

Strategic Tracks and Trails Plan

Renmark Paringa Council



Developing a network of sustainable trails, rides and walks in Renmark Paringa



Preamble

The Renmark Paringa Council recognises an opportunity to develop and promote a network of trails in and around the Renmark Paringa Council area. With cycling and walking being the most popular forms of recreation and physical activity of Australians, the demand for new and improved trails is evident and adds to the social, physical, environmental and economic wellbeing of communities.

This report is Councils first step in developing a series of trails and whilst strategic in nature, recognises and identifies immediate priorities to develop a sustainable and recognisable trail network for both the local community and visitors alike.

Produced for the Renmark Paringa Council by



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In Association With



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Section One: Introduction

1.1 Project Background

Through the National Partnership Agreement on Preventive Health, the Australian Government provided \$71.8 million over five years (from 2009) under the Healthy Communities Initiative (HCI) to support Local Government Areas (LGAs) deliver effective community-based physical activity and healthy eating programmes and policies to support healthy lifestyle behaviours.

The Renmark Paringa Council was successful in securing a grant in Phase 3 of funding and appointed a 'Healthy Communities Coordinator'. As part of the initiative Council ran a local 'Health Expo' in April 2013 where its draft 'Open Space and Public Realm strategy' was also open for consultation. A Local Bicycle User Group (BUG) was formed and also had a display at the Expo. As an outcome it became evident that there was interest and demand for formal tracks and trails in the region but there was limited opportunity or awareness of where to ride and walk.

Council developed some immediate strategies such as the Riverlife Bushwalking Programme, the 10,000 step pedometer challenge and community rides and walks, all of which further supported the interest in less formal physical activities. A bike hire scheme was also introduced from the Visitor Information Centre (VIC) but an overall strategy was needed to assist in identifying immediate opportunities and priorities for trails and rides throughout the region.

The BUG became a formal mechanism to assist in the development and identification of trails and identified a number of existing tracks and rides which had evolved rather than had planned in the region over the years.

In some instances trail markers and signage had been erected on trails by cyclists, but these were not consistent with national classifications or standards. Council therefore wanted to formalise the process by developing a strategy to confirm trail locations, ensure consistency, reduce risk, develop good management practices and encourage broader access by the community and visitors to Renmark Paringa. This report is therefore an outcome of the process to date to get the community more active whilst at the same time capitalising on tourism opportunities to the region.



Figure 1: Trail Demand

The demand for trails in the region is evident through the popularity of walking and cycling and requests to the visitor information centre for places to walk and ride.

1.2 Strategic Alignment

In addition to the expressed demand and need for trails in the region, their development will also align with, and can assist achieving the aims and outcomes of Councils Community Plan; in particular:

- 1.1 *Provide high quality sporting, recreational and leisure facilities and services.*
- 1.2 *Plan for and support access to quality services and facilities that enhance health and wellbeing*
- 1.3.9 *Support and promote social inclusion with a focus on intergenerational activities*
- 1.4 *Support activities that promote and encourage a cohesive community*
- 2.1.8 *Support the development of new tourism product (multiple walking/boating trail)*

The development of trails will also provide Council with a unique point of difference in that no other Council in the Region promotes trails, their benefits or usage. This aspect could set Council apart and promote tourism and meet other economic development strategies including events and activities based on and around a network of trails.

1.3 Project Parameters and Aim

The primary aim of this strategy is to identify trail opportunities whilst acknowledging and identifying potential risks in their development and ongoing management. A strategy for trail development however needs to be systematically planned to reflect:

- The rationale for developing trails (need versus demand)
- Councils policy in relation to trail development
- Assessment of current opportunities

- Audit of existing routes
- Prioritised action plan for development
- Trail design to reflect intended use and classification
- Funding trail development
- Ongoing promotion and marketing of trails
- Ongoing maintenance and trail development

The above can be summarised in four stages as highlighted in Figure 2, with this plan being strategic in nature in that it focuses on stages 1 and 2 with stages 3 and 4 being an outcome of endorsement and secured funding.

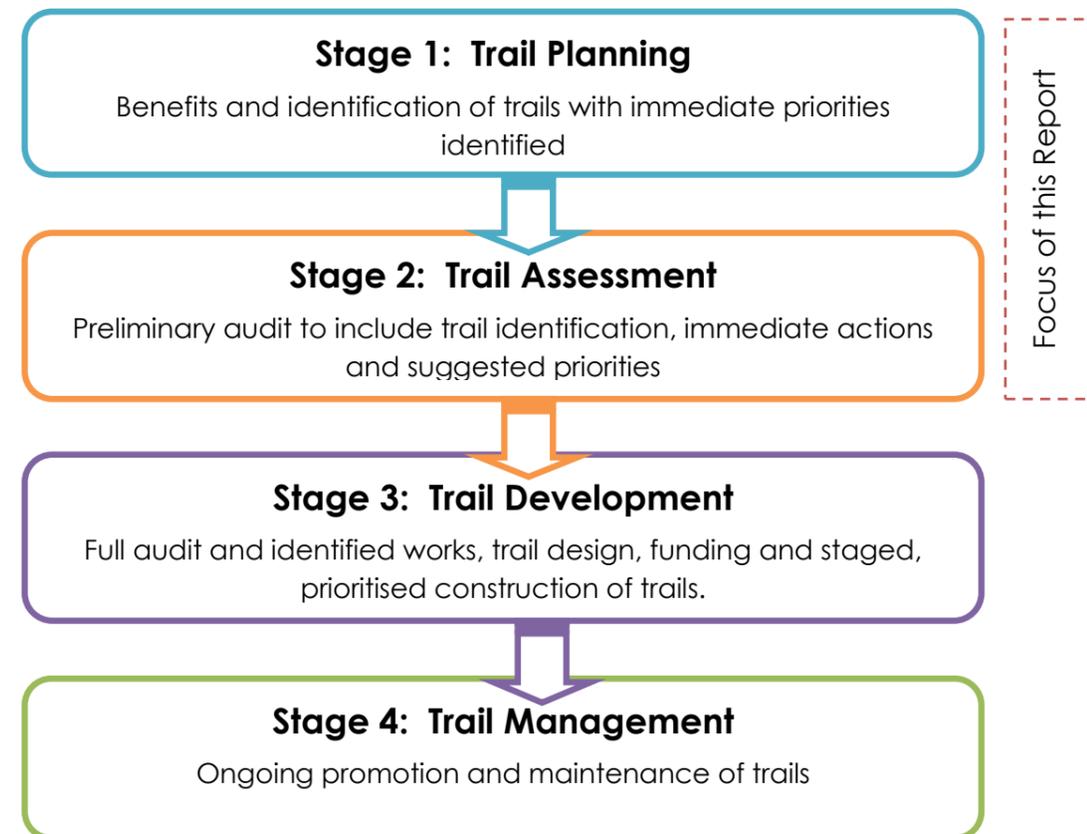


Figure 2: Trail Staging and Development

Additional consideration also needs to be given to both 'on' and 'off road' trails and the need to adhere to differing standards and planning methods; i.e. an off road trail has guidelines for good design whereby on road bike lanes and shared footpaths for example are governed by Australian Design Standards.

Therefore whilst Stage 3 of the process is referred to in this strategy, it is outside of its scope and as and when this report has been endorsed, consideration will be given to the detailed design and refined cost analysis for trail development in the region. However, a preliminary audit has been undertaken in this report which has led to the trail identification (Section 3) and subsequent recommendations and priorities (Section 4).

Given the above, the aim of the project is to develop a plan which illustrates opportunities for trails across the Council area with a view of activating the local community and visitors through walking, cycling and horse riding. This will guide development and identify immediate actions in which to seek funding opportunities for a sustainable trails network in Renmark Paringa.

Section Two: Trail Planning

In July 2007, The State Government of South Australia through the SA Trails Coordinating Committee developed a manual to guide the design, management and delivery of trails¹. Whilst seven years old, the plan is still used by many agencies and local authorities when planning or developing trails within their jurisdiction. The following are extracts from this plan and are used as a basis of a proposed framework of understanding for developing trails in Renmark Paringa.

2.1 Understanding Recreational Trails

Recreational trails are typically a corridor, route or pathways which provide linkages to surrounding natural environments, open space networks, neighbouring townships and areas of cultural significance.

Recreational trails are generally distinguishable from their surroundings via the utilisation of signage and trail markers. In the case of more established trails there is generally a more evident distinction between the trail surfaces and their surroundings. Frequently used trails often benefit from a greater visible difference from its adjoining surroundings and can be significantly easier to distinguish.

These trails are typically designed for people who wish to utilise them via foot, bicycle or even upon horseback. Some recreational trails can also take into consideration people with disabilities, in cases where trails are very well established and sealed, they can be potentially utilised by motorised wheel chairs.

¹ State Government of South Australia; Sustainable Recreational Trails; Guidelines for the Planning, Design, Construction and Maintenance of Recreational Trails in South Australia; July 2007.

2.2 Trail Benefits

The demand for recreational trails is growing. National physical activity trends indicate that participation in unstructured recreational activities is increasing. In addition, trail research undertaken by Market Equity in 2004 found that trails provide a strong incentive to exercise (up to 85% of users) and were used by many as a means to spend time with family and friends (up to 89%).

Both nationally and in South Australia, walking is the most popular and cycling the fourth most popular of fifty different recreational activity. 2006 data indicates that in South Australia there were over 120,000 cyclists and 476,000 walkers. Almost 54,000 of South Australians specifically reported that they bush-walked for exercise or recreation in their leisure time.

Horse riding is another recreational activity pursued by many South Australians and is amongst the top 20 activities for women. Participation in canoeing and kayaking is steadily increasing, both Australia wide and in SA, while scuba diving continues to attract many enthusiasts. All these pursuits are becoming a significant component of South Australia's suite of recreational opportunities.

Recreational trails offer a diverse range of benefits to our communities and the environment. Social health, physical fitness, environmental management and awareness, cultural preservation and the economy can all benefit from the effects and experiences offered by recreational trails. The main benefits can be summarised as follows:

Benefits of trails	Examples
Health & Wellbeing	<ul style="list-style-type: none"> - Improved health, fitness, wellbeing and disease prevention (e.g. illnesses associated with obesity including diabetes and depression). - Fit and healthy people are generally less of a burden on the health care system.
Social & Community	<ul style="list-style-type: none"> - Walking and cycling are self sufficient, affordable and sustainable method of transport. - Engendering a greater sense of community via community interaction and nurturing a sense of neighbourhood pride/ ownership. - Present the community with a controlled and safe environment in which the inexperienced and disabled feel comfortable to be physically active within. - Generate a more pleasurable environment to live in. - Enable pet owners to exercise their animals.
Environmental	<ul style="list-style-type: none"> - Lower motor vehicle use, less dependency upon fossil fuels resulting in less air and noise pollution. - A connection with the outdoors can engender a better understanding and appreciation for the environment. As well as potentially enhancing the natural environment via improved conservation efforts and management practices.
Transport	<ul style="list-style-type: none"> - Walking and cycling reduces attrition of roads in comparison to motor vehicle use. - Reduces running costs for car owners. - Reduces motor vehicle congestion. - Provides a more efficient use of land in comparison to other forms of transport.
Tourism & Economic	<ul style="list-style-type: none"> - Formalised trails can encourage tourists to stay for a longer period in the area, thus also spending more money. - Can become a key component in attracting visitors and tourists to an area. - A formalised trail network can also provide opportunities for commercial business ventures e.g. tour companies. - Formalised trails can also draw other tourism markets to an area e.g. kayaking or horse riding.

Table 1: Trail Benefits

2.3 Trail Classifications

There are three established trail categories which are determined by the trails characteristics and ability to provide economic benefit to communities, the experiential quality it provides for visitors, attraction to tourists and its potential to improve the health and social well being of the State. These are seen as:

Local Trails	Regional Trails	National Trails
Largely attract local users	Attract interstate and intrastate visitors	Attract international and interstate tourists
Generate economic benefits to the local region	Generate considerable economic benefits to the region	Generate significant economic benefits to SA
Good quality experiential values	Excellent quality experiential values	Outstanding quality of experiential values
Make a contribution to the lifestyle, health and social well being of the local community	Make a considerable contribution to the lifestyle, health and social well being of South Australians	Make a significant contribution to the lifestyle, health and social well being of Australians

Table 2: Trail Classifications

Whilst the majority of trails in the Renmark Paringa Council may be used by intra and interstate visitors to the region, it is highly unlikely that visitation will be solely due to trails themselves but would certainly add to the fabric of opportunities for locals and visitors alike. Trail classification may therefore be considered both local and regional if developed and marketed accordingly.

