
2009-2019
BARWON SOUTH WEST
REGIONAL TRAILS MASTER PLAN
ATTACHMENTS REPORT

Inspiring Place Pty Ltd



September 2009

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Cover Images: Great Ocean Walk – Parks Victoria

Forest Mountain Bike Park: http://farm2.static.flickr.com/1125/573602062_9063a3d309.jpg

Warrnambool Foreshore: <http://www.immi.gov.au/living-in-australia/choose-australia/regional-life/images/photos/warrnambool-broadwalk.jpg>



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ATTACHMENT 1
TRAIL AUDIT

ID	Trail Name	Existing/ proposed trail	Management LGA	Land Owner	Management Authority	Management Arrangements	Length One Way (km)	Time (hrs)	Difficulty	Major uses* () = restricted	Trail Name	Key Features	Facilities	Usage Levels	Promotional Material	Issues	
1	You Yangs Regional Park MTB Trails	Existing	CoGG	DSE	PV	PV / Mtn Bike working group, volunteers, industry reps, COGG	55	up to 4 hrs	Easy-very difficult:	B M	You Yangs Regional Park MTB Trails	Diverse MTB trails in park setting	Parking, toilets, seating, BBQ's, MB tour operators, shuttle services	High: 70,000 per year	Map/brochure, website information	Ongoing maintenance, lack of toilets and potable water	<div>ABBREVIATIONS</div> <div>USES:</div> <div>B: bicycles canoes/kayaks</div> <div>C:</div> <div>H: horses walking</div> <div>W:</div> <div>NA: not available, not applicable</div>
2	Bellarine Bayside Trail	Existing (Pt Richards - St Leonards)	CoGG	DSE	BB COM	BB COM manages	13 (check)	3 hrs (walking)	Easy	W B	Bellarine Bayside Trail	Bay views, beaches, safe swimming, natural/heritage values	Restaurants, Caravan Parks, Toilets, bbq's, picnic facilities, playground	High during summer. Low /med during winter	Brochure, website under development	Some sections narrow, dogs on beach rules	
3	Bellarine Rail Trail	Existing (Geelong-Queenscliff)	COGG	DSE / State Transport Authority	COGG / Steam Preservation Society	COGG / Steam Preservation Society, BRT Advisory Committee	33	2.5 hrs (cycling)	Easy	W B (H)	Bellarine Rail Trail	Rural, coastal views, heritage values	Parking, seating, signage, shelters, toilet	Moderate	Brochure (with defined sectional maps), web	Surface variable, short on-road section, ongoing maintenance	
4	Q'cliff-Pt Lonsdale-Ocean Grove Trail	Proposed	Queenscliffe, COGG	DSE	BoQ, COGG	NA	NA	NA	NA	NA	Q'cliff-Pt Lonsdale-Ocean Grove Trail	Coastal scenery, beaches, towns	Range of facilities in towns	NA	NA	May involve vegetation clearance, cost, management responsibility	
5	Barwon River Parkland Trail	Proposed (Geelong-Barwon Heads)	COGG	Six agencies and Private Freehold	Various	All owners on Barwon River Parkland COM	35	NA	NA	W B C	Barwon River Parkland Trail	River, environmental setting	Parking, toilets, picnicking etc	NA	NA	Complex land ownership, cost, environmental issues	
6	Geelong Foreshore Trail (Bollard section)	Existing / extensions proposed	COGG	COGG / DSE	COGG	COGG manages	5	1.5 hrs (walking)	Very easy	W B	Geelong Foreshore Trail (Bollard section)	Bay views, bollards, historic, facilities	Extensive facilities, interpretive signs, restaurant, clubs	High	Web, tourist publications	Opportunities to extend trail	
7	Barwon River Trails, Geelong	Existing / extensions proposed	COGG	DSE / CoGG	DSE / CoGG / CCMA	Management shared by CCMA, CoGG and DSE.	20	2 hrs (cycling)	Easy	W B C	Barwon River Trails, Geelong	River, environment	Extensive facilities, interpretive signs, restaurant, clubs	High: commuter track, recreation, cycling, water based activities	Walk or Ride the City of Greater Geelong' Brochure	Conflict between dog walkers, cyclists and joggers. Motor bike use illegal, use at night.	
8	Surf Coast Walk	Existing / extensions proposed	Surf Coast	DSE, SCSC	GORCC, PV	Management shared: GORCC and PV	30	11 hrs (walking)	Easy-moderate	W (B)	Surf Coast Walk	Coastal scenery, beaches, natural values, towns	Extensive facilities in towns	High	Brochures, web sites, tourist publications	Some degraded sections, opportunities to extend/link to other trails	
9	Anglesea Heath MTB Trails	Existing / extension proposed	Surf Coast	Alcoa	SCSC leases site	SCSC and volunteers?	NA	NA	Easy-very difficult:	M	Anglesea Heath MTB Trails	Range of trails in natural setting	Basic facilities	Moderate	Brochure, web	Ongoing management	
10	Tiger Trail: Forrest to Birregurra	4 km existing, remainder proposed	Colac Otway	DSE	DSE, PV, Shire?	DSE, Shire to manage sections near Forrest	4	1 hr (walking)	Easy	W B (H?)	Tiger Trail: Forrest to Birregurra	Bushland and rural landscapes	Basic at present	NA	Tourist publications	Some private land along future alignment, cost, future management	
