

Current KI Council Community Trails

American River Progress Association notes on some of council's trails 9th April 2021

The discussions regarding the Sculpture trail and the need for a risk assessment at the last council meeting turned this association's thoughts to the unfinished and un-resourced trails we already have. We believe this summary is needed as the arguments and lobbying for the trail dollar continues. This is not complete - perhaps it should be, but does council want to know what resources would be needed to maintain existing trails without pursuing significantly more risk and outgo.

10 years ago council was granted \$2m/year to assist with our roads. It could be argued that was to allow council the financial freedom to address other assets such as trails. There are costs established that indicate if our trails were basically resourced for O&M annually it would be in the order of \$500k. Currently, very basic care of trails is effected by the local progress associations but they get very poor support from council to do this. I do not mean this cynically but probably council's best option to keep trails and manage costs is to downgrade the trail classification to a lesser grade trail.

Included is a key reference <http://www.southaustraliantrails.com/wp-content/uploads/2017/03/Trail-Design-Guidelines.pdf> which should certainly be of interest for a risk assessment and lessons learnt review, the main intent in prepping this summary was to search for similar leases and standards (trails) council has adopted after last month's debate raised the issue of why only review the Sculpture Trail Lease. We believe the nature of that lease is unique being the only "agency" managed council trail, but the question why not review all trails for risk issues seems valid. It is drawing a long bow to want all types of council leases assessed for risk because most are irrelevant to public trail issues

These guidelines appear to extensively cover what council's trails' management is failing to address particularly with respect to P & D, O & M, Life Cycle Costs. Indications are today that contrary to the advice we paid a lot for years ago "Never apply for grants that are not already on your high priority list" we spend much of our time applying for grants we cannot afford and fail to effect any Life Cycle Costings before proceeding.

It appears council places a priority to apply for trail grants rather than to plan them and their ongoing costs. L.C.C. details must be fully understood and budgeted for before agreeing construction.

The above guide makes reference to common Australian Wide Trail Classifications which should be prominently displayed at all trail heads. In my "trail walk" I noticed none.

Trail Classification

Public land management agencies across Australia including DEWNR have adopted the *Australian Walking Track Grading System*.

GRADE 1 is suitable for the disabled with assistance

GRADE 2 is suitable for families with young children

GRADE 3 is recommended for people with some bushwalking experience

GRADE 4 is recommended for experienced bushwalkers, and

GRADE 5 is recommended for very experienced bushwalkers

Typically best practice Urban Grade 1 trails are sealed and 3000 wide, used extensively by bike commuters, whereas Grade 5 through natural bush are most likely unformed and may have a very limited number of makers such as the Heysen Trail.

Should there be a risk review of all KIC trails? In our view yes, unless recently undertaken or professionally designed and obviously still complying with that design. Further there should be common marking for all KI trails.



Penneshaw Sculpture Trail (PST)

It seems the Sculpture Trail is a first for KIC. It involves land leased to the PPA specifically as/for a trail but there does not appear to have been any council approved design before proceeding. There are no other similar arrangements that KIC has so no full comparative risk to council assessment is possible.



Penneshaw Sculpture Trail (PST)

It is not clearly defined w.r.t. the lessee's responsibilities regarding Standards and Operational Risk.

As it currently stands it appears to be a Grade 3 Trail but could be modified and improved to meet the Grade 2 level it is promoted as.



Penneshaw Sculpture Trail (PST)

The PST paths vary from 600-1200. Other guideline references indicate formed trail paths should be at least 1200 wide to facilitate users passing on flat ground with additional width for safety on hilly terrain. It is unclear what the intended standard of the PST is being mostly two way traffic on crumbling limestone with loose rock edges, some unstable inclines and a noticeable number of downsloping step treads. (disturbing for traversing down)



Baudin East Trail

Single use (walking only) Grade 2 Trail. Essentially a narrow set of 900 wide steps to the eastern beach at Baudin Beach.

The timber structure has dried out far too much resulting in the need for considerable replacement. (commenced)

Steps are regulation travel and rise and function well for essentially single file access.



Baudin West Trail

Comment as for East Trail



Investigator Trail (east)

The eastern leg of this walking trail was not restored with the re-opening of the main stair structure and remains overgrown.



Investigator Trailhead (east)

Shaded parking for 10 cars
Significant historical plaque to Mathew Flinders Prospect Hill on the horizon in photo.



