Home	4/7/2021 6:29 PM
93	North Lake Road West	4/7/2021 5:34 PM
94	Home	4/7/2021 5:17 PM
95	friend's home	4/7/2021 4:06 PM
96	Hope Rd North	4/7/2021 3:57 PM
97	Home	4/7/2021 3:50 PM
98	recreation	4/7/2021 3:40 PM
99	Bush. Hope Rd entry. Bush Forrest Rd entry. Stock Rd entry.	4/7/2021 3:35 PM
100	recreation	4/7/2021 3:29 PM
101	home	4/7/2021 3:29 PM
102	recreation site	4/7/2021 3:26 PM
103	n/a	4/7/2021 3:24 PM
104	don't understand the question	4/7/2021 3:22 PM
105	Home	4/7/2021 3:21 PM
106	North Lake	4/7/2021 3:18 PM
107	Home	4/7/2021 3:14 PM
108	Recreation	4/7/2021 3:11 PM

109	Progress dr	4/7/2021 1:00 PM
#	NAME OF LOCATION 2	DATE
1	Forrest road	4/29/2021 9:22 PM
2	Recreation	4/29/2021 9:09 AM
3	Home	4/26/2021 9:40 AM
4	North Lake Road East	4/25/2021 6:47 PM
5	Coolbellup shops	4/25/2021 1:18 PM
6	Bibra drive	4/24/2021 1:02 PM
7	Home	4/22/2021 9:19 PM
8	Hope road north	4/21/2021 8:25 PM
9	Turtle corner	4/21/2021 8:23 PM
10	North Lake Road East	4/21/2021 7:28 PM
11	North lake road east	4/21/2021 7:28 PM
12	Work	4/21/2021 6:54 PM
13	North Lake Rd East	4/21/2021 4:20 PM
14	Recreation site	4/21/2021 1:41 PM
15	Recreation	4/21/2021 1:31 PM
16	Swimming classes in industry area	4/21/2021 1:19 PM
17	Bibra lake	4/21/2021 12:27 PM
18	Work	4/21/2021 12:18 PM
19	Recreation	4/21/2021 11:48 AM
20	Recreation	4/21/2021 11:29 AM
21	Fremantle	4/19/2021 8:06 PM
22	Goodlife gym	4/19/2021 6:07 PM
23	North Lake Road East	4/19/2021 4:05 PM
24	Forrest road north	4/18/2021 8:37 AM
25	Coolbellup areas	4/18/2021 8:17 AM
26	Bibralake	4/18/2021 5:59 AM
27	Forrest road north	4/17/2021 10:28 PM
28	Bibra lake	4/17/2021 8:21 PM
29	Home	4/17/2021 6:30 PM

30	Recreational running	4/17/2021 3:38 PM
31	Stock road West	4/17/2021 2:48 PM
32	North lake road east	4/17/2021 2:03 PM
33	Northlake rd west	4/17/2021 11:49 AM
34	School	4/17/2021 10:53 AM
35	Recreation	4/17/2021 8:41 AM
36	Nature sites - Forrest Road North	4/17/2021 8:40 AM
37	Forrest road	4/17/2021 8:20 AM
38	North Lake Road East	4/17/2021 8:10 AM
39	Work	4/17/2021 6:59 AM
40	Forrest Road North	4/17/2021 6:59 AM
41	Bibra Lake	4/16/2021 10:40 PM
42	Stock Road West	4/16/2021 10:04 PM
43	North lake road east	4/16/2021 9:03 PM
44	North lake road west	4/16/2021 8:37 PM
45	Playground	4/16/2021 8:11 PM
46	Between stock Rd and cordelia avenue	4/16/2021 7:16 AM
47	Bibra Lake loop walk	4/12/2021 4:02 PM
48	future Aboriginal Cultural and Visitors Centre	4/12/2021 2:15 PM
49	recreation site	4/12/2021 9:02 AM
50	Hope street	4/11/2021 5:15 PM
51	Study at Murdoch	4/10/2021 4:50 PM
52	adventure playground	4/10/2021 12:20 PM
53	education site	4/9/2021 9:55 PM
54	Shopping	4/9/2021 5:00 PM
55	Wetlands Hope Progress drive need a bridge to gopher across NL rd 🏠	4/9/2021 4:24 PM
56	Murdoch Uni	4/9/2021 11:54 AM
57	Clontarf Hill	4/8/2021 11:17 PM
58	Recreation	4/8/2021 3:28 PM
59	Recreation	4/8/2021 12:26 PM

60	Friends house	4/8/2021 10:40 AM
61	Hope Rd going east	4/8/2021 9:56 AM
62	Dining out	4/8/2021 8:36 AM
63	Education site	4/8/2021 7:31 AM
64	Hides	4/8/2021 7:07 AM
65	bushwalking	4/8/2021 6:02 AM
66	Coolbellup where protest happened	4/7/2021 10:15 PM
67	Education	4/7/2021 8:53 PM
68	Bibra lake	4/7/2021 8:14 PM
69	Work	4/7/2021 8:03 PM
70	Home	4/7/2021 7:49 PM
71	Planting site	4/7/2021 7:21 PM
72	Recreation	4/7/2021 7:08 PM
73	Recreation	4/7/2021 6:29 PM
74	Hope Road North	4/7/2021 5:34 PM
75	recreation site	4/7/2021 4:06 PM
76	North Lake Rd West	4/7/2021 3:57 PM
77	Recreation areas	4/7/2021 3:50 PM
78	education	4/7/2021 3:40 PM
79	home	4/7/2021 3:29 PM
80	work	4/7/2021 3:29 PM
81	n/a	4/7/2021 3:24 PM
82	Work	4/7/2021 3:21 PM
83	BIBRA lake	4/7/2021 3:18 PM
84	North Lake / Bibra Lake recreation sites	4/7/2021 3:14 PM
85	Recreation	4/7/2021 3:11 PM
86	Malvolio rd	4/7/2021 1:00 PM
#	NAME OF LOCATION 3	DATE
1	North lake road	4/29/2021 9:22 PM
2	Education (children school nearby)	4/29/2021 9:09 AM

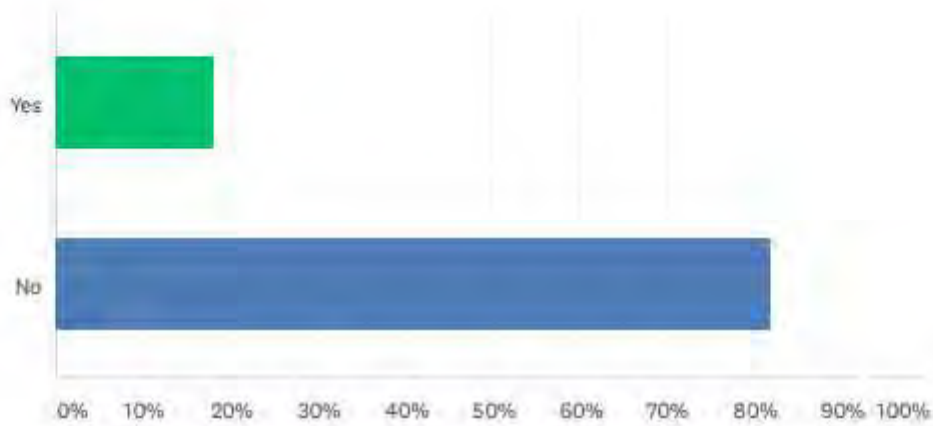
3	Education site	4/26/2021 9:40 AM
4	Stock Road West	4/25/2021 6:47 PM
5	Bibra lake	4/25/2021 1:18 PM
6	North lake road east	4/24/2021 1:02 PM
7	Beach	4/22/2021 9:19 PM
8	Bibra drive	4/21/2021 8:25 PM
9	Hope road north	4/21/2021 8:23 PM
10	North lake road west	4/21/2021 7:28 PM
11	Recreation	4/21/2021 6:54 PM
12	Stock Rd West	4/21/2021 4:20 PM
13	Recreation	4/21/2021 1:31 PM
14	North lake	4/21/2021 12:27 PM
15	Shops	4/21/2021 12:18 PM
16	Work	4/21/2021 11:48 AM
17	Recreation	4/21/2021 11:29 AM
18	Canning vale	4/19/2021 8:06 PM
19	Work	4/19/2021 6:07 PM
20	Forrest Road South	4/19/2021 4:05 PM
21	Murdoch areas	4/18/2021 8:17 AM
22	Shops in Hamilton hill	4/18/2021 5:59 AM
23	North Lake road west	4/17/2021 10:28 PM
24	Bushlands	4/17/2021 8:21 PM
25	None other too hard	4/17/2021 2:48 PM
26	Turtle corner	4/17/2021 2:03 PM
27	Hope rd east	4/17/2021 11:49 AM
28	Work	4/17/2021 10:53 AM
29	Nature sites - Stock Road West	4/17/2021 8:40 AM
30	Stock road	4/17/2021 8:20 AM
31	Hope Road	4/17/2021 8:10 AM
32	Bibra Lake	4/17/2021 6:59 AM