2.4 Trail Rating

A trail rating system has been developed by the International Mountain Bicycling Association (IMBA) for off road cyclists which is becoming acknowledged worldwide. Similar to a 'Ski field difficulty rating', the system is well established and can be adapted for walking and horse riding².

IMBA Australia Trail Difficulty Ratings Trail User's Guide

Note: These ratings apply to terrain only. That is; only the technical challenge of the trail is rated and the skill that is required to ride the trail's most difficult obstacles. Fitness and endurance is not rated. Trail distance and elevation profiles should be represented separately when providing information to mountain bike riders so they can make informed decisions.

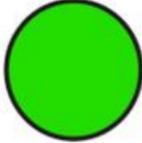
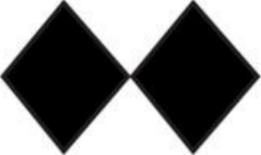
Trail Difficulty Rating Symbol	Trail User's Guide
	Green Circle – EASY (Easiest / Beginner) Suitable for beginner/ novice mountain bikers. Basic mountain bike skills required. Appropriate for most off-road bikes and entry level mountain bikes.
	Blue Square – MORE DIFFICULT (Intermediate) Suitable for skilled mountain bikers with plenty of experience. Appropriate for mountain bikes only.
	Black Diamond – VERY DIFFICULT (Advanced) Suitable for very experienced mountain bikers with excellent skills. Better quality mountain bikes recommended.
	Double Black Diamond – EXTREMELY DIFFICULT (Severe) Suitable for highly experienced mountain bikers with excellent to exceptions skills. High quality mountain bikes only. Full face helmets and body armour recommended.

Figure 3: Trail Ratings



² International Mountain Bicycling Association Australia; Trail Difficulty Rating System; May 2013

2.5 Trail Users

Trails are used by a number of users which must be managed to ensure conflicts of use are minimised and access optimised. Trail users are therefore seen as follows:

2.5.1 Cycling

There are a range of sub-groups which sit under the broad heading of cyclists, but off road recreational cyclists normally ride mountain bikes and are referred to as:

- **Family:** Occasional or Beginner mountain bike riders' these riders generally like short loops of fairly level terrain, with some challenges to introduce them to off-road cycling.
- **Cross-Country:** Cyclists of this nature seek moderate to very challenging terrain and like to get away from busy trails to areas of more solitude. They are usually self sufficient; carrying tools, water, food and spare tubes even maps and first aid kits. They like trails that include a variety of interconnecting loops that provide longer and often technical rides.
- **Technical/Trials Riders:** these riders are normally more advanced cross country riders who prefer trails single trails with obstacles to challenge their riding skills. Such obstacles may include fallen trees, drop offs, sea saws, stairs, rocks and etc. and can be incorporated into cross-country trails or in special-use areas.¹
- **Downhillers:** Downhillers seek steep challenging terrain and obstacles. Most ride full suspension bikes and wear body armour and purpose built full face helmets. Bikes are generally heavier and not designed to efficiently ride uphill, so shuttle access to the top of the hill is preferred

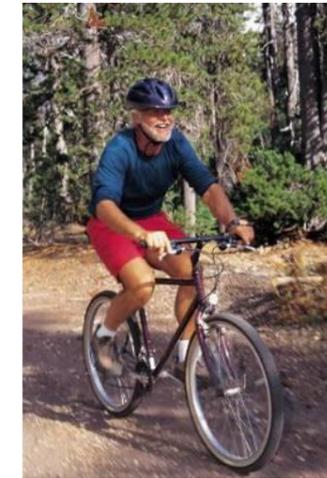


Figure 4: Cyclist Trail Users

From top left clockwise: families enjoying a gentle flat ride; cross country riders; technical trail riders and Downhill Mountain biking

2.5.2 Walking

Although the topography of an area can have a great influence on the potential use a trail will attract, 'walkers' is a broad term which is used to describe any person who chooses to travel by foot on recreational trails. The term can be used to describe people of varying experience and fitness levels including casual users to avid all terrain hikers.



2.5.3 Horse Riding

Horse riding is also a common form of trail use and whilst this type of activity can have some impacts on the trail design as conflicting use must be managed, horse riding can be divided into the following sub-groups:



- **Recreational horse riders:** These riders generally exercise their animals within rural settings for a few hours to a whole day. These riders tend to use more established trails which also lead to watering points where possible.
- **Endurance:** These competitive riders prefer longer trails to train on but events are typically held on loop circuits. Their trail experience can range from overnight to rides that last weeks.
- **Long Distance:** These are non-competitive riders who travel lengthy distances along linear trails or on daily loops of up to 30 kilometres.



Figure 5: Other Trail Users

It is important to design and manage trails to ensure optimum use but minimise potential conflicts.

2.6 Summary

Trails offer a wide range of benefits to a local community from a social, physical, economic and environmental perspective and can positively add to the identity of a town or region. Trails can also be used for a number of uses to include walking, cycling and horse riding and should therefore be designed and managed in a manner that reflects multi use whilst minimising potential conflicts with and between different user groups.

Given the topography of the Riverlands in general, most trails and opportunities in the region will be relatively flat although the length will vary due to the long distances between townships and areas of interest. This will tend to lend itself more toward recreational walkers, family and cross country bike riding and in some instances horse riding.

A good trails network will also provide an opportunity for Council to build on the region as a great tourist destination with a number of opportunities for visitors. That is whilst trails would predominantly service the local community, opportunity exists to promote trails as an added point of interest in the Riverlands and in some instances assume a regional classification if designed and managed accordingly.

Section Three: Trail Assessment

3.1 Preliminary Audit

Given the early stages of trail development in the region, the approach adopted for this plan has been to utilise the local knowledge of the BUG and establish a framework on which Council can build and develop trails in and around Renmark Paringa.

Community members including the BUG underwent training in trail assessment and auditing from the Australian Branch of IMBA and subsequently each track ridden and preliminary data collected regarding the route, profile, distance initial observations and suggested actions where relevant. This was not however considered a full detailed audit as required in Stage 3; but used as a basis of initial data collection and an appropriate training strategy of Council for its volunteers. This now ensures Council has trained volunteers on hand to assist in the ongoing collection of data for trail assessment and development.

3.2 Trail Overview

Through consultation, 11 routes were identified. However, whilst the intent of this study is to identify 'trail' opportunities; many of the identified routes are 'rides' that use existing road and footpath infrastructure and therefore not technically 'trails' as such.

Aspects of the rides that may be classified as trails are those located along fire or dirt tracks on the outskirts of town whereby those in the townships of Renmark, Paringa, Berri and Lyrup are located along residential streets or in some instances formalised shared paths used for commuting and recreational riding opportunities. These are predominantly located along the river front where greater use is

evident for activities such as water based recreation, relaxation, picnicking and house boating.

The Visitor Information Centre (VIC) is also located on the river bank in the centre of Renmark and is therefore an ideal location for the dissemination of information and maps relating to walks and riding opportunities.



Figure 6: Trail Surfaces

Most trails are dirt or fire tracks with some formal development occurring in the town centre along river frontage. The visitor information centre is also centrally located and an ideal starting point for many local rides.

The Eleven (11) potential and/or existing rides and trails that have been identified have been referred to as follows.

- 1) Border Track
- 2) Ral Ral Creek
- 3) Ruston's Rose Garden Plush's Bend
- 4) Lock 5 Paringa Sandbar
- 5) McCormick Centre
- 6) Renmark to Customs House
- 7) Lyrup Flats
- 8) Paringa Paddock
- 9) Creek and Rivers Loop
- 10) Berri Lyrup Loop
- 11) Bookmark Creek

Figure 7 on the following page provides an overview of the trails with some of these already in existence and others either partly developed or offering rides along river banks and fire tracks. Following the overview is a breakdown of each trail which outlines:

- A general overview of the trail experience
- The location of the trail noting start and end points
- Approximate distance (round trip)
- Approximate duration (noting this is dependent upon the level and fitness of rider)
- Points of interest along the trail
- Amenities
- General areas to improve or address the experience noting all trails will require standardised directional and safety signage.
- Terrain and topography (profile) if undulating.

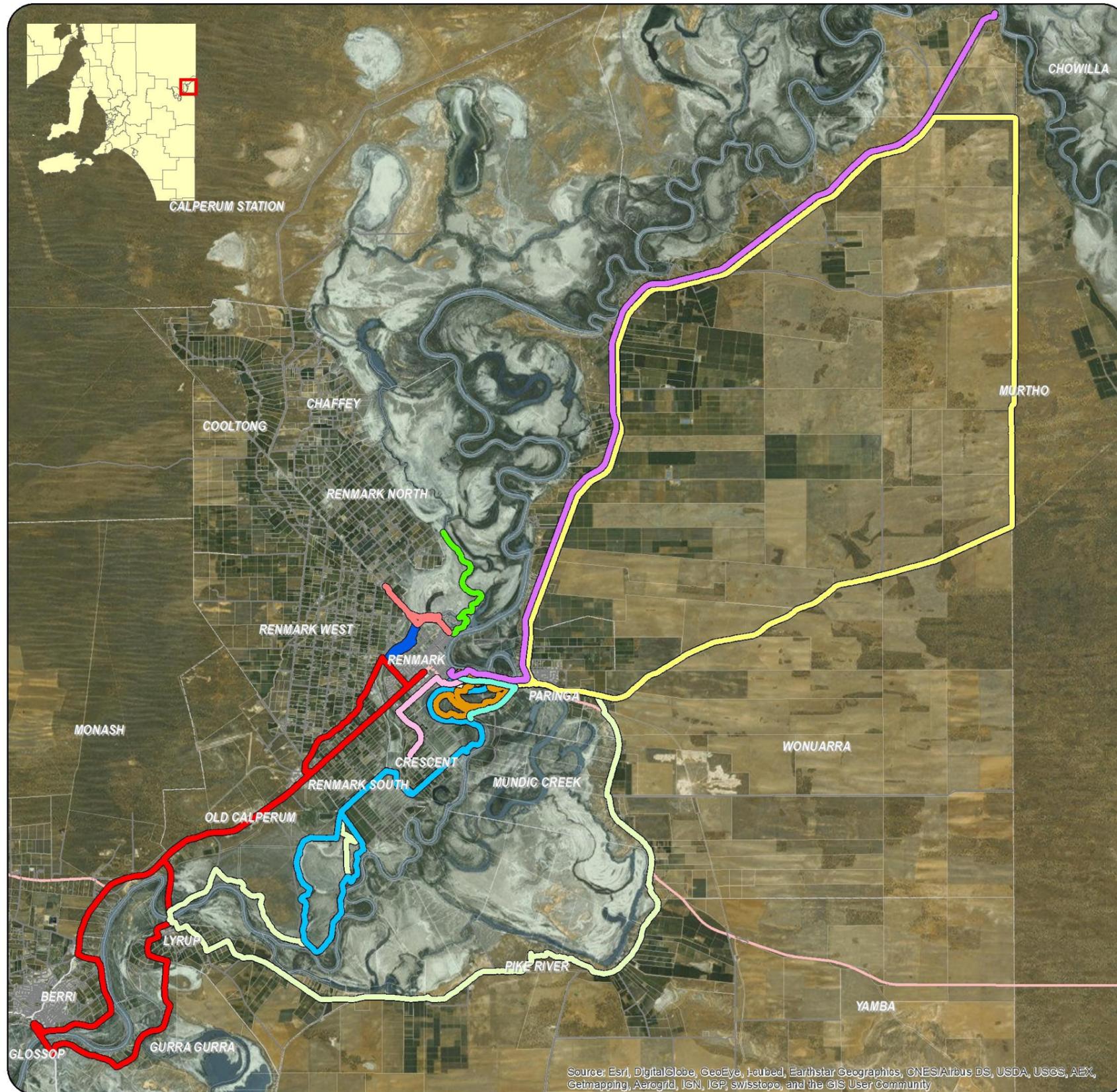
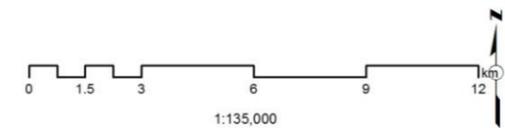


