

CITY OF PORT LINCOLN



PARNKALLA TRAIL 10 YEAR STRATEGY 2008 - 2018

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1. INTRODUCTION

As part of the development of Council's 10 year Strategic Plan 2007 – 2017 it was identified that upgrading of the Parnkalla Trail was considered an issue for consideration. Accordingly an annual allocation of \$30,000 has been made towards Capital upgrades to various sections of the Parnkalla Trail with the sections to be upgraded the subject of further review. This funding is in conjunction with an annual allocation of \$5,000 for ongoing maintenance activities on the trail.

In addition \$800 000 has been included over years 2011/2012 and 2012/2013 of the strategic plan for the construction of a 'structure' linking Tasman Terrace and Axel Stenross museum.

A consultation program was run during June 2008 to gather feed back from the public on the issues they wished to see addressed on the trail and their vision for the future of the trail.

Detailed submissions were received from;

- Peninsula Pedlars
- Kirton Progress Association
- Parnkalla Walking Trail Committee

The above submissions are included in Appendix B

A further 26 submissions were received from individuals and 23 submissions from students of the St Joseph's School. These submissions were of a general nature either supporting the upgrading and sealing or against any upgrading/sealing of the path and are best summarised as below;

Individual Submissions (26 total)

Seven (7) in support of upgrading for cyclists, four (4) in support of sealing or partial upgrades/sealing, twelve (12) in support of the trail being left as it is with minor improvements and three (3) not indicating either preference.

St Josephs School Submissions (23 total)

Nineteen (19) in support of sealing and four (4) in support of leaving the trail as is.

In addition to the above a vegetation survey was undertaken by Eyre Native Seeds on the section from Kirton Jetty to Mundy's Mooring, refer Appendix C and a review on suitability for cyclists was undertaken by Frank Siow & Associates on the section from Council's Northern Boundary to Billy Lights Point, refer Appendix D.

This strategy identifies possible works and proposed priorities to upgrade the Parnkalla Trail to a high standard walking/cycling trail taking into account the above submissions and reports.

2. **PROCESS**

To undertake the review the trail has been divided into a number of like sections with the sections selected as shown below:

- i. Council Northern Boundary (Lincoln Hwy) to Axel Stenross Museum – length 1,700m
- ii. Axel Stenross Museum to Tasman Tce/Port Lincoln Hotel – length 1,400m
- iii. Tasman Tce to Kirton Jetty – length 2,100m
- iv. Kirton Jetty to Mundys Mooring – length 2,300m
- v. Mundys Mooring to South Point Drive – length 2,700m
- vi. South Point Drive to Billy Lights Point Lookout – length 1,400m
- vii. Billy Lights Point Lookout to BHP Shipyards – Length 400m
- viii. St Andrews Drive to Grey Hound Road – 1,400m
- ix. Murrays Point to Proper Bay Road – length 2,000m
- x. Proper Bay Road to Council Boundary – length 2,400m

The review process involved;

- Review of feedback received during the consultation period,
- Assessment by Council consultant on alignment issues,
- Assessment by Eyre Native Seeds on vegetation issues,
- Comparison with Austroads guide on bicycle and pedestrian paths,
- Including suggestions from the Trails SA Guidelines for the Planning, Design, Construction and Maintenance of recreational Trails in SA., and;
- Review of known maintenance issues currently existing along the trail.

Parnkalla Walking Trail – Strategy 2008 – 2018

3. REVIEW

The following tables summarise the capital works proposed on each section of the Parnkalla Trail. The table also attempts to prioritise the works such that it meets the funding allocated over the 10 year period. An expanded description of the suggested works is provided in Part 4 “Issues and Recommendations” and a budget summary is provided in Appendix A.