33	North Lake Road East	4/17/2021 6:59 AM
34	Coogee Beach	4/16/2021 10:40 PM
35	North Lake Road East	4/16/2021 10:04 PM
36	North lake road west	4/16/2021 9:03 PM
37	Bike path	4/16/2021 8:11 PM
38	n/a	4/11/2021 5:15 PM
39	Recreation around the lakes	4/10/2021 4:50 PM
40	bushwalking	4/10/2021 12:20 PM
41	same	4/9/2021 9:55 PM
42	Dog park	4/9/2021 5:00 PM
43	Cockburn beach .. Fremantle.. Gopher it kid...	4/9/2021 4:24 PM
44	South Fremantle	4/8/2021 11:17 PM
45	Recreation	4/8/2021 3:28 PM
46	Work	4/8/2021 12:26 PM
47	Home	4/8/2021 10:40 AM
48	Home	4/8/2021 8:36 AM
49	Recreation site	4/8/2021 7:31 AM
50	Lake	4/8/2021 7:07 AM
51	birdwatching/orchids	4/8/2021 6:02 AM
52	Cnr stock rd and forrest rd	4/7/2021 10:15 PM
53	Exercise	4/7/2021 8:53 PM
54	Wetland center	4/7/2021 8:14 PM
55	Study	4/7/2021 8:03 PM
56	Recreation	4/7/2021 7:49 PM
57	Weeding site	4/7/2021 7:21 PM
58	Education	4/7/2021 7:08 PM
59	Turtle Corner	4/7/2021 5:34 PM
60	revegetation area	4/7/2021 4:06 PM
61	Turtle Corner	4/7/2021 3:57 PM
62	Rehabilitation area	4/7/2021 3:50 PM

63	work	4/7/2021 3:29 PM
64	n/a	4/7/2021 3:24 PM
65	Recreation	4/7/2021 3:21 PM
66	Frog swamp	4/7/2021 3:18 PM
67	Recreation	4/7/2021 3:11 PM
68	North lake reserve	4/7/2021 1:00 PM

Q8 Do you know of any future or existing discrete sections of trail within the RR8 Corridor which have the potential to create a trail loop?

Answered: 117 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	17.95%	21
No	82.05%	96
Total Respondents: 117		

Q9 If yes, please list the exact location/s of these sections below.

Answered: 21 Skipped: 113

ANSWER CHOICES	RESPONSES
Location 1	100.00% 21
Location 2	61.90% 13
Location 3	52.38% 11
Location 4	23.81% 5
Location 5	14.29% 3

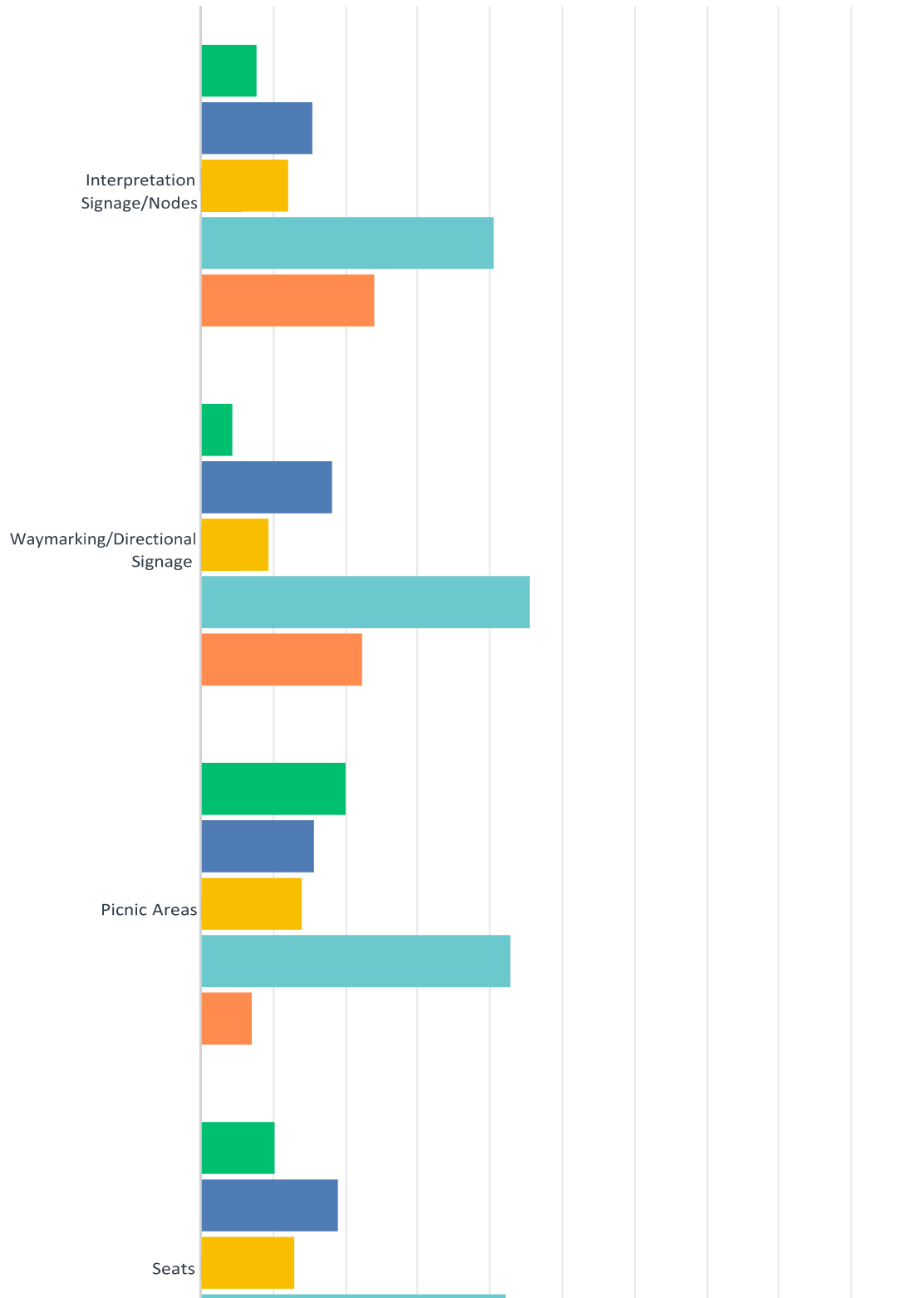
#	LOCATION 1	DATE
1	Northlake road west	4/29/2021 9:10 AM
2	North lake rd west section	4/25/2021 4:35 PM
3	Down the middle of North lake Rd West is nice	4/25/2021 1:18 PM
4	Hope road north	4/24/2021 1:02 PM
5	North lake road west	4/21/2021 8:26 PM
6	Many within hope rd north	4/21/2021 7:30 PM
7	Sandy trails along Hope Rd North & Bibra Dr sections	4/21/2021 4:24 PM
8	Progress drive	4/21/2021 12:28 PM
9	Numerous paths in the hope Rd north section	4/20/2021 9:10 AM
10	Beeliar Regional Park, North Lake	4/17/2021 3:44 PM
11	Forrest Road North	4/17/2021 2:57 PM
12	North west road west	4/17/2021 2:04 PM
13	Fire brake from Cordelia Ave that goes up Sebastian Cres and up close to Forrest Rd then back down following a small section of the old fire break then down across the existing foot path and continue up to the water towers	4/16/2021 7:20 AM
14	DONT SEE ANY EXPLANATION INFORMING WHAT A TRAIL LOOP IS	4/9/2021 4:35 PM
15	Stock Rd West area	4/9/2021 3:58 PM
16	Hope Road North	4/7/2021 5:35 PM