11	Trans Otway Walk	Some sections existing	Colac Otway	DSE	PV	PV to manage, with volunteer support?	NA	NA	Moderate-Difficult	W	Trans Otway Walk	Otway forest and waterfalls	Provided at main visitor sites	NA	NA	Safety, cost, ongoing maintenance, existing short walks adequate for many users	
12	Ballarat to Skipton Rail Trail	Existing	Corangamite, COB, Golden Plains	DSE	DSE delegated committee	DSE delegated committee	52 (~ 8 km in SW Barwon)	2.5 hours (cycling)	Easy-moderate	W B H	Ballarat to Skipton Rail Trail	Bushland and heritage bridge	Bio cycle toilets and picnic facilities	Low	Rail Trails book, web	Surface uneven in places.	
13	Lake Colac Circuit Trail	3 km existing, remainder proposed	Colac Otway	DSE? Freehold?	Colac Otway	Shire manages existing section	22	NA	Easy	NA	Lake Colac Circuit Trail	Views over lake	Facilities in Colac	NA	NA	Lake low, cost, private land sections, demand uncertain.	
14	Old Beechy Rail Trail	Existing (most), extensions proposed	Colac Otway	COS/DSE/Private	Rail Trail COM, Colac Otway	Rail Trail CoM, with support from Colac Otway and Friends Gp	40	2 hrs (cycling)	Easy-moderate	W B	Old Beechy Rail Trail	Forest and rural landscapes, natural and cultural values	Toilets, interpretation, parking, seats	Moderate. > 8000 pa	Brochure, web, tourist publications, Rail Trails book	Incomplete, some private land, ongoing maintenance	
15	Forrest MTB Trails	Existing	Colac Otway	DSE	DSE	DSE, PV manage	62	NA	Easy-very difficult:	(W) M	Forrest MTB Trails	Diverse trails in Otways forest	Toilets, information etc	High	Map/brochure, website, tourist publications	None identified	
16	Great Ocean Walk	Existing, extension proposed	Colac Otway, Corangamite	DSE, others?	PV	PV manages	104	7 night, 8 day walk	Moderate: Class 4	W	Great Ocean Walk	Great Otways National Park, Port Campbell National Park	Toilets, camping etc	High: 87,000 visits	Brochure, map, website, tourist promotions	Opportunities to enhance trail identified in separate study	
17	Coast to Crater Rail Trail	Existing (most), extensions proposed	Corangamite	DSE, others?	DSE delegated committee	DSE delegated Rail Trail comm. supported by Friends	43	2.5 hours (cycling)	Moderate	W B (H)	Coast to Crater Rail Trail	Bush and rural landscapes, heritage bridges, towns	Parking, picnic facilities, toilets, town facilities	Low	Leaflet, web, Rail Trails book	Incomplete sections, rough in places, ongoing management, link to Pt Campbell/Princetown	
18	Warrambool Foreshore Promenade	Existing	Warrambool	DSE	Warrambool Council	Warrambool City Council under agreement with DSE	5.7	< 1 hr	Easy	W B (H)	Warrambool Foreshore Walk	Coastal views, town access	Parking, toilets, picnic facilities etc	High 285,000 pa	Website, publications, signs	Relatively short trail, link opportunities	
19	Warrambool to Port Fairy Rail Trail	Under construction (Dec 2008)	Moyne, Warrambool	DSE, Moyne & WCC	PF to W RTCOM, Moyne & WCC	To be developed.	37	7-8 hours - walking	NA	W B (H)	Warrambool to Port Fairy Rail Trail	Coastal, rural farmland, heritage, bushland	Trailheads to be included. Facilities in towns.	NA	To be developed	Long term corridor maintenance, off road link to Tower Hill	
20	Mahogany Walk	Largely unconstructed	Moyne, Warrambool	DSE	PV	Majority managed by PV	22	8 hours - walking	Moderate-difficult	W	Mahogany Walk	Coastal scenery	Limited	Low	NA	Cost, uncertain demand, sandy terrain, horses	
21	Grampians NP Long Distance Walk	Proposed (some existing sections)	Southern Grampians	DSE	PV	PV to manage	NA	NA	NA	W	Grampians NP Long Distance Walk	Rugged landforms, bushland, wildflowers	NA	NA	NA	Cost, environmental protection	
22	Hamilton-Coleraine Rail Trail	Proposed	Southern Grampians	DSE	Local CoM proposed	Local CoM proposed	35	NA	NA	NA	Hamilton-Coleraine Rail Trail	Rural landscapes, river red gums	NA	NA	NA	Cost, ongoing maintenance, uncertain demand	
23	Great South West Walk	Existing	Glenelg	DSE	PV	PV, active Friends group manage parts of trail	250	16 night, 17 day	Moderate: Class 4	W	Great South West Walk	National parks including Glenelg River	Camping, toilets etc	High (some sections)	Brochure, map, website, tourist publications	Ongoing maintenance, role of PV and Friends group	
24	Glenelg River Trail	Existing	Glenelg	DSE	PV	PV manages	52	NA	Easy	C	Glenelg River Trail	River and natural values	Camping, toilets etc	Low-moderate	PV Parknotes	None identified	