SECTION 1: Northern Boundary to Axel Stenross Boat ramp.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
1.1	Seal full length – minimum width 1.2m, preferred width 2.0m. Improve sight lines and fence unprotected cliff edges.	2009 - 2011	\$45,000	Council – Walking Trail Capital.
1.2	Upgrade information bay area.	2008/2009	\$10,000	Council – Foreshore Upgrade
1.3	Provide footpath link along Kurla St from Unga St to Lincoln Highway. Provide road crossing and gap in existing guard fence to link to walking trail.	2012 - 2013	\$5,000 \$8,000	Council – Footpath program
1.4	Upgrade road access point to Oasis area by asphalt sealing of access road	2008/2009	\$10,000	Council – Walking Trail Capital.
1.5	Upgrade pedestrian exit/access to Oasis area by removing steps on southern approach and replace with a constant slope. Replace retaining walls where necessary.	2008/2009 2008/2009	\$3,000 \$5,000	Council – Walking Trail Capital. Council – Walking Trail Capital.
1.6	Provision of wheel chair access from the Axel Stenross boat ramp/museum to the existing toilet block at the Axel Stenross Museum.	2013/2014	\$20,000	Council – Walking Trail Capital.

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SECTION 2 – Axel Stenross to Tasman Terrace.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
2.1	Seal section from footbridge to start of top section, length 150m, minimum 1.2m wide.	2009/2010	\$4,500	Council – Walking Trail Capital.
2.2	Regravelling/sealing section from First Landing and toilet block to footbridge	2010/2011	\$3,000	Council – Walking Trail Capital.
2.3	Provide local widening in sections where path is less than 1.2m wide, ie 6 locations (ETSA stobie poles and large gum tree)	2011 - 2014	\$8,000 each Total \$48,000	Council – Walking Trail Capital.
2.4	Prepare concept designs for rock protection and 4m wide sealed trail on lower section from the Happy Valley Spring to Tasman Terrace viewing platform.	2009/2010	\$8,000	Council – Foreshore program
2.5	Construct lower walking section.	2011 - 2013	\$900,000	Council, Tourism SA
2.6	Provide link from Shaen Street to walking trail (through First Landing area)	2010/2011	\$5,000	Council – footpath program

SECTION 3 – Tasman Terrace to Kirton Jetty.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
3.1	Seal section around silo complex (360m) minimum 2.0m wide. Seal section adjacent storage shed to Kirton Jetty (380m) minimum 2.0m wide	2014/2015	\$10,000 \$12,000	Council – Walking Trail Capital.
3.2	Upgrade ramp over oil pipeline to 1 in 14 grade.	2008/2009	\$2,000	Council – Walking Trail Capital.
3.3	Upgrade linemarking and signage through wharf area to direct users appropriately.	2009/2010	\$3,000	Council – Walking Trail Capital.

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SECTION 4 – Kirton Jetty to Mundy's Mooring.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
4.1	Upgrade steps from Kirton Jetty Car park Provide alternative access from Kirton Jetty Carpark for wheel chairs (100m).	2009/2010 2008/2009	\$1,500 \$4,000	Council – Walking Trail Maintenance. Council – Walking Trail Capital.
4.2	Implement weed management program as per Eyre Native Seeds Management Plan. - Kirton jetty to ETSA site - ETSA site to Mundys Mooring	2008/09 2009/2010 – 2013/14	\$5,000 \$3,000/yr.	Council – Walking Trail Capital. Council – Walking Trail Capital. Possible funding through Federal Govt caring for country grants.
4.3	Seal path from Kirton Jetty through to Snapper Rock car park (1,000m), at 2.0m wide.	2014 - 2016	\$20,000	Council – Walking Trail Capital.
4.4	Construct new sealed path between Snapper Rock and the Marine Science Centre to 2.0m wide on fire track alignment, retain existing path as is.	2015/2016	\$6,000	Council – Walking Trail Capital.
4.5	Seal the path between Marine Science Centre and to within 400m of Mundy's Mooring to 2.0m wide.	2016/2017	\$16,000 \$17,000	Council – Walking Trail Capital.
4.6	Construct bypass path from 400m prior to Mundys Mooring onto Adelphi Terrace footpath and establish a formal footpath from this point to Mundy Mooring car park. Retain last 400m of existing path up to Mundy's Mooring as is.	2017/2018	\$12,000	Council – Footpath Program.