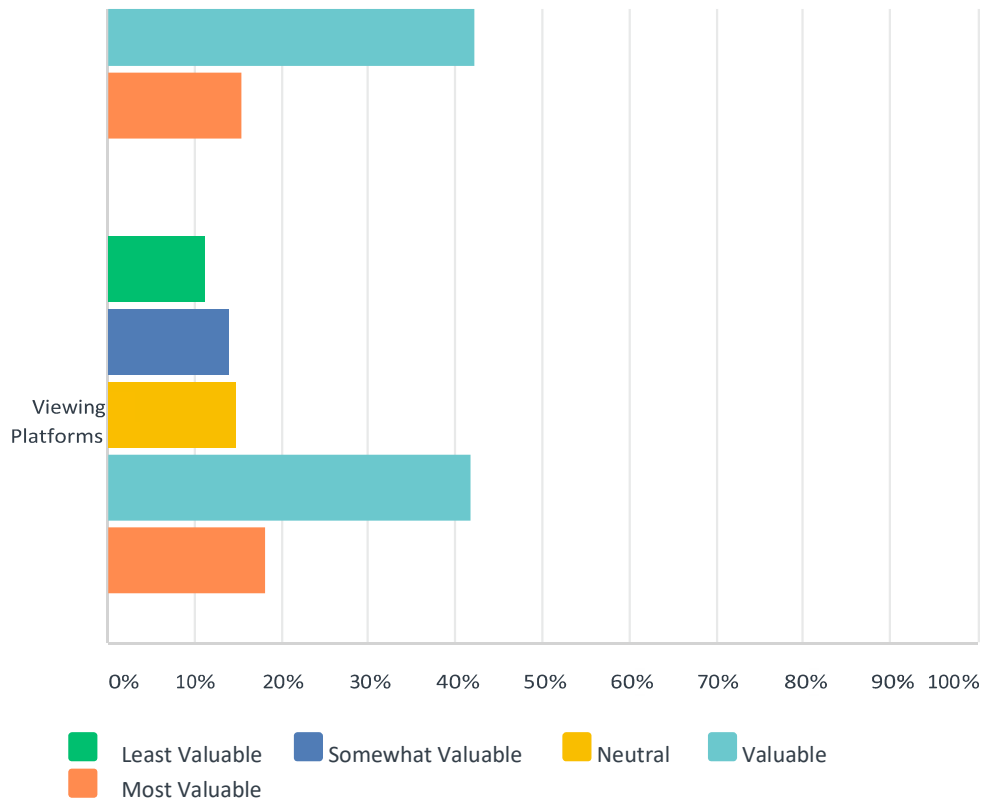
17	North Lake Rd West	4/7/2021 3:58 PM
18	Water area 3/400m E Ne. Of edu centre hope rd	4/7/2021 3:38 PM
19	Around Frog Swamp in North Lake Reserve	4/7/2021 3:24 PM
20	North lake circuit trail	4/7/2021 3:20 PM
21	Malvolio rd	4/7/2021 1:02 PM
#	LOCATION 2	DATE
1	North lake road west	4/21/2021 8:26 PM
2	Loop from north lake rd east into adjacent beeline regional park	4/21/2021 7:30 PM
3	Trails used for rehab in North Lake Rd East section	4/21/2021 4:24 PM
4	Walking track around north lake	4/21/2021 12:28 PM
5	Between Progress Drive and North Lake Rd, Bibra Lake	4/17/2021 3:44 PM
6	Stock Road West	4/17/2021 2:57 PM
7	if the words are self explanatory. Perhaps to a lovely sustainable fund raising coffee shop at wetlands/WA WILDLIFE then back again. Need that bridge over Northlake rd tho for old and children	4/9/2021 4:35 PM
8	Forrest Rd North area	4/9/2021 3:58 PM
9	Turtle Corner	4/7/2021 5:35 PM
10	Hop-e Rd North	4/7/2021 3:58 PM
11	Banksia woodland.	4/7/2021 3:38 PM
12	BIBRA lake circuit trail	4/7/2021 3:20 PM
13	Progress dr	4/7/2021 1:02 PM
#	LOCATION 3	DATE
1	North lake road west	4/21/2021 8:26 PM
2	Trails used for rehab in Stock Rd West section	4/21/2021 4:24 PM
3	Walking track around bibra lake	4/21/2021 12:28 PM
4	Extend trail to connect with Manning Park	4/17/2021 3:44 PM

5	North Lake Road West	4/17/2021 2:57 PM
6	Information centres of the wide ranging place protesters played in demanding democracy be heard	4/9/2021 4:35 PM
7	Hope Rd North area	4/9/2021 3:58 PM
8	North Lake Road East	4/7/2021 5:35 PM
9	Casuarina outcrops	4/7/2021 3:38 PM
10	Woodland to wetland trail	4/7/2021 3:20 PM
11	Turtle corner around bibra lake	4/7/2021 1:02 PM
#	LOCATION 4	DATE
1	North lake road west	4/21/2021 8:26 PM
2	Cant see what I have written so will leave it there	4/9/2021 4:35 PM
3	Sp. Kunzea ericafola groves	4/7/2021 3:38 PM
4	Manning lake circuit trail	4/7/2021 3:20 PM
5	Sections within north lake rd	4/7/2021 1:02 PM
#	LOCATION 5	DATE
1	Hope road north	4/21/2021 8:26 PM
2	Davilak heritage trail	4/7/2021 3:20 PM
3	Links with Cockburn reserve on progress dr.	4/7/2021 1:02 PM

Q10 Please indicate how valuable you think the following infrastructure would be to the RR8 Path Network for the corridor users/community.

Answered: 118 Skipped: 16





	LEAST VALUABLE	SOMEWHAT VALUABLE	NEUTRAL	VALUABLE	MOST VALUABLE	TOTAL	WEIGHTED AVERAGE
Interpretation Signage/Nodes	7.76% 9	15.52% 18	12.07% 14	40.52% 47	24.14% 28	116	3.58
Waymarking/Directional Signage	4.31% 5	18.10% 21	9.48% 11	45.69% 53	22.41% 26	116	3.64
Picnic Areas	20.18% 23	15.79% 18	14.04% 16	42.98% 49	7.02% 8	114	3.01
Seats	10.34% 12	18.97% 22	12.93% 15	42.24% 49	15.52% 18	116	3.34
Viewing Platforms	11.30% 13	13.91% 16	14.78% 17	41.74% 48	18.26% 21	115	3.42

#	OTHER (PLEASE SPECIFY)	DATE
1	Noongar educational signage	4/29/2021 9:11 AM
2	Off lead nature walks	4/21/2021 8:27 PM
3	Bins/bags at strategic points en route for dog poo	4/21/2021 7:34 PM
4	Bins, dog poo bags	4/21/2021 4:34 PM

5	Try not to change things	4/21/2021 1:32 PM
6	Drinking water station	4/17/2021 3:45 PM
7	Move the Bike Path to be beside, not IN, the corridor as it enables motor/quad bikes entry.	4/17/2021 3:00 PM
8	phytophera prevention for informal path walking	4/11/2021 5:19 PM
9	Aboriginal significance & nature education	4/9/2021 11:25 AM
10	Bins	4/8/2021 7:35 AM
11	Bird hides	4/8/2021 7:10 AM
12	Indigenous names/stories/history/etc.	4/7/2021 9:11 PM
13	Protected areas for animal or fauna protection	4/7/2021 8:17 PM
14	Bins for picnic rubbish and bags and bins for dog excrement	4/7/2021 7:33 PM
15	Indigenous stories of the local area.	4/7/2021 4:00 PM
16	Dieback cleaning stations	4/7/2021 3:26 PM

Q11 Please name any key locations within the RR8 Corridor where you would like to see this infrastructure installed.