Figure 7: Trail Opportunities

**Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Bicycle and Recreational Tracks**

LEGEND

-  Track 1: Border Track
-  Track 2: Ral Ral Creek
-  Track 3: Rustons Rose Garden Plushs Bend
-  Track 4: Lock 5 Paringa Sandbar
-  Track 5: McCormick Centre
-  Track 6: Renmark to Customs House
-  Track 7: Lyup Flats
-  Track 8: Paringa Paddock
-  Track 9: Creek and Rivers Loop
-  Track 10: Berri Lyrup Loop
-  Track 11: Bookmark Creek Walk



Job Number: 20131263
 Filename: 201312630003C_AllTracks
 Revision: C
 Date: 1/12/2014
 Drawn: JPAULL

Data Acknowledgement
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PESI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors

3.3 Trail Detail

The following provides an overview of each trail and discusses a number of components relating to each based on:

- A **description** of the trail highlighting the unique aspect of it whether this is a destination or special feature.
- An **overview** of the trail itself and a guide for future marketing and promotional literature noting that most trails are recommended starting from the Visitor Information Centre (VIC) on Murray Terrace in Renmark
- A description of the **trail surface** noting that for the purpose of this strategy these are discussed in terms of either:
 - I. **Road**: sealed vehicular roads and therefore subject to the relevant Australian standards and Austroads Guides.
 - II. **Verge**: gravel or dirt tracks that run parallel to a sealed road.
 - III. **Sealed Trail**: sealed shared use foot and cycle paths
 - IV. **Unsealed Trail**: informal trails either gravel or soil
 - V. **Fire Track**: unsealed vehicular tracks
 - VI. **Single Track**: off road trails either designed or formed deliberately or informally by walking or cycling activity (also known as goat tracks)
- **Approximate distance** of each trail noting that this will vary depending on routes taken. Most trails are measured from the VIC and therefore a recommendation that this facility be used for the distribution of information and future maps relating to trails.
- **Amenities** along the trail or at the destination to include car parking, toilets, refreshments etc.
- **Points of interest** along the way and highlighted on each map
- **Risk** assessment noting any perceived risk in relation to management and safety of cyclists and the number of landowners within a 10 metre distance of each trail. This has been highlighted to ensure Council is aware of possible conflicts of use and the need to consult with all land owners in relation to the future design and management of trails.
- **Proposed rating** of the trail based on the IMBA standards where relevant.
- An **action table for improvement** highlighting signage and infrastructure opportunities but noting that further detailed auditing would be required in Stage Three of the trail planning process.

Following the overview is a map of each trail which highlights the points of interest and general route. The route is indicative only as in some instances a number of options are available. The **trail profile** is also provided but where not shown portrays a relatively flat terrain with no significant gradients.

Track 1: Border Track

Description: The Border Track is a trip where users encounter typical Mallee country side and wide expanses of wheat farming properties. Riders will see hardy stunted examples of the Eucalyptus tree which survive on less than 450mm of rain fall annually. The red sand covers limestone rocks and can drift in dry periods and form sand dunes which are oriented in an east west direction.



Overview: Leaving from the Renmark VIC and heading in an easterly direction, cross the Renmark Bridge and ride or walk parallel to the Sturt Highway before turning left onto Lindsay Point Road heading approximately 17km to the Victorian border. Continue north for a further 14km before reaching Millewa Road and then head west until Murtho Road is reached and return south back to Renmark. A shorter route would be to take the Cal Lal Road west which is approximately 8km from the Lindsay Point Road / Boarder turn off.

Trail surface: On road leaving Renmark, unsealed verge adjacent to Lindsay Point Road and unsealed trail / single track thereafter.

Approx Distance: 70 km return

Amenities

Parking: By the Renmark/Paringa Tourist Office, Murray Avenue.

Toilets: Renmark Caravan Park entrance.

Points of Interest:

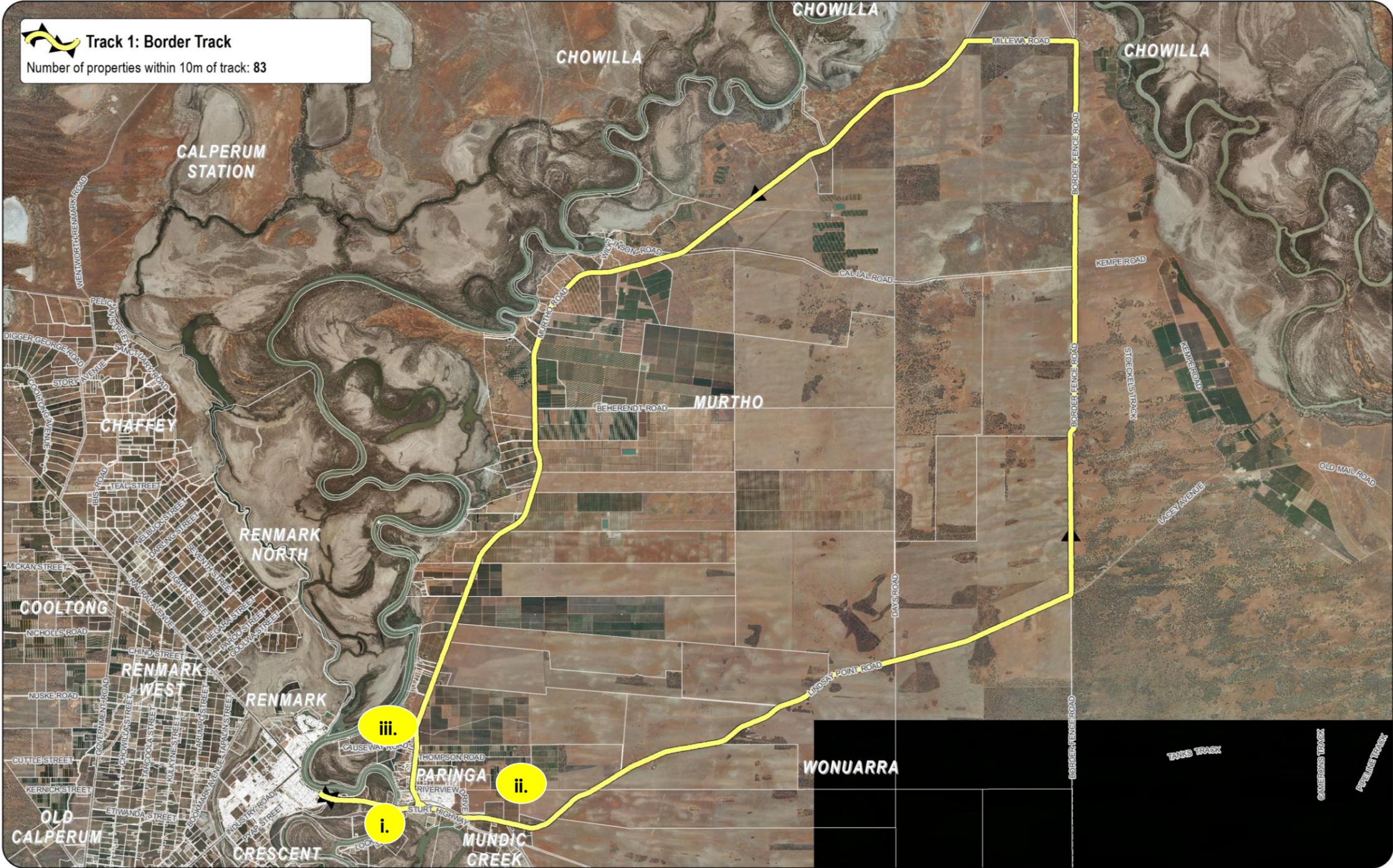
- i. Paringa bridge
- ii. Historical farmers museum
- iii. The Black Stump

Risk: on road travel along Sturt Highway but users should be encouraged to travel along adjacent 'quieter' township roads.
83 land titles within 10 metres of track

Proposed Rating

Due to its length and varying trail surfaces, it is suggested that the trail be rated Intermediate.

Action for Improvement		
Ref	What	Action
BT1	Renmark Bridge Crossing	Assess safe passage for bikes and walkers (shared use)
BT2	Sturt Highway	- Formalise on road bike lanes - Establish crushed gravel bike lanes along lock road appropriate and locate along median verges away from the road where possible
BT3	Lindsay Point Road	Formalise off road bike lane where necessary
BT4	Border Track	Goats track formalised
BT5	Murtho Road	Formalise off road unsealed bike lane
BT6	Directional Signage	- From Renmark / Murtho Road turnoff - At Lindsay Point Road Turnoff - Corner of Lindsay Point Turn Off / Border - Cal Lal Road Junction - Millewa Road - Corner of Millewa / Murtha Road



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 1: Border Track



0 1 2 4 6 8 km

Job Number: 20131263
 Filename: 201312630003B_Track1
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors

Track 2: Ral Ral Creek

Description: The Ral Ral Creek Ride starts at the VIC and heads North East along the river Murray. The ride predominantly follows the river on clay flats which can become hazardous in wet conditions.

Overview

The trail starts at the VIC opposite the Renmark Hotel on Murray Avenue with the first kilometre and a half running along the sealed river path adjacent to the River Murray. The trail then becomes gravel and crosses a steel pedestrian bridge leading to Libba Libba Parade.



As the trail crosses the river and circumvents the Marina, it heads north along the Ral Ral Creek for approximately 5km where it reaches Goolwa Street. Users have the opportunity to turn around here and come back via the same path, or alternatively travel south on Goolwa Street through vineyards and sealed road to Ral Ral Road before making a left turn back to Renmark. .

Trail surface: Sealed trail along the foreshore and then unsealed verge.

Approx Distance: 12 km return (via River or Goolwa Street)

Amenities

Toilets are available at the Library opposite the rowing club and along the foreshore. Street parking is available along Murray Ave and adjacent to the VIC.

Points of Interest:

- i. Renmark town jetty
- ii. Pumping station
- iii. Libba Libba House boat headquarters.

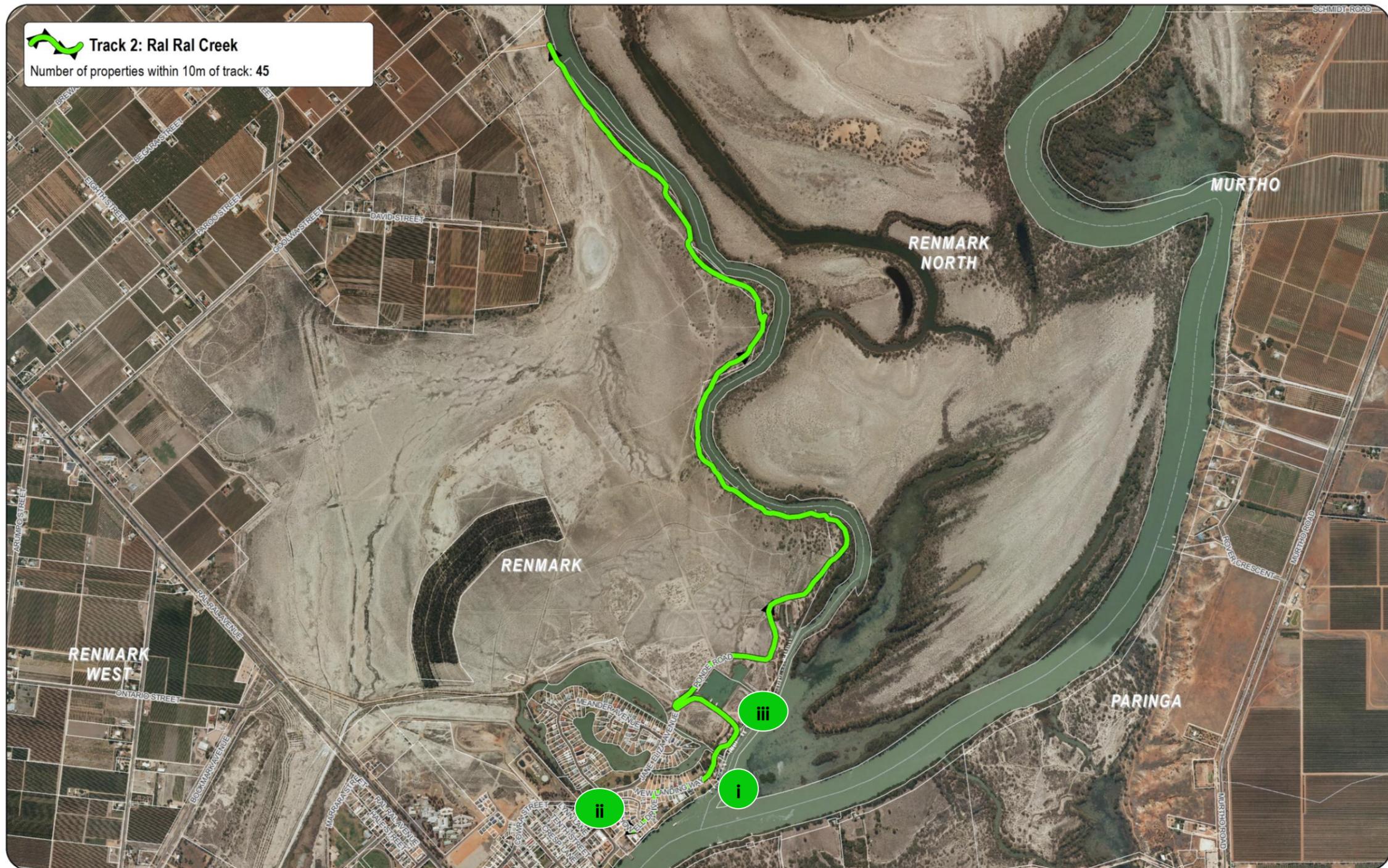
Risk: Clay surface hazard and if route taken, on verge via Goolwa street and on road areas along Ral Ral Avenue.