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SECTION 5 – Mundys Mooring to South Point Drive.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
5.1	Construct pram ramps in all kerbs at road crossings.	2009/2010	\$4,000	Council – Kerb Maintenance
5.2	Ensure footpath for Bridge Crescent is included on Council's footpath program.	2015/2016	\$20,000	Council – Footpath Program.
5.3	Ensure off-road shared paths are provided on main roads associated with next stage of the marina.	NA	NA	Include as part of Development.

SECTION 6 – South Point Drive to Billy Lights Point Lookout.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
6.1	Re-gravel sections to cover sand and exposed tree roots.	2009/2010	\$3,000	Council – Walking Trail Maintenance.
6.2	Provide improved access onto beach section.	2009/2010	\$2,000	Council – Walking Trail Capital.
6.3	Provide suitable linemarking and signage to direct path users through car park area to lookout.	2010/2011	\$3,000	Council – Walking Trail Capital.
6.4	Re-gravel existing path from car park to lookout and install pedestrian control fences.	2017/2018	\$6,000	Council – Walking Trail Capital.

SECTION 7 – Billy Lights Point Lookout to BHP Shipyards.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
7.1	Maintain existing path as is.	NA	NA	Council – Walking Trail Maintenance

SECTION 8 – St Andrews Drive to Grey Hound Road.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
8.1	Ensure a link is provided from St Andrews Drive to Grey Hound Road in conjunction with the future development of the Marina.	NA	NA	NA

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SECTION 9 – Murray Point to Proper Bay Road.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
9.1	Undertakes general maintenance activities to maintain a 2.0m wide gravel path.	NA	NA	Council – Walking Trail Maintenance

SECTION 10 – Proper Bay Road to Council Boundary.

ITEM	ACTION	YEAR	ESTIMATE	FUNDING
10.1	Tree Trimming adjacent Marnikol (maintenance) and sealing of road shoulder between Proper Bay road and adjacent property.	2015/2016	\$15,000	Council – Walking Trail Capital.
10.2	Upgrade drainage in lo-lying areas adjacent existing culvert outlets (4 No.).	2008/2009	\$5,000	Council – Walking Trail Capital.
10.3	Upgrade and seal the section to within 400m of the Council Boundary to 2.5m wide and sign as a shared use path.	2011 - 2013	\$50,000	Council – Walking Trail Capital.

4. ISSUES AND RECOMMENDATIONS

Section 1 (Council Boundary to Axel Stenross Museum) – Length 1,700m

Typical widths range from 1.0m up to 2.0m. Section is located in hilly terrain which is not conducive for use by bicycles. Large sections are adjacent the cliff top with a permaline post and wire fence used to protect users from the cliff edge.

Path runs past the 'Adelaide' near the access to the Axel Stenross boat ramp and then down a set of steps past the old Axel Stenross Museum and existing Council toilet block.

Issues identified along this section of path include;

Issues identified along this section of path include;

- Extensive infestation by Aleppo Pine's along majority of section between Information Bay and Axel Stenross Museum. This will be addressed this financial year through Council foreshore works program.
- Short sections of additional post and rail required to protect users from edge drop-offs.
- Scour protection required on steep downhill grades, drainage diversion options to include construction of berms to divert water or sealing. Sealing will also make grades easier to traverse. (see below)



Steep grade south of welcome sign

- Delineation of path required through the information bay car park and kerb ramps upgraded to current standards. Additional seating to be provided in car park area.