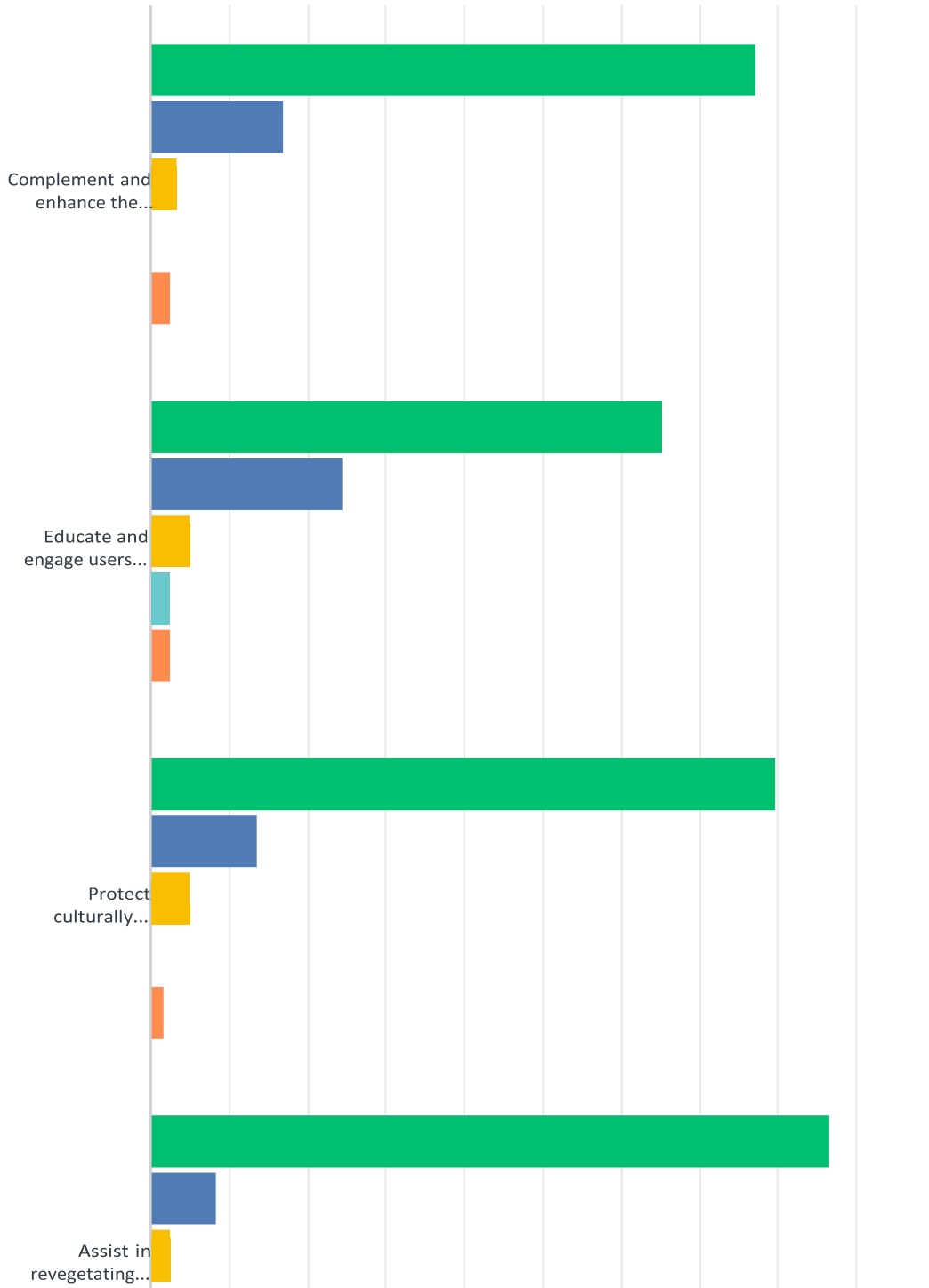
Answered: 39 Skipped: 95

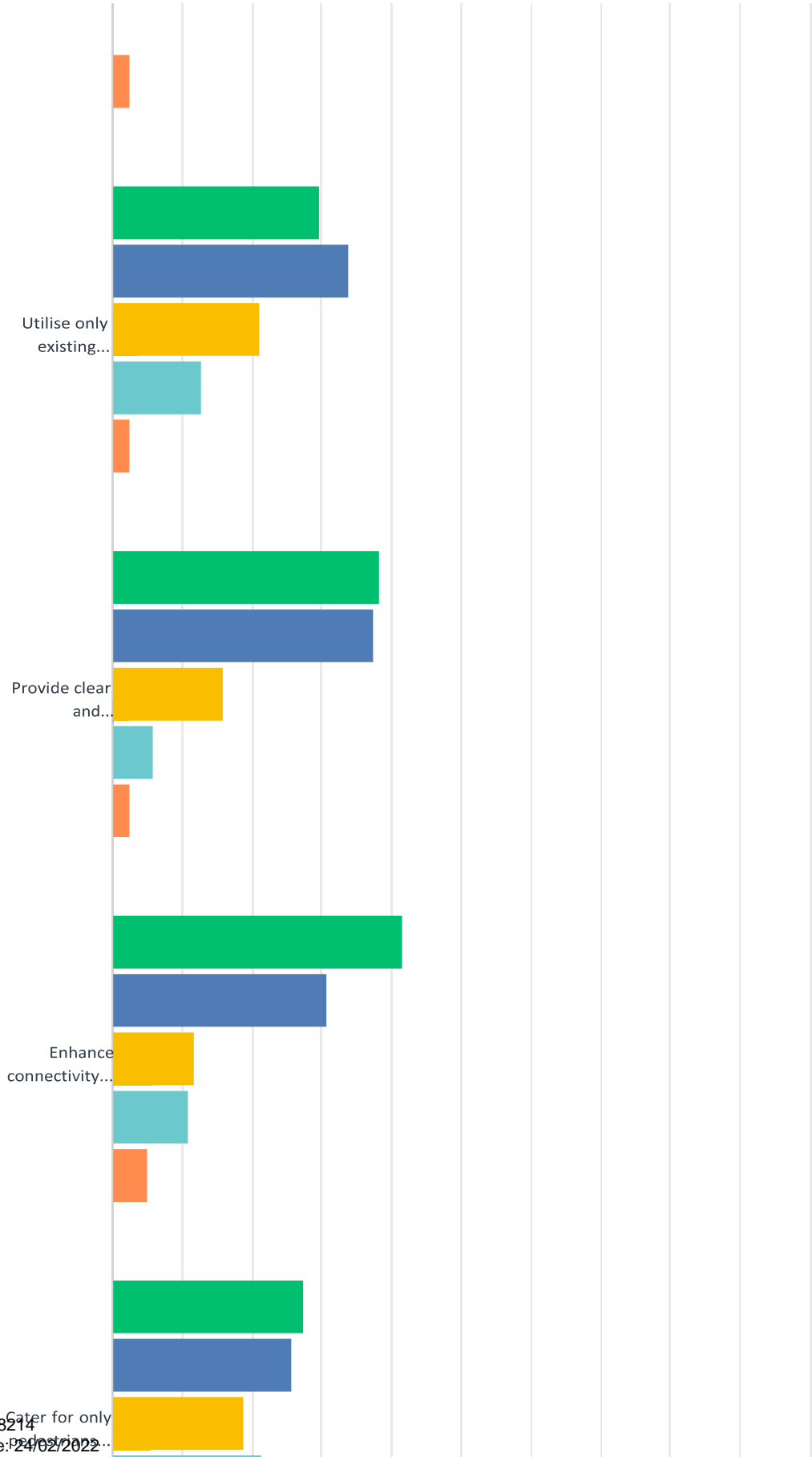
#	RESPONSES	DATE
1	All through it	4/29/2021 9:11 AM
2	North lake Road East and Turtle Corner	4/25/2021 6:48 PM
3	North lake rd east and west sections	4/25/2021 4:36 PM
4	North lake road east	4/21/2021 8:27 PM
5	Bins at entry/exit points from roads. Signage at points of interest of historical significance. Directional signage at points where a wrong turn may be taken.	4/21/2021 7:34 PM
6	I'd like to see minimal impact, i.e. the bush left to regenerate in as natural a state as possible. People need to learn to appreciate nature and take their rubbish with them. Also, I'd like access for trail bikes to be a lot more difficult. Currently they are out around the wetlands most nights after 10pm. One or two seats in each section, signage in Hope Rd/Bibra Dr sections, picnic area possibly Bibra Dr section.	4/21/2021 4:34 PM
7	I'd like to see sandy areas converted to limestone walking paths (corridor next to hope road) Theree is a section of land north of the sandy corridor that could do with tree/shrub planting	4/21/2021 12:31 PM
8	Start. Keep stuff out of the bush	4/20/2021 9:11 AM
9	This was planed years ago.. back in the 1960s I believe.	4/19/2021 8:08 PM
10	Signage assisting walkers in where and how to best cross North Lake Road would be useful.	4/19/2021 4:06 PM
11	I feel seats allow people to rest and enjoy their surroundings. Little picnic areas also allow for that rest. Both would be nice in Forrest road south	4/18/2021 8:41 AM
12	A water drink station maybe	4/18/2021 6:42 AM
13	Turtle corner and north lake road west	4/18/2021 6:00 AM
14	Stock Road West & North	4/17/2021 3:00 PM
15	Forrest rd north & south	4/17/2021 1:09 PM
16	Like every 100 metres for disabilities and quiet thoughts	4/17/2021 11:51 AM
17	Around North lake	4/17/2021 11:39 AM
18	Signage in Noongar is very important to me. Dual signs in both English and Noongar.	4/17/2021 8:42 AM
19	Hope road	4/17/2021 8:11 AM