45 land titles within 10 metres of track

Proposed Rating

It is suggested that due to the undulating surface the trail be rated Intermediate

Action for Improvement		
Ref	What	Action
RR1	Directional Signage	- At the steel pedestrian Bridge - 500m intervals along the River Course - At the End of Libba Libba Parade
RR2	Trail Markers	- At 100m intervals
RR3	Caution signage	- At the steel bridge (slippery when wet) - At the start of Ral Ral Creek (clay surface; unrideable when wet)
RR4	Goolwa Road Bike Lane signage	Formalised with signage
RR5	Ral Ral Avenue	Formalise verge bike lines



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
 Track 2: Ral Ral Creek

0 0.2 0.4 0.8 1.2 1.6 km

Job Number: 20131263
 Filename: 20131263G005B_Track2
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Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors

Track 3: Rustons Rose Garden Trail

Description

The Ruston's Rose garden is a well known visitor attraction in the Riverlands, situated just outside the township of Renmark and easily accessible by bike.



Overview

Starting from the VIC, the sealed shared used trail heads east and then south west before crossing the Sturt Highway. Turning left onto Pyap Street which travels along vineyards on unsealed verges adjacent to a single lane sealed road; Pyap ends after approximately 1.8km at Twenty-Third Street. Here users turn left and head for approximately 1km where Twenty-third veers right and changes name to Moorna St. After approximately 1.3km, Ruston's Rose Garden is reached on the right hand side of the road.

Trail surface: Sealed trail, road and unsealed verge.

Approx Distance: 12 km return trip

Amenities:

There is street parking available along Murray Ave, with many generally at the tourist office. Toilets and refreshments available at Ruston's Roses Gardens

Points of Interest:

- i. Various fruit farming properties 'Blocks'
- ii. The Ruston's Rose Garden (26 acres)
- iii. Classic car display

Risk: Sturt Highway crossing.

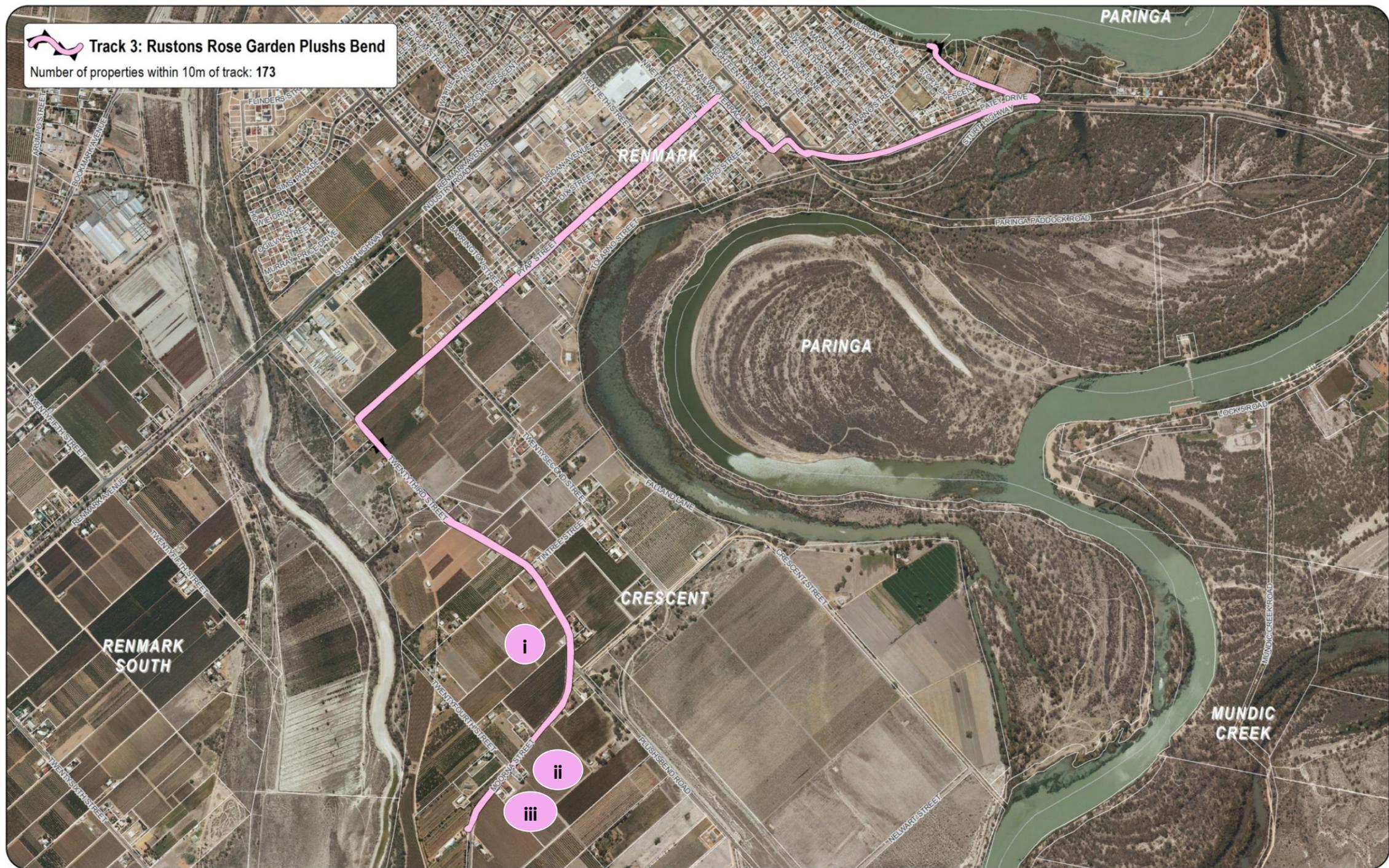
173 land titles within 10 metres of track

Proposed Rating

It is suggested that the trail be rated easy due to flat terrain and distance



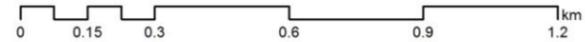
Action for Improvement		
Ref	What	Action
RRG1	Safety Crossing	Ensure safe passage across Sturt Highway to Hisgrove Road
RRG2	Directional Signage	<ul style="list-style-type: none"> - Patey Avenue - Tolarno St - Sturt Highway/Hisgrove Ave - Pyap / Twenty-third
RRG3	Hard Shoulder Cycle Lanes	Assess options for: <ul style="list-style-type: none"> - Pyap Street - Twenty-Third Street and - Moorna Street



Renmark Paringa Council

RECREATIONAL TRAILS PROJECT

Track 3: Rustons Rose Garden Plushs Bend



Job Number: 20131263
 Filename: 20131263G006B_Track3
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBi Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors



Track 4: Lock 5 and Sandbar

Description: One of the closest locks to the town of Renmark, Lock 5 offers good views of the river looking back to the Paringa Paddock and natural Flora and Fauna.



Overview: Users travel along the banks of the Murray River and passing the Renmark caravan park. The trail continues over the Paringa Bridge where the shared used path ends at Lock Road. Users have to cross the Sturt Highway and continue on a single lane sealed road for approximately 2km's before the road ends at Lock 5 and its distinctive sand bar.

Trail surface: Sealed trail, on road (Sturt Highway) and unsealed verge.

Approx Distance: 10 km return

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets available at Lock 5.

Points of Interest:

- i. The historical Paringa Bridge
- ii. Lock 5 and sandbar

Risk: Sturt Highway crossing.

42 land titles within 10 metres of the track

Proposed Rating

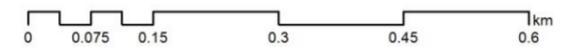
It is suggested that the trail be rated easy due to flat terrain and distance



Action for Improvement		
Ref	What	Action
LSB1	Safety Crossing	Ensure safe passage across Sturt Highway to Lock Road
LSB2	Directional Signage	<ul style="list-style-type: none"> - At Evans Street - At Patey Drive - At Lock Road



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 4: Lock 5 Paringa Sandbar



Job Number: 20131263
 Filename: 201312630007B_Track4
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBi Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors



Track 5: McCormick Centre

Description: The McCormick Centre for the Environment is a public facility designed to support environmental education and research, nature based tourism and to serve the community as a unique resource and is located approximately 4km from the VIC.



Overview: The route commences at the VIC and provides opportunity to ride or walk directly through Renmark/Paringa, or take a less direct but safer route via Ninth Street (recommended). This route uses the towns levy banks that run parallel to Bookmark Creek before rejoining Ral Ral at the junction of Ontario Street. Turning right onto Ral Ral, the McCormick Centre is a further 1.2 km on the right.

Trail surface: Sealed trail, unsealed levy banks and unsealed verge along Ral Ral

Distance: 8km return trip

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets and refreshments at the McCormick Centre.

Points of Interest:

- i. The 1956 levee bank, that saved the town from flooding.
- ii. The McCormick centre is a public education centre where visitors can experience various eco systems.

Risk: stability (height) of levy banks

11 land titles within 10 metres of the track

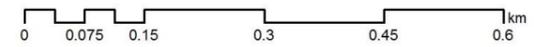
Proposed Rating

It is suggested that the trail be rated easy due to flat terrain and distance.

Action for Improvement		
Ref	What	Action
MCM1	Directional Signage	<ul style="list-style-type: none"> - Corner of James avenue and Ninth Street - Corner of Ninth and Cowra Street - Junction of Ral Ral and Ontario
MCM2	Levy Banks	Formalise agreement with the Irrigation Trust to access and develop levy banks into cycle ways.
MCM3	Bike Lanes	Formalise verge bike lines on Ral Ral Avenue



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 5: McCormick Centre



Job Number: 20131263
 Filename: 20131263G008C_Track5
 Revision: C
 Date: 1/12/2014
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors



Track 6: Renmark to Customs House

Description: The old Customs House, at the end of Murtho Road, was built in the 1900s and served as an excise collection point for goods crossing the Murray (the Victorian/South Australian border). It now operates as a general store and point of access to house boating holidays along the River Murray.



Overview: A similar trail to that of the Border Track, the Customs House is located off the Murtho Road approximately 26km from the VIC. Taking the same exit route out of town as for the Border track, users take a more direct route by turning left at Paringa and heading north on a gravel trail running parallel to the bitumised road, for approximately 22km. Arriving at Locks road, users turn left and head along a dirt track for approximately 1.5km before reaching customs house.

Trail surface: Sealed trail from the VIC, on road through Paringa and unsealed verge along Murtho Road.

Distance: 72 km return

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets are available at Renmark Caravan Park entrance as well as at the Woolshed Brewery and Customs House.