Information Bay Car Park

- Trimming of vegetation is required along section from information bay to Kurla Street to achieve 2m clearance.
- Guard fence along the Lincoln Highway restricts access to the path for users coming from the Kurla Street area. A formal crossing point should be established to overcome this and a gap provided in the guard fence.



Proposed Crossing Point near Kurla Street

- Access road down to the 'Oasis' picnic area should be asphalt sealed to prevent ongoing maintenance issues and to improve exit from the site. One side of the sealed path should be delineated for use by path users.
- Access path from the 'Oasis' back up to the Lincoln Highway should be converted to a ramp for its full length (ie steps removed) to improve access for prams and sealed to a minimum 1.2m in width. This section has a 10 – 20% slope and paving of the existing 20m stepped section would reduce slip hazards to walkers. Replacement of existing retaining wall along the sides may be required to achieve a 1.2m width. Slopes will still be greater than minimum recommended for wheel chairs and bicycles.



'Oasis' Road Down track



'Oasis' – Trail up track

Some options/alternative routes have been suggested in the vicinity of the Axel Stenross Museum including;

- i. Divert cyclists/prams etc around the top via Lincoln Highway and maintain existing stairway to the bottom.
- ii. Divert cyclist around the top and prams/wheelchairs around the bottom behind the existing sheds.
- iii. Construct a boardwalk/bridge from the 'Adelaide' to the path adjacent the existing toilet block.

The Axel Stenross Museum committee have also approached Council previously for the provision of a toilet block in the vicinity of the museum which would serve museum patrons and users of the boat ramp. For comparison the recently constructed composting single unisex toilet block at the RSL cemetery cost \$32,000 which included \$27,000 for supply and installation of the system and structure and \$5,000 for paving and fit out. Due to the proximity of the sea it is assumed that a holding tank and pumping system would be required for any new toilet block installed near the museum, this system would cost an extra \$8,000, ie total estimated cost would be in the order of \$40,000.00



Proposed detour for cyclists/prams



Existing steps down to path.



Proposed location of new toilet block



Path running behind museum to existing toilet

Upgrading of the path from the museum to the toilet block including provision of retaining walls is estimated to cost \$20,000 consisting of \$12,000 for retaining walls and \$8,000 for excavation and preparation and therefore would be a cheaper option than construction of a new toilet block and removal of the existing block.

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between the Council Boundary to Axel Stenross Museum

- 1.1 The full length be sealed at a minimum of 1.2m and preferably 2.0m wide along its entire length including scour control structures in steep sections. Improve site lines on sharp corners and install appropriate fencing along unprotected cliff edges.**
- 1.2 Upgrade general appearance of the information Bay area including additional seating and directional marking for walkers.**
- 1.3 Provision of suitable connection to the path from Kurla Street footpath including provision of gap in guard fence for access.**
- 1.4 Asphalt sealing of the access road down to the 'Oasis' picnic area with one side of the sealed road delineated as part of the Parnkalla Trail.**
- 1.5 The path from the 'Oasis' back to Lincoln Highway be converted to a ramp (steps removed) to improve access for prams. Paving of the current step section (20m) and replace retaining walls were necessary.**
- 1.6 The existing toilet block at Axel Stenross be retained and a path suitable for wheel chair access be established from the Museum and boat ramp to this toilet block.**

Section 2 (Axel Stenross Museum to Tasman Tce/Port Lincoln Hotel) – Length 1,400m

Existing path follows Lincoln Highway alignment for majority of length before following Bishop Street to the foreshore. The path makes use of existing footpaths between Normandy Place and Tasman Terrace. An alternative alignment is in place along the foreshore however this is only accessible during periods of low tides.

Issues identified along this section of path include;

- Section from Axel Stenross car park area to Happy Valley Spring includes sections of steps and narrow path/bridge widths.