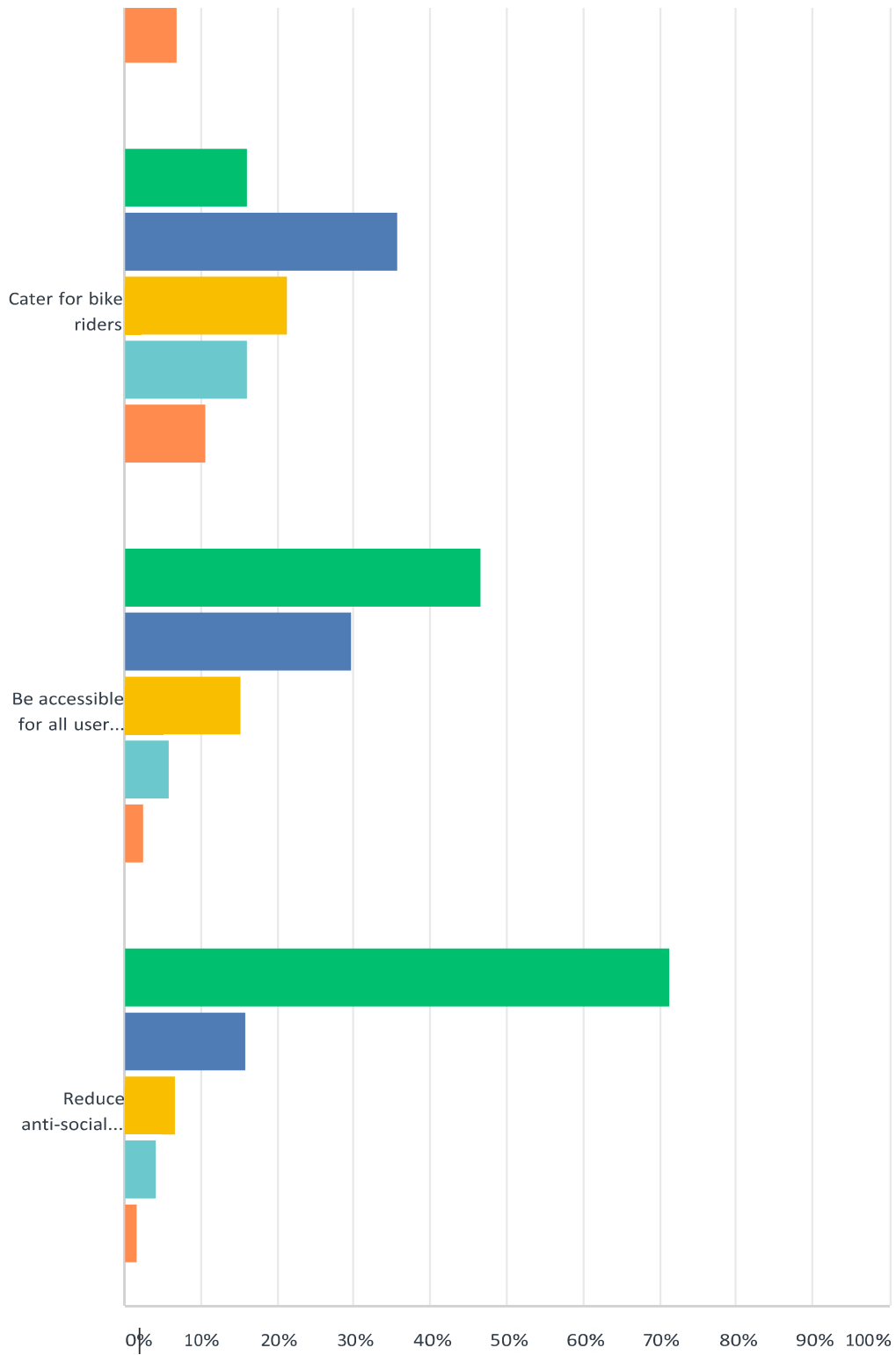
20	A seat or two somewhere along the Malvolio loop would be nice	4/17/2021 7:01 AM
21	Hope Avenue environs	4/12/2021 4:03 PM
22	I leave this to the experts	4/11/2021 5:19 PM
23	Cultural centre relocated to Fox Tree site at end of Hope Rd Roundabout not where it has been planned at old yellow tree site which is unsatisfactory due to it's lack of foresight.	4/9/2021 5:02 PM
24	On the 11th March 4 years ago the democratic process allowed victory for good caring everyday folks to halt desecration from Roe 8. Those folk who went up trees , who locked on, and who filed silently up Malvolio Rd before 6am on their way to work saying ENOUGH IS ENOUGH.Their and the story of our beautiful wildlife murdered and traumatised beyond decency must be told. This is an important part of WA democratic history.	4/9/2021 4:54 PM
25	Near Stock Road intersection on Forrest rd	4/8/2021 10:41 AM
26	I would like to see wildlife corridors/bridges for animals, that connects areas of bushland that have been seperated by roads	4/8/2021 7:35 AM
27	Around. lakes	4/8/2021 7:10 AM
28	Two pine tree stumps by Bibra lake	4/7/2021 10:17 PM
29	cultural information signage	4/7/2021 8:03 PM
30	Closer to the North Lake area	4/7/2021 7:22 PM
31	Hope Road North	4/7/2021 5:36 PM
32	Viewing platforms near Frog swamp and Row Swamp	4/7/2021 4:08 PM
33	Through out the area.	4/7/2021 4:00 PM
34	S7 corner Stock and Forest Rd	4/7/2021 3:53 PM
35	key access points they would benefit the widest range of users	4/7/2021 3:30 PM
36	I haven't used this area much but will in the future. I don't know it well.	4/7/2021 3:26 PM
37	Dieback stations on entry points to North Lake Reserve. Interpretive signage along the whole corridor, including the history of the disputed area, not just natural history.	4/7/2021 3:26 PM
38	It would be great to have information on culturally significant sites for local Indigenous people, for example around former camp sites that existed around Bibra Lake, as well as way finding signage to these places or trails.	4/7/2021 3:17 PM
39	Across from bibra lake.	4/7/2021 1:03 PM

Q12 Please indicate your level of agreement with the following statements. The Path Network should be designed to:

Answered: 120 Skipped: 14







■ 5- Strongly Agree
 ■ 4- Somewhat Agree
 ■ 3- Neutral
■ 2- Somewhat Disagree
 ■ 1- Strongly Disagree

	5- STRONGLY AGREE	4- SOMEWHAT AGREE	3- NEUTRAL	2- SOMEWHAT DISAGREE	1- STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Complement and enhance the environmental and cultural heritage values of the corridor	77.12% 91	16.95% 20	3.39% 4	0.00% 0	2.54% 3	118	4.66
Educate and engage users about the corridor's environmental and cultural heritage values	65.25% 77	24.58% 29	5.08% 6	2.54% 3	2.54% 3	118	4.47
Protect culturally sensitive sites	79.66% 94	13.56% 16	5.08% 6	0.00% 0	1.69% 2	118	4.69
Assist in revegetating degraded areas	86.55% 103	8.40% 10	2.52% 3	0.00% 0	2.52% 3	119	4.76
Utilise only existing pathways/tracks	29.66% 35	33.90% 40	21.19% 25	12.71% 15	2.54% 3	118	3.75
Provide clear and well-defined pathways (i.e., provision of signage)	38.33% 46	37.50% 45	15.83% 19	5.83% 7	2.50% 3	120	4.03
Enhance connectivity for active transport (i.e., walking/cycling) across the surrounding areas	41.67% 50	30.83% 37	11.67% 14	10.83% 13	5.00% 6	120	3.93
Cater for only pedestrians (i.e., walkers/runners)	27.35% 32	25.64% 30	18.80% 22	21.37% 25	6.84% 8	117	3.45
Cater for bike riders	16.07% 18	35.71% 40	21.43% 24	16.07% 18	10.71% 12	112	3.30
Be accessible for all users (i.e., people with a range of disabilities)	46.61% 55	29.66% 35	15.25% 18	5.93% 7	2.54% 3	118	4.12
Reduce anti-social behaviour	71.43% 85	15.97% 19	6.72% 8	4.20% 5	1.68% 2	119	4.51

Q13 What do you think should be the 3 highest priorities for the Path Network Plan?