Points of Interest:

- i. Headings Cliff lookout
- ii. Woolshed Brewery
- iii. Farming blocks
- iv. Customs House

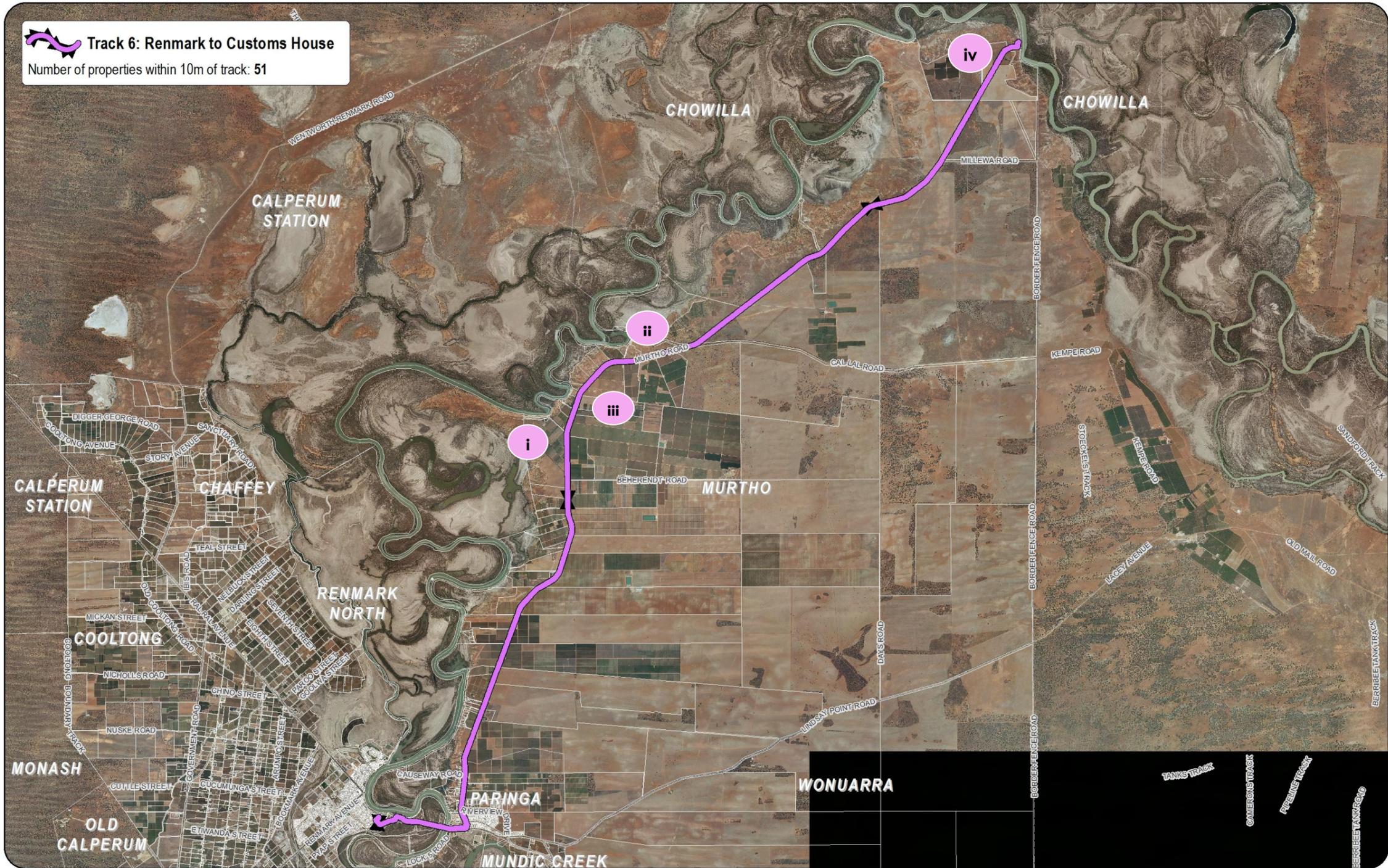
Risk: Several cattle grids along Murtho Road.
51 land titles within 10 metres of the track

Proposed Rating

It is suggested that the trail be rated intermediate



Action for Improvement		
Ref	What	Action
RCH1	Directional Signage	- As per Border Track to Paringa - At Locks Road
RCH2	Caution Signage	- Before all cattle grids
RCH3	Tourist Signage	At entrance to Woolshed Brewery and Headings Cliff lookout.
RCH4	Bike Lanes	Formalised along Murtho Road



Track 6: Renmark to Customs House
 Number of properties within 10m of track: 51

Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 6: Renmark to Customs House



0 1.25 2.5 5 7.5 10 km

Job Number: 20131263
 Filename: 20131263G009B_Track6
 Revision: C
 Date: 1/12/2014
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors

Track 7: Lyrup Flats

Description: An off road trail taking in Paringa paddock and the Lyrup flood plain.



Overview: From the VIC, users take the shared path toward Paringa, passing the caravan park and following the sign posted single track adjacent to the Lions picnic area. Continuing through Paringa paddock on the northern edge of the river, users travel for approximately 5km until they reach Twenty First Street. Turning right and immediately left onto Nelwart St (sand based fire track); head south for approximately 2km crossing Plush's Bend Road and Townsend Street before the trail ends at Twenty Sixth Street. Here users have the opportunity to take the dirt track or follow single tracks through scrub land to Kulnine Street. Heading south west on Kulnine Street (unsealed road) travel approximately 2km through vineyards before arriving at the Lyrup Flats National Park. Here users can explore the many single tracks or complete and approximate 12km loop of the flats before returning to Renmark.

Trail surface: Sealed trail from the VIC, fires tracks and single tracks.

Distance: 40km loop

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets are available at the caravan park as well as in the Lyrup National Park.

Points of Interest:

- i. Views of typical flood plain country which includes swamps, backwaters, creeks and black box and lignum areas.
- ii. An open irrigation channel that depicts the old style of horticultural watering.
- iii. Available camping spots.

Risk: Sand and unsealed surfaces making riding difficult during wet periods.

62 land titles within 10 metres of the track

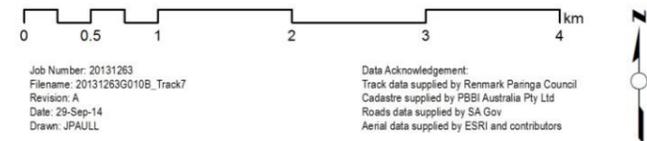
Proposed Rating

It is suggested that the trail be rated intermediate due to changing track conditions and length

Action for Improvement		
Ref	What	Action
LF1	Directional Signage	- Single track signage developed at regular intervals throughout Paringa Flats and Lyrup Flats



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT



Track 8: Paringa Paddock

Description: The Paringa Paddock is network of single, unsealed and fire track trails offering a range of mountain biking and walking experiences.



Overview: From the VIC, users take the shared path toward Paringa; crossing the Sturt Highway via the underpass at the caravan park approximately 1.5 kilometres from the starting point. Users enter into the Paringa paddock and follow an unsealed single track which commences along the northern edge of the river.

A number of trails are evident with some signage evident. Users can explore the myriad of trails covering approximately 11 kilometres throughout the paddock, passing the giant River Red Gums, Lock 5 and an Aboriginal canoe tree. The trail continues along the water's edge for the majority of the way before returning north to same entry/exit point. The area is renowned for its abundance of wild life.

Trail surface: Sealed trail from the VIC then unsealed track and single tracks throughout the ride.

Distance: 12 km with opportunity for greater or shorter distances

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets are available at the caravan park.

Points of Interest:

- i. Lock 5
- ii. The Aboriginal canoe tree
- iii. Renmark Hotel

Risk: After rain the tracks may not be rideable.

26 landowners. Relatively isolated

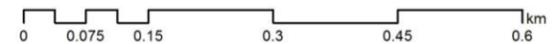
Proposed Rating

It is suggested that the trail be rated easy to intermediate due to some elements of single track and technical difficulty for riders.

Action for Improvement		
Ref	What	Action
PP1	Directional markers	Develop a whole system of trail markers to be located at points where trails cross and locate at 100m intervals or junctions as required
PP2	Directional signage	At the entrance from the underpass and as riders enter Paringa Paddock
PP3	Trail Development	Surface upgrades (crusher dust) and a drain pipe / culvert have been identified in the preliminary audit



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 8: Paringa Paddock



Job Number: 20131263
 Filename: 20131263G011B_Track8
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors



Track 9: Creek and Rivers Loop

Description: 90% of the track is off road, utilising a single track as well as made dirt roads. The ride covers several creeks, rivers as well as the River Murray, covering a wide diversity of country.



Overview: From the VIC users take the shared path west to the Sturt Highway before taking the turn off for Lindsay Point Road and then turning south after approximately 1km back to the Sturt Highway. Travelling for another 9km before continuing on the single track in the Pike River, users arrive at the Loxton main road where an unsealed path travels for a further 13km's prior to turning right on to Pine Creek Road. Continuing a further 8km's via Pine Creek Road, Weaver Road and finally Loxton Main Road, cross the river via the ferry and continue the trip north on unsealed track for 14 kilometres before reaching Kulnine Street and unsealed road which runs through a number of agricultural properties. At the end of Kulnine Street users head south east on Twenty Sixth Street for a short distance before continuing north once again along Nelwart Street which is unsealed but then becomes bituminised. After approximately 4km's until Twenty First Street, enter the Lyrup paddocks and along the banks of the river returning back to the VIC.

Trail surface: Varies from bitumen at the beginning to single track and made dirt/gravel roads.

Distance: 62 km round trip

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets are available at Paringa, Lyrup and in the Lyrup Flats National Park.

Points of Interest:

- i. Historical Paringa Bridge.
- ii. The Black Stump general store and a second hand shop.
- iii. Pike River and Mundic Creek.

Risk: 147 landowners within 10m metres of the trail

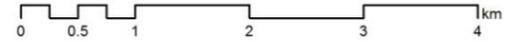
Proposed Rating

It is suggested that the trail be rated intermediate due to the distance and differing terrain.

Action for Improvement		
Ref	What	Action
PP1	Directional Signage	<ul style="list-style-type: none"> - Junction Sturt Highway and Lindsay Point Rd - Junction Lindsay point at Sturt Highway - Pike River - Loxton Main Road - Junction Loxton and Pine Creek Road - Junction Pike Creek and Weaver - Junction Weaver and Lyrup - 100m after ferry crossing (Lyrup Flats) - Exit Lyrup Flats and Kulnine St - 26th Street / Nelwart Street
PP2	Directional Markers	<ul style="list-style-type: none"> - Pine River single trails - Lyrup Flats at 100m intervals or as required



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 9: Creek and Rivers Loop



Job Number: 20131263
 Filename: 20131263G012B_Track9
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre supplied by PBBI Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors



Track 10: Berri Lyrup Loop

Description: A ride to the adjacent townships of Berri and Lyrup.



Overview: From the VIC, the trail is predominantly on road but with opportunity to take a detour via the Bookmark Creek. The direct route follows Industry Road which runs parallel to the Sturt Highway for approximately 1.5km. From here, users go along the Sturt Highway and over the bridge which is narrow and hazardous. Continuing down the Sturt Highway, parts of which are on road and others unsealed verge for a further 9.5km where users can either take a clockwise route via Lyrup Road and the Ferry crossing, or alternatively continue for a further 4.5km before turning left onto Riverview Drive following route 31 into Berri and making a return trip via the Berri Loxton Road. This is a more scenic route through the Gurra Gurra wetlands and Gurra Gurra Road back to the Ferry crossing in Lyrup and a loop back to the Sturt Highway.

Trail surface: On road, sealed verge,

Distance: 70 km round trip.

Amenities: Parking available by the Renmark Paringa Tourist Office, Murray Avenue. Toilets are available on corner of Murray and Renmark Avenue, as well as in Berri and Lyrup.

Points of Interest:

- i. Bookmark Creek Bridge
- ii. Berri Bridge
- iii. Lyrup flats
- iv. Ferry crossing
- v. Black box forest

Risk Major Highway so appropriate care and awareness is required.
Narrow bridge crossing from Renmark heading south (not pedestriained)
131 properties within 10 metres of the trail

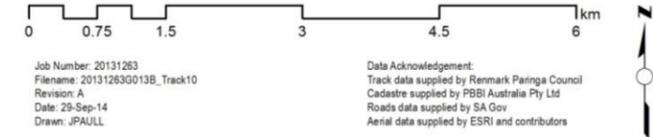
Proposed Rating

It is suggested that the trail be rated intermediate due to the distance.