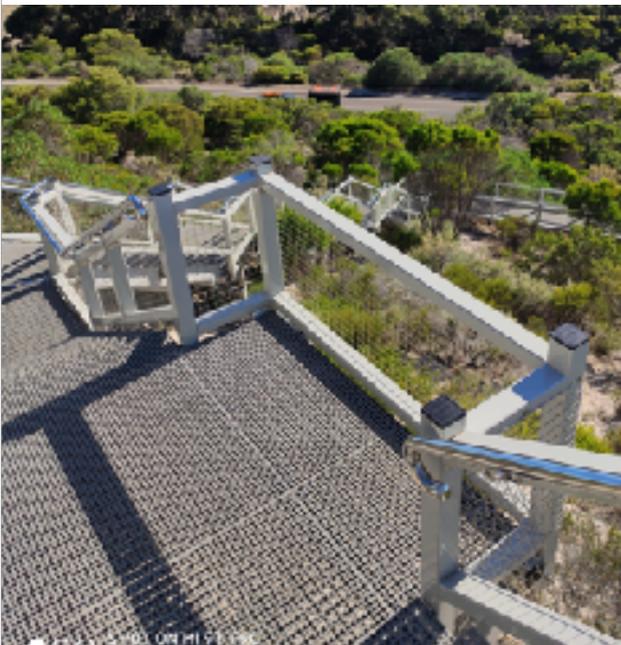
Investigator Trail continues to the base of new Prospect Hill stairs (IT)

A single use Grade 2 walking trail, a sole KIC responsibility under lease from DEW.
The stair component of this trail is of a high standard meeting the Building Code stairway standards which are not mandatory for trails. The width is 1350 between balustrades and 2000 x 2000 rest/viewing platforms.
The access trail to the stairs does not meet this same standard having a significant section of treads which slope downhill similar to the Sculpture Trail, however it is a much more comfortable 2400 wide.



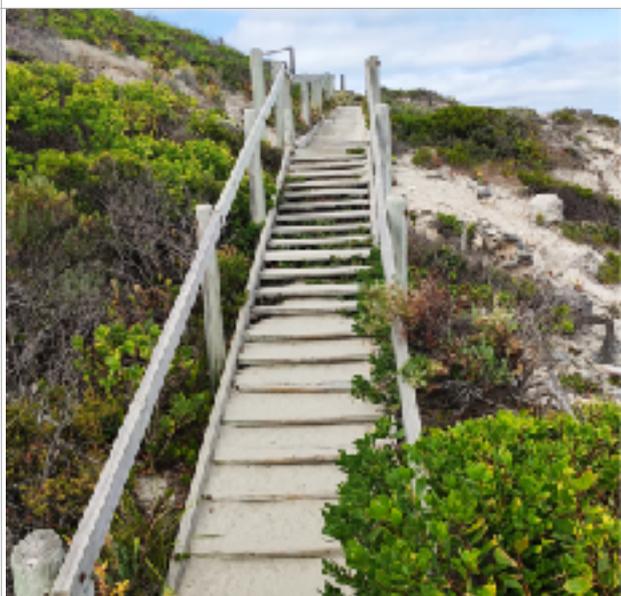
Investigator Trail continues to the base of new Prospect Hill stairs (IT)

After an effort to negotiate the unfriendly tread spacings of the first section from the Trailhead - a carpark for some 20 cars and 6 busses the trail becomes rough underfoot limestone rubble with post and rope side fences (photo) and then the main stairs (438 of them?)



Investigator Trail - Prospect Hill Stairs

from the halfway rest and viewing point.



Pennington Bay Steps (PBS)

Single use (walking) Grade 2 Trail
 A short hop from the Investigator Trail, The PBS were in much worse condition than the Investigator Trail's Prospect Hill stairway when PH closed (sept 2016). These beach access steps have however had extensive repair work effected since and are structurally sound but both the original step configuration and recent repairs have resulted in very low risers that make using them unusual and awkward, particularly with the sand cover. Several cautionary signs are needed but the existing should last a number of years; certainly long enough to effect a spade ready design and funding.



American River Independence Trail (ARIT)

Commencing directly behind the AR campground this trail heads SW to Independence Point.

A multi-user Grade 2 linear trail built circa 2010 as part of the federally funded Camping and day Visitor facilities (total \$2.6m). The additional KIC OpEx cost has been circa \$100,000pa each year (2011 and 2012) for the total \$2.6m works.



Independence Trail (ARIT) - cont

Trail is **2100 wide**, formed 200 thick road base with sturdy engineered bridges 1350 wide.

It has "bush" and "bay" trail options over its 7.2km return length.



Independence Trail (ARIT) - cont

Sweeping vistas of pelican lagoon to the south.