Answered: 96 Skipped: 38

ANSWER CHOICES	RESPONSES
Priority 1	100.00% 96
Priority 2	93.75% 90
Priority 3	84.38% 81

#	PRIORITY 1	DATE
1	Lobby government to take it off Mainroads	4/29/2021 9:15 AM
2	For all to use	4/28/2021 6:19 PM
3	To protect the wildlife	4/26/2021 9:44 AM
4	Take care not to interfere with bush and its inhabitants	4/25/2021 6:50 PM
5	Get Roe 8 off the MRS	4/25/2021 4:38 PM
6	Revegetating	4/25/2021 1:23 PM
7	Low Environmental impact	4/24/2021 1:04 PM
8	Protecting and rehabilitating the wildlife and natural bushland	4/22/2021 9:24 PM
9	Fenced dog exercise area	4/21/2021 8:29 PM
10	More nature walks and loops	4/21/2021 8:28 PM
11	No mention of dog walkers they must be allowed to continue to have access	4/21/2021 7:38 PM
12	Enable access to Bibra Lake off main roads for outer suburban residents	4/21/2021 7:32 PM
13	Assist in revegetating degrading areas	4/21/2021 7:00 PM
14	Environmental considerations should come first	4/21/2021 4:39 PM
15	Safe pathways	4/21/2021 1:43 PM
16	Natural	4/21/2021 1:35 PM
17	Revegetation/shade	4/21/2021 12:33 PM
18	Less car noise and smell	4/21/2021 12:20 PM
19	Simple	4/20/2021 9:13 AM

20	plant more trees.	4/19/2021 8:22 PM
21	Road way.	4/19/2021 8:09 PM
22	Nature preservation	4/19/2021 6:10 PM
23	Biodiversity restoration/rehabilitation	4/19/2021 4:07 PM
24	protect environment	4/18/2021 6:46 PM
25	Rehabilitation	4/18/2021 8:43 AM
26	Protecting Culturally sensitive areas	4/18/2021 8:22 AM
27	Environmental restoration and conservation	4/18/2021 6:02 AM
28	to provide an iconic trail network from fremantle to bibra lake	4/17/2021 8:35 PM
29	Off road and tarmac cycling	4/17/2021 6:33 PM
30	Enhance connectivity for active transport	4/17/2021 3:49 PM
31	Access	4/17/2021 3:19 PM
32	Keep out all cycles & vehicles except on firebreak/maintenance center & perimeter	4/17/2021 3:07 PM
33	Being able to access the area with a Pram - currently impossible with those access points	4/17/2021 2:07 PM
34	Dog friendly	4/17/2021 1:11 PM
35	Making safe and easy access possible solar lighting	4/17/2021 11:57 AM
36	Accessibility	4/17/2021 11:41 AM
37	Protect the land	4/17/2021 9:58 AM
38	Lighting for safety	4/17/2021 8:44 AM
39	Conservation	4/17/2021 8:44 AM
40	Signage	4/17/2021 8:24 AM
41	Environment	4/17/2021 8:13 AM
42	Accessibility for all ages/abilities	4/17/2021 7:06 AM
43	Protection of environmental and cultural areas	4/17/2021 7:03 AM
44	Getting people active	4/16/2021 10:43 PM
45	Encourage outdoor activities and reduced motorised transport	4/16/2021 9:06 PM
46	Get locals walking the tracks regularly	4/16/2021 8:39 PM
47	Create a wetlands to waves path	4/16/2021 8:15 PM
48	Regrowth of bushland	4/16/2021 7:23 AM

49	Walking and running pursuits	4/12/2021 4:06 PM
50	complement and enhance the environmental and cultural heritage values of the corridor	4/12/2021 2:17 PM
51	educate about environmental values	4/12/2021 9:05 AM
52	Enjoyment by the community	4/11/2021 5:21 PM
53	Help people experience, learn about, and appreciate nature	4/10/2021 4:55 PM
54	protect culturally and environmentally sensitive areas	4/9/2021 9:59 PM
55	preserving the land	4/9/2021 6:31 PM
56	Keeping the paths as natural as possible	4/9/2021 5:03 PM
57	Rehabilitation and conservation	4/9/2021 11:56 AM
58	Protect significant heritage sites	4/9/2021 11:26 AM
59	reduce the completion time to 5 years or less	4/9/2021 10:21 AM
60	Conservation	4/8/2021 11:20 PM
61	bush enjoyment	4/8/2021 9:34 PM
62	Preservation of natural environment	4/8/2021 3:31 PM
63	Protect and enhance the environment	4/8/2021 10:43 AM
64	1.5m paths	4/8/2021 9:38 AM
65	Accessible without causing people to degrade revegetation areas	4/8/2021 9:05 AM
66	Accessible paths	4/8/2021 7:38 AM
67	Bushland protection	4/8/2021 7:20 AM
68	Minimise impacts on nature and cultural values	4/8/2021 6:06 AM
69	Preserve environment	4/7/2021 10:21 PM
70	Minimal impact on the current environment	4/7/2021 9:16 PM
71	Education of the importance of the area and its protection	4/7/2021 8:56 PM
72	Environmental	4/7/2021 8:54 PM
73	Beautiful and interesting paths that show the beauty of the bush	4/7/2021 8:21 PM
74	Protect culturally sensitive areas	4/7/2021 8:06 PM
75	Safety	4/7/2021 8:05 PM
76	Cycle connections	4/7/2021 7:53 PM
77	Encourage use of the network	4/7/2021 7:35 PM
78	Education about the environment and culture	4/7/2021 7:25 PM

79	Educate and engage users.	4/7/2021 7:13 PM
80	Rehabilitation	4/7/2021 5:38 PM
81	Complement & enhance natural values	4/7/2021 4:29 PM
82	decide on route	4/7/2021 4:10 PM
83	Suitable paths for road cyclists	4/7/2021 4:07 PM
84	Protect culturally sensitive sites	4/7/2021 4:03 PM
85	Preserve environmental integrity	4/7/2021 3:59 PM
86	Provide access for everyone	4/7/2021 3:45 PM
87	Experience pristine environments	4/7/2021 3:42 PM
88	be accessible for all users	4/7/2021 3:32 PM
89	education about environment and heritage	4/7/2021 3:31 PM
90	Enjoyment of nature	4/7/2021 3:29 PM
91	attractiveness	4/7/2021 3:28 PM
92	Don't do any more damage	4/7/2021 3:28 PM
93	Develop a trail network plan	4/7/2021 3:24 PM
94	Environmental protection and rehabilitation	4/7/2021 3:21 PM
95	Keep it natural (Close to nature)	4/7/2021 3:15 PM
96	Improve access for passive recreation	4/7/2021 1:05 PM
#	PRIORITY 2	DATE
1	Establish cultural heritage relevance and education	4/29/2021 9:15 AM
2	Clear unblocked paths tracks	4/28/2021 6:19 PM
3	Leave the land as un-touched as possible	4/26/2021 9:44 AM
4	Using pathways that exist and maintaining bush surroundings	4/25/2021 6:50 PM
5	Protecting native fauna	4/25/2021 1:23 PM
6	Providing linking pathways to cover the whole area	4/22/2021 9:24 PM
7	Off lead nature walks with dog	4/21/2021 8:29 PM
8	Dog friendly	4/21/2021 8:28 PM
9	Minimal damage to existing bush	4/21/2021 7:38 PM
10	Protect culturally sensitive sites	4/21/2021 7:00 PM
11	Working with indigenous elders to protect sensitive sites	4/21/2021 4:39 PM