Action for Improvement		
Ref	What	Action
BLL1	Directional Signage	- Junction Sturt Highway and Riverview Drive
BLL2	Safety Signage	- Bridge crossing in Renmark (caution) - Bridge crossing in Berri (shared)



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
 Track 10: Berri Lyrup Loop



Track 11: Bookmark Creek

Description: An off road walking trail located on the edge of the town that explores the Bookmark Creek wetland and uses sections of the 1956 levy Bank.



Overview: The trail can be accessed via Hale Avenue (off Ral Ral Avenue) approximately 2km from the VIC or alternatively the formal entrance to Bookmark Creek via Twenty-First Street which is approximately 3 km from the VIC.

The track is unsealed and follows the creek and floodplains offering a relaxing ride/walk through natural vegetation. Some parts of the trail have been reinforced and local community groups have erected signage, art pieces and seating for walkers.

Trail surface: unsealed trail

Distance: Approx 4km

Amenities: Parking is available on Twenty First Street as well as Hale Avenue. There are no toilets on the trail but can be accessed on the Northern side of the Grandstand (at the sporting Ovals).

Risk potential for flooding

Proposed Rating

It is suggested that the trail be rated easy



Action for Improvement		
Ref	What	Action
BC1	Directional Signage	- Junction of Hale Ave and Ral Ral - Entrance off Twenty-First Street
BC2	Trail Markers	- At 100m intervals or as required



Renmark Paringa Council
RECREATIONAL TRAILS PROJECT
Track 11: Bookmark Creek Walk

- i.
- ii.

0 0.1 0.2 0.4 0.6 0.8 km

Job Number: 20131263
 Filename: 20131263G0148_Track11
 Revision: A
 Date: 29-Sep-14
 Drawn: JPAULL

Data Acknowledgement:
 Track data supplied by Renmark Paringa Council
 Cadastre data supplied by PBA Australia Pty Ltd
 Roads data supplied by SA Gov
 Aerial data supplied by ESRI and contributors

Section Four: Conclusion

4.1 Opportunities

It's evident that there are a number of opportunities for trail design and provision in Renmark Paringa that could lead to a number of opportunities for local and tourist cycling. It must however be reiterated that many of the identified routes are 'rides' rather than trails and therefore a number of factors need to be considered when developing the 'trails network' in the region to include the following:

4.1.1 Visitor Information Centre

Whilst users have an opportunity to start or end rides or walks as and where they please, the central location of the Visitor Information Centre (VIC) on Murray Street and adjacent to the river, lends itself perfectly for rides and walks to start and end. The VIC is also an obvious place to disseminate information, maps and points of interest and should therefore be seen as the hub for all aspects of tracks and trails in Renmark Paringa.



Figure 8: The Visitor Information Centre

The Visitor Information Centre is an ideal location for rides to start and end and being the focal point for the dissemination of maps and information relating to trails and rides in Renmark Paringa

4.1.2 Signage

Whilst there are some signs and signposts located throughout the town and along some of the routes, there is opportunity to standardise these and use as both marketing and wayfinding collateral. The SA Trails Guide¹ identifies a number of considerations for trail signage and markers and refers to Australian Standards that should be adhered to when designing and planning for such infrastructure. Appendix D is a summary of the guidelines and discusses the concept of safety, caution, interpretive and educational signage.

There is also an opportunity to brand trails and rides to include easily recognisable symbols that align with the region similar to those adopted by the State Government for the Mawson, Heyson and Riesling trails.



Figure 9: Trail Markers and Wayfinding

Signage and trail markers should be adopted throughout the region to brand trails and make them easily recognisable. Signs should be both directional and informative in relation to hazards and points of interest.

4.1.3 Road and Path Classifications

Many of the identified routes have large on road sections and are a cause of concern regarding being promoted and used as recreational riding routes. The Sturt Highway both from the east (Paringa) and heading south (to Berri) have large sections of on road stretches that need specialist advice in relation to cycling in particular.

Where possible, it is advised that riders be encouraged to use parallel secondary roads and appropriate signage installed and road design standards adhered to.

The SA Government has developed an initiative along these lines known as 'Bikedirect' which is a network of bicycle routes across the Adelaide metropolitan area to encourage cycling. The Bikedirect routes are strategically signposted and identified as:

- Main Arterial Roads
- Secondary Roads
- Local Roads and
- Off Road Paths

These four aspects of cycling routes should be considered and where possible arterial and secondary roads avoided if possible (Figure 10).

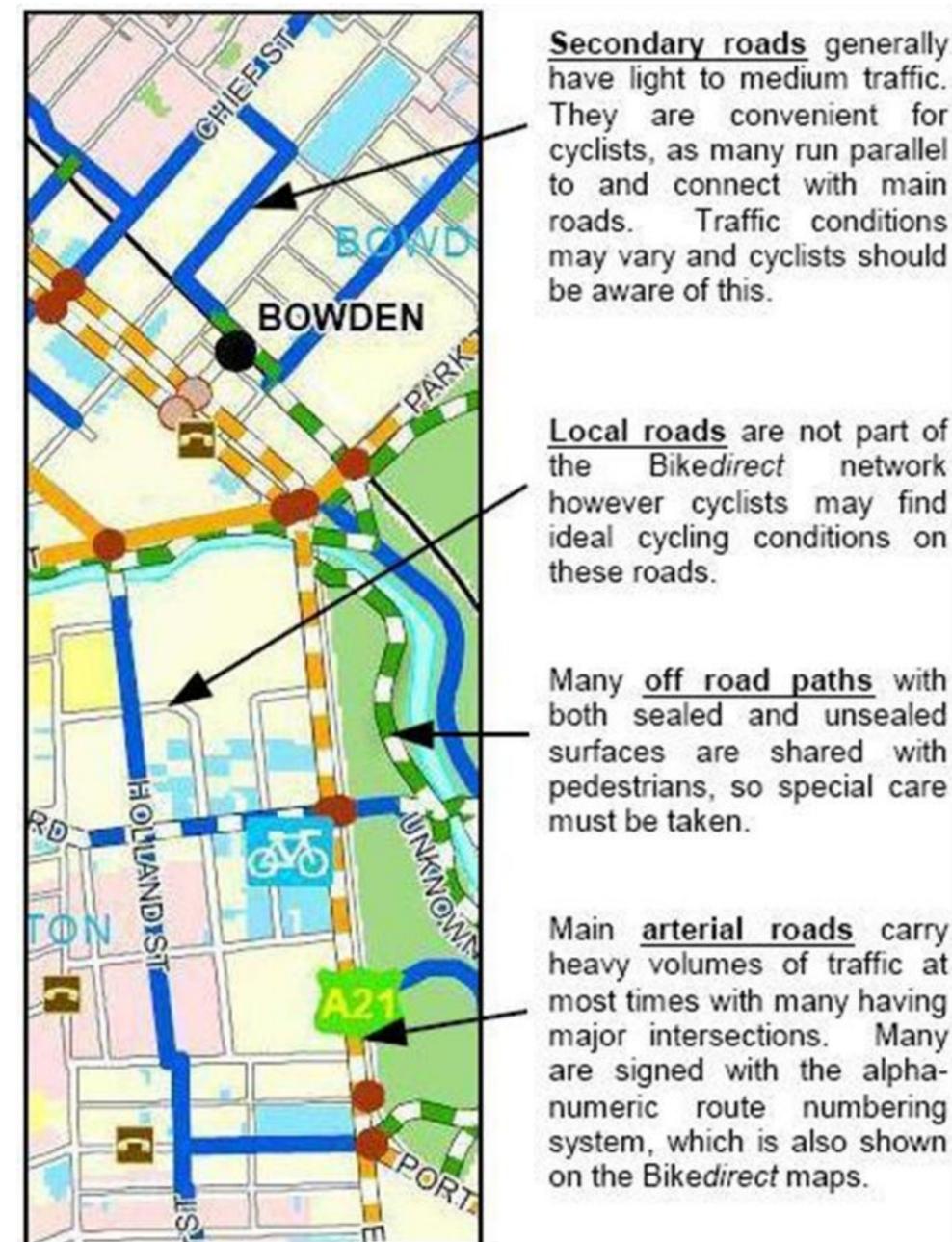


Figure 10: Off Road Cycling

Off road cycling generally occurs on unsealed surfaces which are either fire or single tracks located away from main roads and large volumes of traffic

4.1.1.1 Main Arterial Roads

The main arterial roads that have been identified in the strategy on which some of the rides have been identified include:

- Sturt Highway Renmark- Paringa
- Sturt Highway Renmark – Berri
- Old Sturt Highway Renmark – Berri
- Berri Loxton Road
- Loxton Main Road



Figure 10: Primary Arterial Roads

Main arterial roads such the Sturt Highway need careful assessment as recreational riding routes as traffic speeds can vary and are hazardous to cyclists.

4.1.1.2 Secondary Roads

Secondary roads are generally less busy than arterial roads and may be in residential areas or connecting townships along single or dual sealed roads with unsealed hard shoulders. Opportunity should be explored to either formalise bike lanes, or alternatively develop appropriate signage to guide riders to safer or less congested routes.

The main identified secondary roads in this strategy are:

Renmark	Lyrup	Berri
- Lindsey Point Road	- Pike Creek Road	- Riverview Drive
- Murtho Road	- Lyrup Main Road	- Gurra Road
- Plush's Bend Road	- Brown Street	- Brown Street
- Nelwart Street	- Nolan Road	- Lyrup Road
- Lock Road		
- Goolwa Street		
- Ral Ral Avenue		



Figure 11: Secondary Roads

Secondary roads are generally less busy than arterial roads and can be both residential and major roads connecting townships within the region.

4.1.1.3 Local Roads

Local residential roads with restricted speeds limits and therefore preferable for recreational use including the following:

Renmark	Lyrup
- Patey Drive	- Pomroy Crescent
- Evans Street	- Wilson Parade
- Twenty-Second Street	- Thayne Terrace
- Twenty-Third Street	
- Pyap Street	
- Moorna Street	



Figure 12: Local Roads

Local residential roads are generally quieter and are more conducive to recreational riding

4.1.1.4 Off Road Paths

Off Road cycling is generally safer for riding and has either minimal or no vehicular traffic and can include fire tracks, unsealed surfaces or single tracks. Identified areas in the region include the following:

Renmark	Lyrup
- Twenty-First Street	- Lyrup Flats
- Bookmark Creek	
- Paringa Paddock	
- Ral Ral Trail	
- Lock Road	
- Border Track	

Where these exist, strategies for wayfinding to include trail markers and signposting should be employed to guide cyclists and walkers.



Figure 13: Off Road Cycling

Off road cycling generally occurs on unsealed surfaces which are either fire or single tracks located away from main roads and large volumes of traffic

4.1.2 Levy Banks

The towns levy banks provide an opportunity to use as purpose built cycle ways and footpaths. These are however owned by the Renmark Irrigation Trust and further consultation with this agency regarding access, safety, maintenance and risk needs to be considered.



Figure 14: Levy Banks

The towns' levy banks pose an ideal opportunity to be developed into purpose built shared pathways for walkers and cyclists alike.

4.1.3 Land Ownership

Land ownership is both a challenge and an opportunity for trail development in the region. Most of the trails identified in this strategy cross a number of land titles and development and promotion is therefore dependant on buy in from all stakeholders. Given the project is Council driven however, it is appropriate for Council to initiate dialogue with a view of seeking further legal advice in relation to risk and liability.

4.1.4 Bridges

Three bridges connect Renmark to Paringa in the East and Berri in the South and across Bookmark Creek to the north. However, access across these for walkers and cyclists is challenging as both have pedestrian walkways but no formal bike lanes. Opportunities to develop safe crossings should be explored as part of the strategy for trail development.



Figure 15: Bridge Crossings

Safe cycle access across bridges needs to be considered as part of the strategy

4.2 Recommendations

As stated in earlier sections of the report, the development of trails in the region is in its early stages of planning and the identified routes in this strategy are a mix of both 'ride and walk' suggestions and recreational trails themselves. The former largely occur on main or secondary roads and through residential areas, whereby the latter can be defined as those being on either purpose built shared paths, fire, or single tracks which are more aligned to recreational use.