Footbridge – Happy Valley Spring



Path up to Lincoln Highway

- Sealing of the steep section from Happy Valley spring back up to Lincoln Highway would improve accessibility.
- The ramp from First Landing site down to Happy Valley Spring requires regravelling.
- Section adjacent Lincoln Highway to Limani's has a number of areas where width is reduced to less than 1.0m preventing access by prams/pushers. A solution would be to construct short sections of boardwalk at these 'squeeze' points (6 Total) which would double as viewing areas.



Typical narrow sections adjacent Lincoln Highway

- The beach area is only accessible during low tides. It was proposed to construct a boardwalk along this section linking the foreshore to the museum in the years 2011 – 2013 of Councils Strategic Plan. This may be impractical due to exposure to the open sea and associated high maintenance costs. An alternative would be to construct a rock protected raised footpath along this section of the existing path adjacent the Lincoln Highway between the fig trees (Tasman Tce) and Axel Stenross Museum. This would also provide protection of the coastline from further erosion. Further investigation into this proposal is required.



Typical area along foreshore



Possible connection point back to trail

- Construction of a footpath in Shaen Street is on Councils 2009/2010 footpath program, this path should be connected to the Walking Trail at the First Landing site.

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between the Axel Stenross Museum and the Port Lincoln Hotel

- 2.1 Path to be sealed at a minimum of 1.2m, preferably 2.0m wide along the section from the Happy Valley Spring footbridge to the start of the top path adjacent the Lincoln Highway. Direct cyclists onto Lincoln Highway for this section through appropriate signage.**
- 2.2 Regravelling and possible sealing of sections from First Landing and Stenross Toilet block to the footbridge at the Happy Valley Spring.**
- 2.3 Local widening/viewing areas be constructed at the six (6) obstructions along the top path adjacent the Lincoln Highway.**
- 2.4 Concept design plans be established for the construction of a rock protected path running parallel to the foreshore between the fig trees (Tasman Terrace) and the footbridge below the First Landing site.**
- 2.5 Pending approvals and funding submissions the construction of a lower walkway be included in future Council Capital Works Budgets.**
- 2.6 Provision of a suitable connection to the walking trail from the Shaen Street footpath.**

Section 3 (Tasman Terrace/Port Lincoln Hotel to Kirton Jetty) – Length 2,100m

Existing paved/concrete path runs along the foreshore to Boston Hotel. This path is in good condition and no additional works are proposed for this section.

Issues identified along this section of path include;

- Issue with sand covering the path between the yacht club and the Boston requires ongoing maintenance.
- The path reverts to a gravel path from the Boston Hotel and around the perimeter of the silos up to the No.1 wharf, as this is a heavily trafficked path it is recommended that this section be asphalt sealed.



Section of path adjacent silo complex

- The section of the trail through the wharf area is located on State Government land being Minister for Transport/Flinders Ports. There are issues with pedestrian traffic mixing with wharf traffic through this section. Formalising of paths and review of signage to improve safety through the Wharf Area is recommended.
- The path is gravel from the wharf area to the Kirton Jetty and a bridge structure over the oil pipeline near the Kirton Jetty restricts access for wheel chairs/prams.



Steep ramp over oil pipeline

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between the Port Lincoln Hotel and the Kirton Jetty

- 3.1 Sealed at a minimum of 1.2m, preferably 2.0m wide along all sections that are currently unsealed.**
- 3.2 Provision of complying bridge structure over the oil pipeline near Kirton Jetty.**
- 3.3 Review and upgrade of pavement markings and signage through the wharf area.**

Section 4 Kirton Jetty/Gawler Terrace to Mundys Mooring – Length 2,300m

This section of the trail is gravelled and follows along the waters edge for a majority of the length. A short section diverts through the car park area at Shelly Beach with the remainder predominantly located in vegetated areas of varying conservation value.

Issues identified along this section of path include;

- The stair section leading from the Kirton jetty car park eroded. Steps require paved infill and adjacent path rehabilitated. Alternative access for wheel chairs should be provided utilising the existing paved path adjacent the access road to the car park and new connecting path established.