12	Protection of existing flora and fauna	4/21/2021 1:35 PM
13	Upgrading walking paths	4/21/2021 12:33 PM
14	Avoid roads	4/21/2021 12:20 PM
15	Natural	4/20/2021 9:13 AM
16	pathways	4/19/2021 8:22 PM
17	Road way	4/19/2021 8:09 PM
18	Walk/run	4/19/2021 6:10 PM
19	Building ecological resilience	4/19/2021 4:07 PM
20	A space the larger community can engage with	4/18/2021 8:43 AM
21	Protecting existing wildlife from impacts of development	4/18/2021 8:22 AM
22	Education (biodiversity and cultural)	4/18/2021 6:02 AM
23	Ensure there is ample room for large families and groups to walk slow, as well as providing smaller tracks for runners and off road cyclists	4/17/2021 8:35 PM
24	Trail running paths	4/17/2021 6:33 PM
25	Revegetate degraded areas	4/17/2021 3:49 PM
26	Safety- to use path without fear of getting mugged	4/17/2021 3:19 PM
27	Keep & widen dual pedestrian/cycle paths at Bibra Lake but not elsewhere.	4/17/2021 3:07 PM
28	Push a Pram around- also very tough on the limestone	4/17/2021 2:07 PM
29	Maintain rustic feel	4/17/2021 1:11 PM
30	Recognise local cultural history	4/17/2021 11:57 AM
31	Education	4/17/2021 11:41 AM
32	Running loops	4/17/2021 9:58 AM
33	Accessibility for all (Disabilities)	4/17/2021 8:44 AM
34	Education	4/17/2021 8:44 AM
35	Seating	4/17/2021 8:24 AM
36	Information	4/17/2021 8:13 AM
37	Protection of culturally sensitive sites	4/17/2021 7:06 AM
38	Education and access to all ability (wheel chair and other access	4/17/2021 7:03 AM
39	Making a long path network	4/16/2021 10:43 PM
40	Allow access for walking and running in a natural environment	4/16/2021 9:06 PM
41	Get kids on their bikes - have areas they can play	4/16/2021 8:39 PM

42	Allow for bikes and walkers	4/16/2021 8:15 PM
43	Regrowth of large trees and animal habitat	4/16/2021 7:23 AM
44	Environmental and cultural protection	4/12/2021 4:06 PM
45	Assist in revegetating degraded areas	4/12/2021 2:17 PM
46	utilise only existing pathways	4/12/2021 9:05 AM
47	Protection and enhancement of the flora and fauna	4/11/2021 5:21 PM
48	Help people understand and appreciate Aboriginal cultural knowledge and practices	4/10/2021 4:55 PM
49	provide access and education to public	4/9/2021 9:59 PM
50	inclusive access	4/9/2021 6:31 PM
51	No bicycles they do not mix with pedestrians	4/9/2021 5:03 PM
52	Community engagement and education	4/9/2021 11:56 AM
53	Protect nature	4/9/2021 11:26 AM
54	provide bitumen surfaces	4/9/2021 10:21 AM
55	Education	4/8/2021 11:20 PM
56	peace	4/8/2021 9:34 PM
57	Preservation of native fauna	4/8/2021 3:31 PM
58	Enhance connectivity for active transport	4/8/2021 10:43 AM
59	Retain original vegetation	4/8/2021 9:38 AM
60	Bins	4/8/2021 7:38 AM
61	Revegetation	4/8/2021 7:20 AM
62	Educate kids about nature and culture	4/8/2021 6:06 AM
63	Tell story of Roe8 protest in 2016/7	4/7/2021 10:21 PM
64	Just for individuals/small groups to appreciate the natural environment I.e not a Kings Park set up	4/7/2021 9:16 PM
65	Building community appreciation of the area	4/7/2021 8:56 PM
66	Signage to educate people on care for the area while still using it for recreational usage	4/7/2021 8:54 PM
67	Good cultural and historical sensitive signs	4/7/2021 8:21 PM
68	Assist in revegetating degraded areas	4/7/2021 8:06 PM
69	Environmental	4/7/2021 8:05 PM
70	Connection to existing residential area	4/7/2021 7:53 PM
71	Think about the needs of all users	4/7/2021 7:35 PM

72	Revegetation	4/7/2021 7:25 PM
73	Complement and enhance the environmental and cultural heritage values of the corridor.	4/7/2021 7:13 PM
74	Pedestrian Trails	4/7/2021 5:38 PM
75	Assist in revegetating degraded areas	4/7/2021 4:29 PM
76	revegetate degraded areas	4/7/2021 4:10 PM
77	Appropriate signage	4/7/2021 4:07 PM
78	Educate and engage users about the corridor's environmental and cultural heritage values	4/7/2021 4:03 PM
79	Revegetation	4/7/2021 3:59 PM
80	ability for people to engage with the natural environment	4/7/2021 3:45 PM
81	Learn environmental terms and issues	4/7/2021 3:42 PM
82	enhance connectivity	4/7/2021 3:32 PM
83	aid conservation	4/7/2021 3:31 PM
84	Environmental education	4/7/2021 3:29 PM
85	functionality	4/7/2021 3:28 PM
86	Connect to existing reserves	4/7/2021 3:28 PM
87	Consult the public	4/7/2021 3:24 PM
88	Education/awareness of the unique environment and culture of the areas	4/7/2021 3:21 PM
89	Appreicate the nature	4/7/2021 3:15 PM
90	Better connect sections	4/7/2021 1:05 PM
#	PRIORITY 3	DATE
1	Conserve and rehabilitate existing natural environment	4/29/2021 9:15 AM
2	Kept as natural as possible	4/28/2021 6:19 PM
3	Educate	4/26/2021 9:44 AM
4	Educational aspect to be emphasized	4/25/2021 6:50 PM
5	Education	4/25/2021 1:23 PM
6	Making clear paths but in keeping with the natural environment	4/22/2021 9:24 PM

7	Paths	4/21/2021 8:29 PM
8	Rejuvenate current vegetation	4/21/2021 8:28 PM
9	Assist with revegetation to degraded areas	4/21/2021 7:38 PM
10	Reduce anti social behaviour	4/21/2021 7:00 PM
11	Educating people to respect and care for the environment with clear signage	4/21/2021 4:39 PM
12	Educational	4/21/2021 1:35 PM
13	Improved accessibility	4/21/2021 12:33 PM
14	Increase trails	4/21/2021 12:20 PM
15	Keep vehicles out	4/20/2021 9:13 AM
16	seating area	4/19/2021 8:22 PM
17	Road way	4/19/2021 8:09 PM
18	Education	4/19/2021 6:10 PM
19	Permitting local residents safe access to nice bush	4/19/2021 4:07 PM
20	Investing the larger community in the space	4/18/2021 8:43 AM
21	Increase educational awareness of habitat and ecosystem	4/18/2021 8:22 AM
22	Keeping it clean, bins and regular rubbish clean ups, and education	4/17/2021 8:35 PM
23	Reduce antisocial behaviour	4/17/2021 3:49 PM
24	Put bike/disabled path outside North & West Stock Rd corridor & cycle path along Stock & Forrest Roads	4/17/2021 3:07 PM
25	Make it safe for humans and wildlife	4/17/2021 11:57 AM
26	Protection	4/17/2021 11:41 AM
27	Wide paths for safety and keeping people out of the bush	4/17/2021 8:44 AM
28	Recreation	4/17/2021 8:44 AM
29	Toilet	4/17/2021 8:24 AM
30	Recreation	4/17/2021 8:13 AM
31	Revegetation	4/17/2021 7:06 AM

32	Bringing people to the area	4/16/2021 10:43 PM
33	Protect the environment	4/16/2021 9:06 PM
34	Learn about the local plant varieties	4/16/2021 8:39 PM
35	Cultural education along the way	4/16/2021 8:15 PM
36	Bush conservation	4/16/2021 7:23 AM
37	Rehabilitation	4/12/2021 4:06 PM
38	Provide clear and well-defined pathways (i.e., provision of signage)	4/12/2021 2:17 PM
39	be accessible for all users	4/12/2021 9:05 AM
40	Minimisation of potential damage	4/11/2021 5:21 PM
41	Create a success story; a place where healing and rebirth is happening.	4/10/2021 4:55 PM
42	educate about environmental and cultural significance	4/9/2021 9:59 PM
43	encouraging appropriate use by people who wouldnt normally access the area, and educate/help people value it.	4/9/2021 6:31 PM
44	Planting more trees	4/9/2021 5:03 PM
45	Bushwalking	4/9/2021 11:56 AM
46	Responsible dog walking	4/9/2021 11:26 AM
47	Passive recreation	4/8/2021 11:20 PM
48	bird wqatching	4/8/2021 9:34 PM
49	Preservation of native flora	4/8/2021 3:31 PM
50	Cater for all users	4/8/2021 10:43 AM
51	Replanting of trees in barnetts scar	4/8/2021 9:38 AM
52	Wildlife corridors/bridges	4/8/2021 7:38 AM
53	A class reserve status.	4/8/2021 7:20 AM
54	provide walking tracks for exercise plus some areas for disabled folk	4/8/2021 6:06 AM
55	Signage of environmental and cultural significance	4/7/2021 10:21 PM
56	Indigenous culture/names indicated	4/7/2021 9:16 PM
57	Protecting habitat	4/7/2021 8:56 PM
58	Access for people on foot and bikes only	4/7/2021 8:54 PM
59	Connection east west with wildlife and corridor towatds beach	4/7/2021 8:21 PM
60	Complement and enhance the environmental and cultural heritage values of the corridor	4/7/2021 8:06 PM
61	Sacred sites	4/7/2021 8:05 PM