The following recommendations must therefore be viewed in this light and the ongoing development of trails undertaken in a systematic manner which recognises the need to design and manage 'trail and ride' opportunities. Recommendations are therefore suggested as follows:

- **Strategy:** Broad objectives which relate to various aspects of trail design and management and therefore split into:
 - **Management and Risk**
 - **Marketing and Promotion**
 - **Design and Infrastructure**

- **Actions:** Specific actions relating to each strategy

- **Priority:** Based on:
 - High 
 - Medium 
 - Low 
 - Ongoing 

These relate to the perceived ease of the strategy occurring and the impact this will have on developing trails across the region.

- **Budget:** This is indicative only as many strategies will require further work (as identified in the Trail Staging and Development Process)

- **Comments:** Potential implications regarding the strategy development.

Additional work is required in relation to the next stages of trail development, and therefore the following recommendations are suggested as a basis of commencing the journey of trail development in Renmark Paringa but does not include track and trail design as most trails do not warrant specialised design due to the topography and terrain of the region.

1: Management and Risk		Action	Priority	Budget	Comments
1.1	Ensure safety of all on road cycling routes identified in the plan	i. Complete a detailed cycling safety audit of all arterial roads identified in the strategy highlighting areas of immediate risk / concern for cycling. Assessment to also include viability of levy bank suitability and bridge crossing recommendations.	H	\$20k	Traffic consultant to be contracted and assess against Ausroads standards and guidelines
		ii. Complete a detailed audit of all off road trails identified in the strategy highlighting areas of immediate risk / concern	H	Nil	Use BUG and internal resources and cover insurance for volunteers
1.2	Establish buy in from all land owners.	i. Identify all existing land owners across each of the identified trails.	H	Nil	Internal resources
		ii. Develop formal agreements regarding access and risk associated with trail development.	H	\$10k	Legal advice required as and when stakeholders have agreed to allow and manage public access.
1.3	Implement a trails classification system	i. Adopt a trail classification system.	H	Nil	Based on the Australian Standards for Walking Tracks and the IMBA Australia Trail Rating System
		ii. Liaise with neighbouring councils in developing a rating system which can be used throughout the Riverland region.	H	Nil	Establish MOU and formal arrangements with neighbouring Councils
1.4	Monitoring and Maintenance	i. Ensure that trail inspections are carried out in accordance with Council policies or after severe weather (flooding) and develop an asset management plan for trail management and monitoring.	Ongoing	\$5k	Existing resources/budget
		ii. Utilise community volunteers and the BUG to create an ongoing monitoring system for trails.	Ongoing	\$5k	Annual budget for training / insurance / minor costs
1.5	Trail Reference Group	i. Establish a Trails Reference Group (TRG) to guide the development of this strategy and apply for external funding to develop trails and tracks in Renmark Paringa	H	\$5k	Annual budget for meetings and administrative support
		ii. The TRG develop a strategic plan in relation to trail development and funding and to move into Stages 3 and 4 of the Trail Development Process	H	\$5k	Council assisted
Sub Total				\$50k	<i>Indicative</i>

Table 2: Recommendations

2: Marketing and Promotion		Action	Priority	Budget	Comments
2.1	Develop a Marketing Strategy for Trails	i. Establish a branding strategy for riding and trails in the region along the lines of 'Ride Renmark Paringa'	H	\$5k	Internal / BUG
		ii. Generate a tracks and trails booklet (hard copy and electronic) which illustrates trail and ride experiences.	M	\$10k	Internal with external support / printing
		iii. Generate detailed maps for each trail which include topography, trail difficulty and the locations of services.	M	\$5k	Internal with external support / printing
2.2	Develop a standardised trail marker system and branding	i. Design trail markers and branding and ensure consistency across the region whilst acknowledging land owners needs and Australian Standards	H	\$15k	Graphic design and consultation noting Government agencies often have pre-determined systems or design requirements for signs.
2.3	Develop a Community Events Calendar based around trails	i. Develop an annual community ride promoting rides in Renmark Paringa	L	\$10k	Annual budget to be added to the TRG support.
2.4	VIC to disseminate cycling and walking information	i. Ensure staff are trained and aware of trail opportunities and points of interest	M	\$Nil	Existing resource. Staff person to be invited on to the TRG.
Sub Total				\$45k	<i>Indicative</i>

3: Design and Infrastructure		Action	Priority	Budget	Comments
3.1	On Road Infrastructure	i. Develop and install signage from VIC along river front shared pathway to the start of all trails east, west and south and if able utilise existing footpath signage infrastructure.	H	\$10k	Wayfinding signage along river front through to Sturt Highway, Lyndsay Road and trail connectors along public roads.
		ii. Install bike connect markers at strategic locations through residential areas to connect the shared path from the VIC to the start of all off road routes.	H	\$20k	Simplified arrow markers erected along residential areas linking to trails i, iii, iv, vi, vii and x as identified in 3.2 below.
		iii. Allocation of funding for an estimated 50km of road/shared path marking if required	M	\$24k	As an outcome of 1.1a Estimate bases on \$1500 mobilisation and 45c per metre ³
		iv. Assess options for bridge crossing	M	\$TBD	As an outcome of 1.1a, line marking included in 3.1.ii above. No infrastructure development
3.2	Trail Development in order of Priority based on minor directional and interpretive signage	i. Bookmark Creek - Enhance trail and wayfinding markers.	H	\$2k	<ul style="list-style-type: none"> - In order of priority based on the amount of off road cycling tracks - Markers suggested at trail intersections and as required on unsealed tracks. - On road rides suggested as being least favourable due to issue of safety, risk and required traffic management and potential cost to develop safe cycling infrastructure. - All off road trails to have formalised signage and trail markers - Audit required (as per 1.1b) to determine caution and safety signage where required - Council to work with relevant agencies, land owners, community groups and volunteers to undertake trail development and maintenance.
		ii. Paringa Paddock: - Develop trail and wayfinding markers - Minor clearance of flora. - Crusher dust and minor trail development as identified by the BUG	H	\$15k	
		iii. Ral Ral Creek: - Develop trail and wayfinding markers at strategic locations along the trail.	H	\$5k	
		iv. Lock 5 - Minor directional signage as identified	M	\$1k	
		v. Lyrup Flats: - Develop trail and wayfinding markers - Minor clearance of flora	M	\$3k	
		vi. McCormick Centre - Minor directional signage as identified	M	\$1k	
		vii. Ruston's Rose Garden - Minor directional signage as identified	M	\$2k	
		viii. Creek and Rivers Loop - On road and directional signage along Sturt Highway - Remainder is off road and links with other rides	M	\$5k	

³ Estimate based on quote provided by A1 Line Marking Pty Ltd., Virginia SA 5120

3: Design and Infrastructure		Action	Priority	Budget	Comments
	Continued	ix. Border Track - Due to the distance, a number of signs will be required as identified in the tail overview.	L	\$5k	As before
		x. Renmark to Customs House - Mainly on road signage along	L	\$5k	
		xi. Berri Lyrup Loop - Largely on road (arterial) and therefore requiring detailed assessment by traffic engineers - Estimate based on signage only	L	\$10k	
3.3	Levy Bank Enhancement	i. Assess infrastructure requirements to develop into cycle ways (un sealed)	M	\$TBD	In conjunction with 1.1a
Sub Total				\$108k	<i>Indicative</i>

4.3 Summary

\$203,000 of works and initiatives have been identified to develop a series of rides and trails in Renmark Paringa with many already in existence but requiring formalising. The breakdown of priorities includes the following:

	High	Medium	Low	Ongoing	Total
1	40k	-	-	10k	50k
2	20k	15k	10k	-	45k
3	52k	36k	20k	-	108k
Total	112k	51k	30k	10k	203k

Table 3: Cost Summary

However, there are a number of actions identified in the recommendations which would provide immediate on ground action for trail development to include:

Strategy	Action	Indicative Cost
1.2	ii. Land owner consent	\$10k
1.3	i. Trail classification	\$Nil
1.5	i. Develop Trails Reference Group	\$5k
2.2	i. Design trail markers	\$15k
3.2	Trails i-vii inclusive	\$34k
Total		\$64k

Table 4: Action Priority Summary

Further cost saving could be made by developing only trails i-iv at a cost of \$23,000 but strategies 1.2, 1.3, 1.5 and 2.2 are prerequisites of any trail development occurring and total \$30,000.

The issue of understanding the difference between trails and on road routes is also critical when considering developing 'trails' and rides in the region in that the former can be defined as truly recreational whereby the latter carry with them a number of implications related to safety and infrastructure costs.

Priorities should therefore be focussed on trails and rides that are either off road or along local roads as these are generally safer and more recreation based. Secondary roads should be considered where off road verges exist, and main arterial roads used as a last resort but after an assessment from a traffic engineer has been undertaken and in line with suggestions for infrastructure to improve safety of riders.

In summary, there is good opportunity to commence the development of a network of trails in the region but caution must be given to ensuring a full risk assessment is undertaken with regards to land ownership, stakeholder buy in and of course appropriate infrastructure development which promotes opportunity. The BUG is also an active community organisation and should be used to establish a network of trails and be the foundation of a Reference Group that uses this strategy as the first strategic phase in the ongoing design, development and management of trails for all to enjoy in Renmark Paringa.

Appendices

Appendix A: IMBA Trail Difficulty Rating System 2013

Appendix B: IMBA Typical Trail Plan Example

Appendix C: IMBA Australia Rules of the Trail

Appendix D: Guidelines for Signage

Appendix A: IMBA Trail Difficulty Rating System 2013

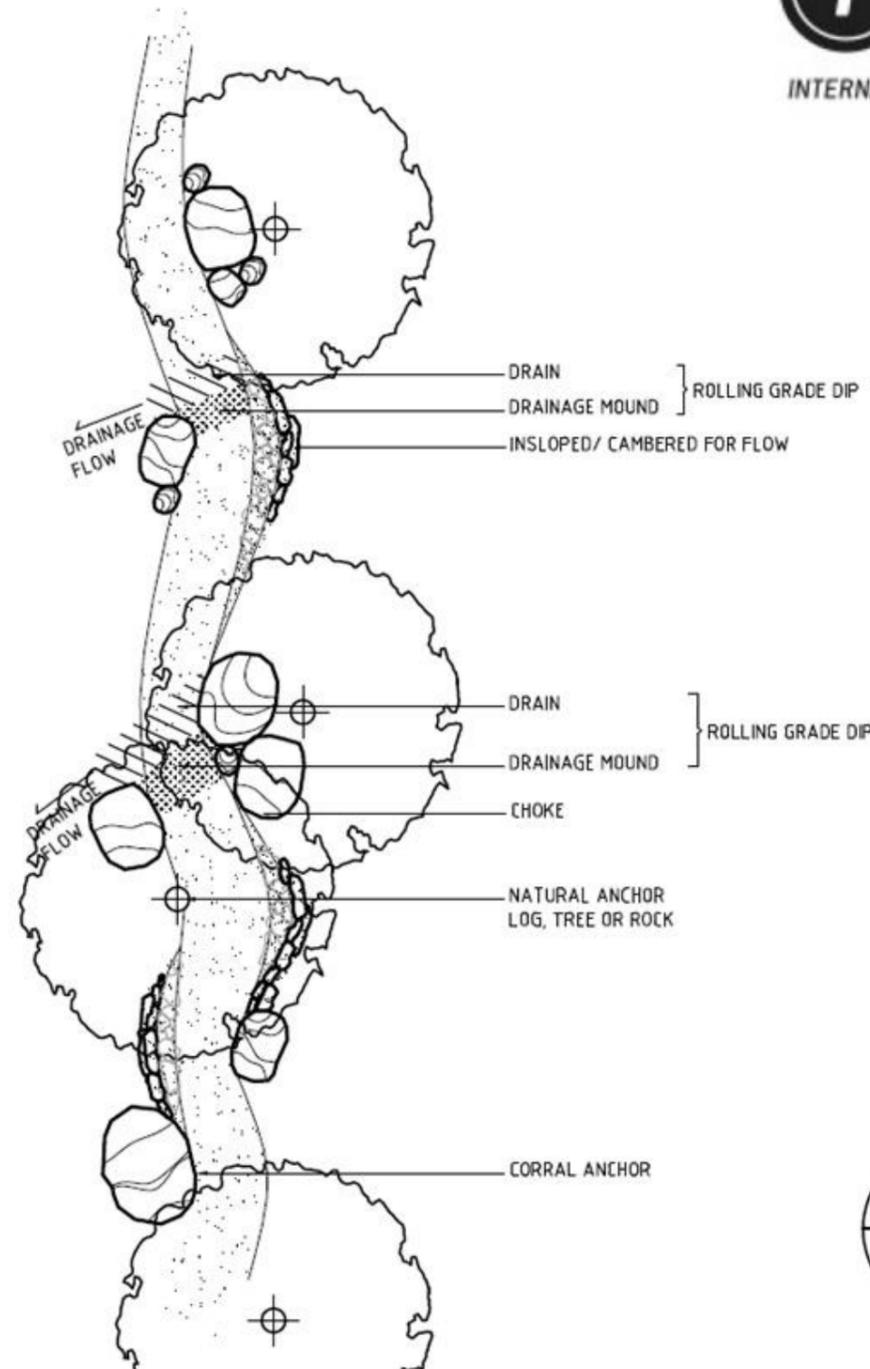
7.0 Trail Difficulty Rating System - User Guide

