

**DISUSED RAIL RESERVE LAND**

980. Hon Rick Mazza to the Parliamentary Secretary representing the Minister for Transport:

I refer to the many disused railway track reserves throughout Western Australia, and ask:

- (a) how many kilometres of disused railway track reserves exist in the:
  - (i) Agricultural region; and
  - (ii) South West region;
- (b) what is the current status of tenure of each reserve;
- (c) who is responsible for the management of those reserves;
- (d) how many of these reserves are currently utilised for community activities, such as:
  - (i) walk trails;
  - (ii) mountain biking;
  - (iii) 4WD trails;
  - (iv) camp sites; and
  - (v) other; and
- (e) are there any plans to develop the currently disused reserves for community interest groups?

**Hon Jim Chown replied:**

- (a) (i) Nil.
- (ii) Approximately 431 kilometres of disused railway track reserves in the South West Region. A full description is provided in the table below.

Line	Location	Kilometres (approximate)
71	Premier to Narrogin	120
72	Bowelling to Wagin	25
76	Boyup Brook to Katanning	202
77	RGC to Busselton Railway	22
78	Wonnernup to Nannup	62

- (b) Disused rail reserve land is either owned in freehold or Crown land.
- (c) The Public Transport Authority (PTA).
- (d) (i) The PTA has a number of community licences for walking trails, these include major trails on line 76 which is approximately 60 kilometres, line 77 which is approximately 30 kilometres and line 78 which is approximately 15 kilometres.
- (ii)–(iv) Nil.
- (v) The PTA has licences to Local Government agencies for community use purposes, generally rail reserve land abutting the main street of a township. Given our duty of care and for the safety of the public the use of the above lands for mountain biking, four wheel driving and camping are not permitted.

Hazards include embedded rail tracks, collapsed culverts, banks and cuttings, major structures such as fenced off timber bridges which are no longer maintained to rail standards.
- (e) The PTA does not currently have any plans to develop the disused reserves for community purposes noting that these corridors are retained for future State requirements. However, the PTA is open to approaches from local community authorities to use the land for appropriate purposes, under a licence agreement (which include indemnities for protection of the State).