Existing stair section



Existing ramp section

- The first section from the Kirton Jetty to the old ETSA site is heavily infested with woody weeds and will require major clearing and a follow up revegetation program in accordance with the Eyre Native Seeds report, attachment.



Extensive woody weed infestation through section adjacent Gawler Terrace.

- Section around the ETSA site should be sealed in conjunction with the housing development at the old ETSA site.



Path and railing around old ETSA site



Proposed car park area adjacent old ETSA site

- Weed infestation in other areas will require manual control in accordance with the Eyre Native Seeds report, attachment
- A few areas require scour protection works and planting in drainage lines.
- Fencing of some areas to prohibit further damage to native vegetation is required.

- An alternative path should be provided for prams/wheelchairs etc to bypass the narrow winding section between Snapper Rock and the Marine Science Centre.



Existing path from Snapper Rock to Marine Science Centre



Proposed alignment of new path from Snapper Rock to Marine Science Centre.

- Scour protection and sealing of the steep section adjacent the slipway is recommended.



Steep descent adjacent slipway

- Bypass of last 400m narrow winding section prior to Mundy's Mooring is recommended.



Start of narrow winding section



Proposed bypass of narrow section to Adelphi Tce

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between the Kirton Jetty/Gawler Terrace to Mundys Mooring;

- 4.1 Upgrade existing steps from the Kirton Jetty carpark (paved infill) and adjacent path rehabilitated. Provide alternative access for wheel chairs utilising the existing paved path adjacent the access road to the car park and new connecting sealed path.
- 4.2 Remove weed species and replant native vegetation between Kirton Jetty and the old ETSA Power site, undertake local weed control and replanting on remaining sections as per Eyre Native Seeds report.
- 4.3 Upgrade and seal the section from the Kirton Jetty to Snapper Rocks to 2.0m wide.
- 4.4 Construct and seal diversion path from Snapper Rock Car park to Marine Science Centre using existing Council fire track (150m) at 2.0m in width. Maintain the existing 1.0m wide unsealed path along the coast from Snapper Rock to Marine Science Centre.
- 4.5 Seal the path from the Marine Science Centre to Slipway Road (800m), minimum 2.0m wide and seal the path from Slipway Road to within 400m of Mundys Mooring (850m), minimum 2.0m wide.
- 4.6 Provide a link from the Parnkalla Trail onto Adelphi Terrace at a point 400m from Mundy Mooring and seal the footpath adjacent Adelphi Terrace from this point to the Mundy Mooring carpark. Restrict access along the 400m section of the Parnkalla Trail from this link path to Mundy's Mooring Reserve and maintain this section as existing 1.0m wide unsealed path.

Section 5 (Mundys Mooring to South Point Drive) – Length 2,700m

This section follows existing footpaths and road ways.

Issues identified along this section of path include;

- Pram ramps are required in kerbs at all road crossings.
- No formal footpath from pedestrian bridge in Bridge Crescent to St Andrews Drive.
- Any new road alignments resulting from the next stage of the Marina development should include an off-road shared path on the main roads.

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between Mundys Mooring to South Point Drive;

- 5.1 Construct pram ramps in all kerbs at road crossings.**
- 5.2 Ensure footpath for Bridge Crescent is included on Council's footpath program.**
- 5.3 Ensure off-road shared paths are provided on main roads associated with next stage of the marina.**

Section 6 (South Point Drive to Billy Lights Point Lookout) – Length 1,400m

Partly gravelled part bare earth for first third. Second third is along beach section and into car park at Billy Lights. Last third is bare earth from car park to look out.

The first 300m from South Point Drive past residential properties is narrow (approx 1.2 – 1.5m wide) and residents have made effort to delineate the path with rock edging.

Section from properties to beach access is well defined.

Issues identified along this section of path include;

- Some vegetation trimming and resheeting required along the first 300m.