	Very easy  White Circle	Easiest  Green Circle	More Difficult  Blue Square	Very Difficult  Single Black Diamond	Extremely Difficult  Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles. Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of unavoidable obstacles. Short sections may exceed these criteria. Frequent encounters are likely with walkers, runners, horse riders and other cyclists.	Likely to be a single trail with moderate gradients, variable surface and obstacles.	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.
Suitable for	Beginner/ novice cyclists. Basic bike skills required. Suitable for most bikes.	Beginner/ novice mountain bikers. Basic mountain bike skills required. Suitable for off-road bikes.	Skilled mountain bikers. Suitable for mountain bikes.	Experienced mountain bikers with good skills. Suitable for better quality mountain bikes.	Highly experienced mountain bikers with excellent skills. Suitable for quality mountain bikes.
Fitness Level	Most people in good health.	Most people in good health.	A good standard of fitness.	Higher level of fitness.	Higher level of fitness.
Trail Width	Two riders can ride side by side.	Shoulder width or greater.	Handlebar width or greater.	Can be less than handlebar width.	Can be less than handlebar width.
Trail Surface and obstacles	Hardened with no challenging features on the trail.	Mostly firm and stable. Trail may have obstacles such as logs, roots and rocks.	Possible sections of rocky or loose tread. Trail will have obstacles such as logs, roots and rocks.	Variable and challenging. Unavoidable obstacles such as logs, roots, rocks drop-offs or constructed obstacles.	Widely variable and unpredictable. Expect large, committing and unavoidable obstacles.
Trail Gradient	Climbs and descents are mostly shallow.	Climbs and descents are mostly shallow., but trail may include some moderately steep sections.	Mostly moderate gradients but may include steep sections.	Contains steeper descents or climbs.	Expect prolonged steep, loose and rocky descents or climbs.

8.0 Trail Difficulty Rating System Land Managers Guide

	Very easy  White Circle	Easiest  Green Circle	More Difficult  Blue Square	Very Difficult  Single Black Diamond	Extremely Difficult  Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles. Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of obstacles. Short sections may exceed these criteria. Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a single trail with moderate gradients, variable surface and obstacles. Dual use or preferred use Optional lines desirable	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles. Single use and direction Optional lines XC, DH or trials	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles. Single use and direction Optional lines XC, DH or trials
Trail Width	2100mm plus or minus 900mm	900mm plus or minus 300mm for tread or bridges.	600mm plus or minus 300mm for tread or bridges.	300mm plus or minus 150mm for tread and bridges. Structures can vary.	150mm plus or minus 100mm for tread or bridges. Structures can vary.
Trail Surface	Hardened or smooth.	Mostly firm and stable.	Possible sections of rocky or loose tread.	Variable and challenging.	Widely variable and unpredictable.
Average Trail Grade	Climbs and descents are mostly shallow. Less than 5% average.	Climbs and descents are mostly shallow, but may include some moderately steep sections. 7% or less average.	Mostly moderate gradients but may include steep sections. 10% or less average.	Contains steeper descents or climbs. 20% or less average.	Expect prolonged steep, loose and rocky descents or climbs. 20% or greater average
Maximum Trail Grade	Max 10%	Max 15%	Max 20% or greater	Max 20% or greater	Max 40% or greater
Level of Trail Exposure	Firm and level fall zone to either side of trail corridor	Exposure to either side of trail corridor includes downward slopes of up to 10%	Exposure to either side of trail corridor includes downward slopes of up to 20%	Exposure to either side of trail corridor includes steep downward slopes or freefall	Exposure to either side of trail corridor includes steep downward slopes or freefall
Natural Obstacles and Technical Trail Features (TTFs)	No obstacles.	Unavoidable obstacles to 50mm (2") high, such as logs, roots and rocks. Avoidable, rollable obstacles may be present. Unavoidable bridges 900mm wide. Short sections may exceed criteria.	Unavoidable, rollable obstacles to 200mm (8") high, such as logs, roots and rocks. Avoidable obstacles to 600mm may be present. Unavoidable bridges 600mm wide. Width of deck is half the height. Short sections may exceed criteria.	Unavoidable obstacles to 380mm (15") high, such as logs, roots, rocks, drop-offs or constructed obstacles. Avoidable obstacles to 1200mm may be present. Unavoidable bridges 600mm wide. Width of deck is half the height. Short sections may exceed criteria.	Large, committing and unavoidable obstacles to 380mm (15") high. Avoidable obstacles to 1200mm may be present. Unavoidable bridges 600mm or narrower. Width of bridges is unpredictable. Short sections may exceed criteria.

Appendix B: IMBA Typical Trail Plan Example



8 TRAIL
TYPICAL PLAN
SCALE 1:100

Appendix C: IMBA Australia Rules of the Trail

IMBA Australia developed the "Rules of the Trail" to promote responsible and courteous conduct on shared-use trails and purpose built trail networks. Keep in mind that the guidelines related to sharing trails, direction of travel and passing may vary in different locations, or with different traffic conditions. If in doubt, give way to other trail users and say hello.

1. **Ride Open Trails:** Respect trail and road closures — ask a land manager for clarification if you are uncertain about the status of a trail. Do not trespass on private land. Obtain permits or other authorisation as required. Be aware that bicycles are not permitted in some areas protected as state or federal Wilderness and Nature Reserves.
2. **Leave No Trace:** Be sensitive to the dirt beneath you. Wet and muddy trails are more vulnerable to damage than dry ones. When the trail is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Don't cut switchbacks. Be sure to take out at least as much as you take in.
3. **Control Your Bicycle:** Inattention for even a moment could put yourself and others at risk. Obey all bicycle speed regulations and recommendations, and ride within your limits.
4. **Share the Trail:** Do your utmost to let your fellow trail users know you're coming — a friendly greeting or bell ring are good methods. Try to anticipate other trail users as you ride around corners. Bicyclists should give way to other non-motorized trail users, unless the trail is clearly signed for bike-only travel. Bicyclists travelling downhill should yield to ones headed uphill, unless the trail is clearly signed for one-way or downhill-only traffic. In general, strive to make each pass a safe and courteous one.
5. **Respect Wildlife and Livestock:** Animals are easily startled by an unannounced approach, a sudden movement or a loud noise. Give animals enough room and time to adjust to you. When passing horses, use special care and follow directions from the horseback riders (ask if uncertain). Running sheep or cattle and disturbing wildlife are serious offenses.
6. **Plan Ahead:** Know your equipment, your ability and the area in which you are riding and prepare accordingly. Strive to be self-sufficient: keep your equipment in good repair and carry necessary supplies for changes in weather or other conditions. Always wear a helmet and appropriate safety gear.

Appendix D: SA Trails Signage Guidelines

Signage

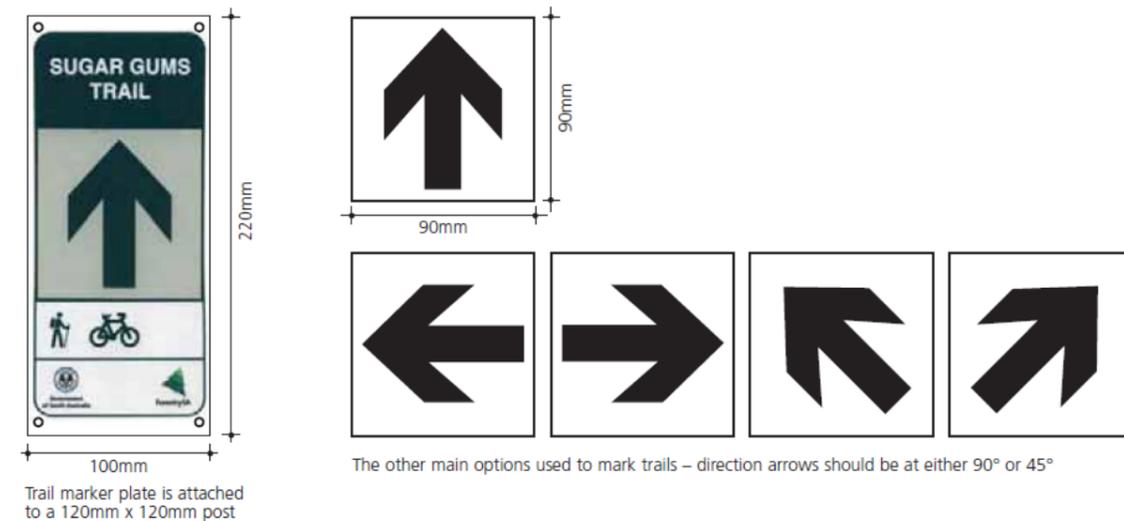
The AS 2156.1 - 2001 Walking Tracks: Classification and Signage provides a classification system for walking tracks. The Standard also provides guidance on the design, fabrication and use of trail markers, and information signs to be used for walking trails.

Trail markers

In relation to trail markers, the key recommendations of AS 21.56.1 – 2001 are that:

- Directional arrows should be positioned on a square background of a minimum of 90mm by 90mm.
- Directional arrows should either be at ninety or forty-five degree angles only.
- Trail markers should be designed for durability and should be made of either aluminium alloy (at least 1.6mm thick) or galvanised steel (at least 1mm thick).
- Markers should have a reflective finish to assist with night-time identification and should be of a colour that is clearly visible within the landscape while also considering the effects of weathering (e.g. blue, yellow, orange and red).
- The intervals at which trail markers are placed should be in accordance with trail classification and local site conditions such as vegetation, topography and weather.
- Trail markers should be placed at a consistent height above ground (between 0-2 metres) and should relate to topographical conditions.

It is very important that trail markers are clearly visible from the point of view of the trail user. The dimensions and colours of directional arrows as well as the installation height and frequency of markers should be designed to ensure that trail users are easily able to find their way. This is equally applicable in both urban and rural settings. Forestry SA has adopted a style of trail marker which meets the requirements of AS 2156.1 – 2001 while also providing an opportunity to include an organisational logo, trail name and description of user groups



Information (interpretation and education) signs

AS 2156.1 – 2001 also provides guidance on the design of signs which provide information in relation to advisory notes, description of the trail, interpretation of attractions, relevant regulations and warnings. More commonly known as interpretive or education signs information signs are an essential element of trail design and, while they should be individually tailored to suit the particular purpose and geographical circumstances of the trail, should include information about:

- Required equipment and safety precautions (e.g. footwear, hat, water supply, etc.)
- The classification of the trail and a description of the skill and fitness level required to complete the trail
- Distance and estimated completion time for the trail (including whether it is one-way or return)
- Topographical and climatic conditions that should be considered prior to departure availability of facilities such as toilets
- Opening and closing times of the trail
- The overall route of the trail (e.g. maps at the trail head and at key locations)
- Environmental and cultural sensitivities such as habitat areas and places of Aboriginal significance
- Dangerous places, obstacles and other elements along or adjoining the trail
- Behavioural considerations.

Reference should also be made to Guidelines for Producing Trail Signage¹⁶ to assist in preparing and implementing an appropriate signage strategy for a particular trail. The types of signs covered by the document include those intended to provide direction to users, interpretation of the trail and/or surrounding attributes, and to assist with management of the trail.

Austroroads: Guide to Traffic Engineering Practice Part 14 – Bicycles also provides nationally agreed specifications for road and off-road bicycle paths. These standards are more applicable to an urban context and are particularly relevant where trails intersect road crossings. Consultation with Local or State Authorities will be required in these situations.