Independence Trail (ARIT) - cont

Vistas and tides on the Bay Loop



Independence Trail (ARIT) - cont

Western Trailhead reached



American River Foreshore Trail

2.3km linear Grade 2 walking Trail, comprised of a hotchpotch of unmade foreshore (waiting for the levee bank), narrow 900 wide footpaths along Scenic Drive, some high quality 2100 wide road base paths and quality steps to the foreshore.

Promised and contracted in 2010 as part of council's major Camping and Day Visitor upgrade (total \$2.6m), This trail to the cannery walk trailhead was never completed - the project was abandoned (insufficient funds) with promises to complete later. The "River" is now into its second decade of waiting. A narrow piece of concrete footpath has recently been promised.



American River Foreshore Trail

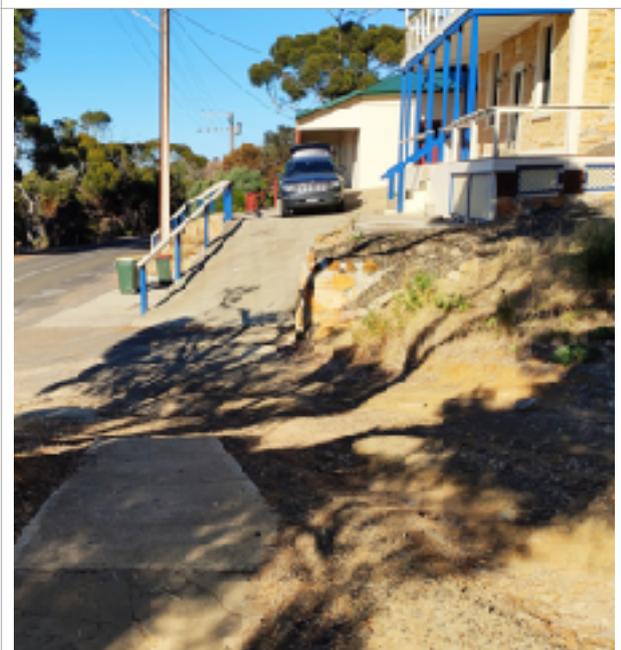
Is third on council's priority list after the Kingscote/ Brownlow Trail Completion and the proposed extensive Parndana network.

American River fell further down the priority list when the Penneshaw Sculpture Trail jumped the queue.



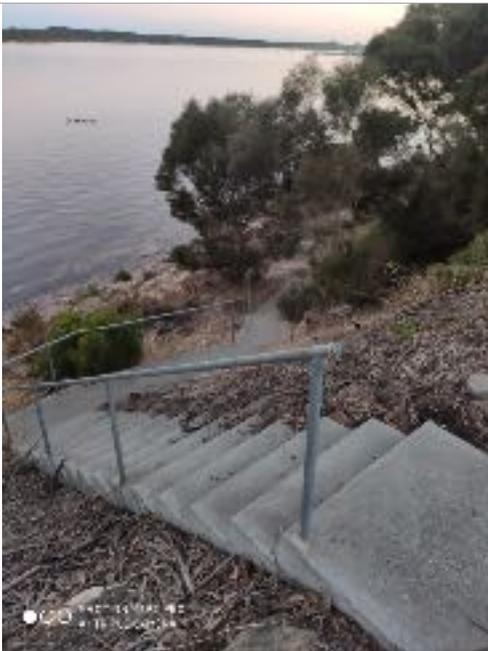
American River Foreshore Trail

A bit provided 2010



American River Foreshore Trail

Gaps and blockages to the pathway



American River Foreshore Trail

Substantial 1150 stairway to beach.
Treads and risers all current standards.



American River Foreshore Trail

The unplanned bits keep on appearing.
old 800 wide footpath melds into new modern non standard 900 wide bit.



American River Foreshore Trail

The 2400 wide trail along Scenic drive (in foreground),
and where it crosses the state road to finish at the
trail head and start the cannery walk.



Foreshore (east) and Cannery trailhead.

offroad parking for 18 cars



American River Cannery Trail (ARCT)

A single use (walking) Grade 3 loop trail commencing at the Foreshore (Wattyl Ave) trailhead and negotiating some dense bushland on the outbound to the old cannery site and then returning along the beach. 3km return



American River Cannery Trail (ARCT)

First KI town with a swinging bridge.



American River Cannery Trail (ARCT)

The beach loop exit back to the start of the trail.



Kingscote/Brownlow Trail

A multi-user (walk, bike, run) Grade 1 linear trail, 100% KIC maintenance, extensively planned and designed but not without its challenges and changes. Total route Brownlow to Flagstaff Hill 4.5km has taken resources from other planned trail projects.

The Brownlow/Kingscote section is well patronised but north coast paths seem little used.



Kingscote/Brownlow Trail

approaching Brownlow