62	Environmental protection	4/7/2021 7:53 PM
63	Keep environmentally friendly	4/7/2021 7:35 PM
64	Enhance the cultural and heritage value	4/7/2021 7:25 PM
65	Be accessible for people with disabilities.	4/7/2021 7:13 PM
66	Signage	4/7/2021 5:38 PM
67	Protect culturally sensitive sites	4/7/2021 4:29 PM
68	formalise route	4/7/2021 4:10 PM
69	Separate paths for pedestrians	4/7/2021 4:07 PM
70	Complement and enhance the environmental and cultural heritage values of the corridor	4/7/2021 4:03 PM
71	Encourage community engagement with the corridor	4/7/2021 3:59 PM
72	provide education/information about culturally significant and natural sites	4/7/2021 3:45 PM
73	Conserve, conserve appreciate 😊	4/7/2021 3:42 PM
74	provide clear well defined pathways	4/7/2021 3:32 PM
75	aid in getting to destinations	4/7/2021 3:31 PM
76	community engagement - education programs?	4/7/2021 3:28 PM
77	Prioritise walkers	4/7/2021 3:28 PM
78	Complete the revegetation	4/7/2021 3:24 PM
79	Equal access for all users, including safety	4/7/2021 3:21 PM
80	Enable appreciation of nature	4/7/2021 3:15 PM
81	Prevent damage to revegetation	4/7/2021 1:05 PM

Q14 Please leave any further comments you would like to make regarding the Path Network Plan.

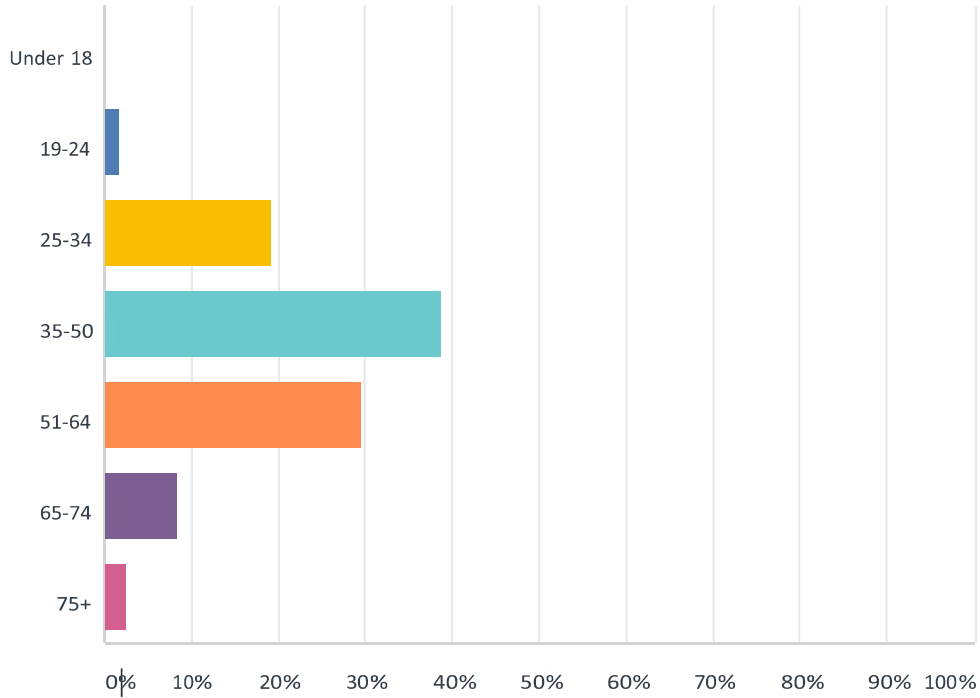
Answered: 32 Skipped: 102

#	RESPONSES	DATE
1	There's a Coolbellup resident (Colin) who blocks the tracks with logs and branches, he doesn't want the bushland used by anybody.	4/28/2021 6:23 PM
2	I absolutely love this section of Perth. The land here is incredibly sacred and beautiful. It needs to be protected, and yes -available for all people to wander and explore, but at the same time it needs to be left as in-touched as possible. We need to care for this land and the animals that live here	4/26/2021 9:46 AM
3	Would love to see an art sculpture walk similar to the one in Northcliffe	4/25/2021 1:25 PM
4	I very much appreciate the efforts made so far in rehabilitating the area as I live very close and am a regular user. I have seen many native orchids in the bushland and it would be great to see it rehabilitated and improved further.	4/22/2021 9:26 PM
5	Could we please have somewhere to exercise dogs off lead, either fenced or not or both. But so forward thinking to have exercise area for dogs nearer to residents	4/21/2021 8:31 PM
6	Would love to see some dog friendly areas off lead and or fenced	4/21/2021 8:29 PM
7	Needs to remain dog friendly and allow for ongoing maintenance	4/21/2021 12:34 PM
8	It is my perspective that most people do not use the paths to get to a destination and that they are utilised for enjoyment of a rare bush land environment which is harder to access similar in metropolitan Perth	4/21/2021 11:33 AM
9	Get on with the Roe 8 and 9	4/19/2021 8:11 PM
10	Thankyou for your considerate planning	4/18/2021 8:24 AM
11	Needed: Tree species signage - large typical examples Off-road Link to further paths to Fremantle or east to the university	4/18/2021 6:03 AM
12	I was really sad to see the destruction of plantation prior to the election where we were able to stop the Roe8 extension. I would love to see the space revegetated and become a space for people to enjoy nature through physical activities.	4/17/2021 3:52 PM
13	Bike path, seperate to walkers	4/17/2021 3:19 PM
14	Paths and access should be through Stiles not kissing-gates as the latter allow Motorbike into RR8Corridor - NB Stock Road North corridor	4/17/2021 3:09 PM
15	Blend the pathway with the cultural centre that maybe built	4/17/2021 11:59 AM
16	It would be great to cater for the whole community but there is hardly any areas that allow you to be within nature without lots of infrastructure	4/16/2021 9:07 PM

17	It's exciting to know that the value the community is placing on this site is being recognised in a real way, enabling the appreciation of it to be enhanced for the future.	4/11/2021 5:23 PM
18	It would be great if there was a footbridge over stock and northlake roads, which would make the area accessible for us without having to get into a car.	4/10/2021 12:23 PM
19	Keep as natural as possible to attract native birds, reptiles and marsupials back into the area	4/9/2021 5:04 PM
20	Well done guys, you're doing an amazing job!!	4/9/2021 4:03 PM
21	well done thanks for instigating this project	4/8/2021 9:35 PM
22	It would be great to see a natural corridor that extends from Bibra Lake to the beach, so to enhance the natural area and also enable a transport link through nature.	4/8/2021 10:44 AM
23	I have had difficulties pushing someone's wheelchair in the crushed limestone	4/8/2021 7:39 AM
24	Get funding and call out for volunteers regularly	4/7/2021 10:22 PM
25	thanks for doing such a great job behind the scenes!	4/7/2021 8:57 PM
26	The needs of native animals along the Network & biodiversity values more broadly also need to be high on the priority list	4/7/2021 4:30 PM
27	Would be great to have the network link up all the way to Fremantle through the Wetlands to Waves trail.	4/7/2021 4:04 PM
28	I like the idea of connectivity for both bicycle riders and pedestrians, but am a bit concerned about the sharing of paths and the disruption to wildlife if there are large numbers of people moving about.	4/7/2021 4:04 PM
29	Conserve, educate, goodluck	4/7/2021 3:44 PM
30	Can we please stop calling this area Roe 8.	4/7/2021 3:29 PM
31	It seems this only applies to the Roe 8 corridor. It would be a mistake not to integrate planning with improvements to North Lake Reserve - the jewel in the corridor. It has long been neglected and improved pathways and dieback control are so needed.	4/7/2021 3:29 PM
32	No mountain bike trails, bike riders scare the wildlife and the pedestrians. Let them use the existing cycle ways.	4/7/2021 3:26 PM

Q15 Please indicate your age group.

Answered: 119 Skipped: 15



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
19-24	1.68%	2
25-34	19.33%	23
35-50	38.66%	46
51-64	29.41%	35
65-74	8.40%	10
75+	2.52%	3
TOTAL		119

Tredwell Management Services

TREDWELL

T: (08) 82346387

E: admin@tredwell.com.au

W: www.tredwell.com.au