First section from South Point Drive



Delineated section past houses

- Minor resheeting required over tree roots and sandy areas between South Point Drive and the vehicle access point (from St Andrews Terrace).

- Where the path goes from the hard surface to the beach steps and/or ramp required.



Wide section adjacent coast



Steps required down to beach

- Fencing along beach section needs to be replaced/repaired.
- Access points down to beach from St Andrews Terrace need to be upgraded.
- Signage needed in lawn area at Billy Lights Point to direct walkers to the lookout. A separate walking area to be marked through the car park.
- Extra markers/fencing required along last section to keep trail users on the correct alignment.



Delineation required through car park



Path requires gravelling and direction indication/fencing

Recommendation

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between South Point Drive and the Billy Lights Point Lookout;

- 6.1 Regravelling of selected sections of the path to cover tree roots and sandy sections.**
- 6.2 Suitable accesses be provided to the beach section of the path and existing fencing be repaired as required.**
- 6.3 Installation of signage and pavement marking through the lawn and car park areas to direct walkers to the Billy Lights Point look out.**
- 6.4 Section from Boat ramp car park to lookout requires gravelling and fencing/signage to keep users to the correct alignment.**

Section 7 (Billy Lights Point Lookout to BHP Shipyards) – Length 400m

This part of the trail continues around to the BHP ship yard and terminates. Useage appears to be low.

Bare earth path. Some vegetation trimming required towards the end of the path otherwise no major works recommended.

Recommendation

That Council undertakes general maintenance activities on the Section of the Parnkalla Trail between Billy Lights Point Lookout and the BHP Shipyards.

Section 8 (St Andrews Drive to Greyhound Road) – Length 1,400m

The link from St Andrews Drive to Grey Hound Road is located through private land adjacent the Cove View development.

This section is dependant on how the next stage of the Marina is developed and any future links should be incorporated into this development.

Recommendation

That Council ensures a link is provided from St Andrews Drive to Grey Hound Road in conjunction with the future development of the Marina.

Section 9 (Murrays Point to Proper Bay Road) – Length 2,000m

First 400 – 500m adjacent old dump site needs resheeting and possible realignment.

General maintenance required to maintain a 2.0m wide path. This section would receive lower use than other areas therefore recommend any upgrading of this section be a low priority and it remain as an unsealed path for the duration of this 10 year plan.

Recommendation

That Council undertakes general maintenance activities on the Section of the Parnkalla Trail between Murray Point and Proper Bay Road.

Section 10 (Proper Bay Road to Council Boundary) – Length 2,400m

This section of the trail is gravelled and follows the alignment of Proper Bay Road for its entire length. The path continues into the District Council of Lower Eyre Peninsula south of the Council boundary.

Issues identified along this section of path include;

- The first section adjacent Marnikol is restricted by vegetation not properly delineated and competes with car parking.



Path restricted by vegetation competes.



Path not delineated and car parking

- Sections adjacent culvert outlets need improvements (pipes and lifting) to remove ponding problems on the path – 4 locations.



Typical section in low lying area

- Consideration should be given to upgrading this section of the path to a sealed dual use path to within 400m of Council Boundary where a defined point exists to link cyclists back to Proper Bay Road.



Link back to Proper Bay Road for cyclists

Recommendations

That Council undertakes the following Capital Works on the Section of the Parnkalla Trail between Proper Bay Road to the Council Boundary;

- 10.1 Trim bushes adjacent Marnikol, seal the road shoulder between Proper Bay road and adjacent property and delineate separate areas for parking and the Parnkalla Trail.**
- 10.2 Upgrade drainage in lo-lying areas adjacent existing culvert outlets (4 No.).**
- 10.3 Upgrade and seal the section to within 400m of the Council Boundary to 2.5m wide and sign as a shared use path.**
- 10.4 Last 400m to remain as gravel walking path linking to Lower Eyre Peninsula's Investigator Trail.**