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ATTACHMENT 2

POLICY FRAMEWORK

STATEWIDE DOCUMENTS

Document	Summary	Relevance to the Current Project
<i>Growing Victoria Together: A vision for Victoria to 2010 and beyond</i>	Growing Victoria Together articulates the vision that the Victorian community has for the future. The vision states that by 2010, Victoria will be a state with: A thriving economy; Quality health and education; A healthy environment Caring communities; A vibrant democracy.	The vision and associated goals, in particular quality health and a healthy environment are consistent with the development of regional trail networks, providing health, wellbeing, transport and environmental benefits.
<i>Draft Regional Tourism Action Plan 2008-2011, 2008</i>	This document includes a range of recommendations for strengthening regional tourism in Victoria. Recommendations are made for each region, some of which are related to the development or enhancement of trail experiences.	<u>Great Ocean Road</u> Nature-based tourism infrastructure and investment to support the region's natural assets such as the Great Otway National Park and Great Ocean Walk <u>Grampians</u> The actions of particular relevance include: Tourism infrastructure to support the proposed Grampians Long Distance Trail Nature-based and adventure tourism infrastructure and investment product including walking and bicycle trails to capitalise on the region's natural assets Improve linkages between indigenous and nature-based tourism experiences
<i>Victorian Trails Strategy 2005 – 2010</i> <i>Victorian Trails Coordinating Committee, 2004</i>	The <i>Victorian Trails Strategy</i> is the guiding document for trail development in Victoria, and outlines a clear vision, guiding principles, key directions and recommended actions. The vision is: <i>"to have a sustainable trail network that provides diversity of experience and equity of access for the health and wellbeing of Victorians and visitors alike"</i> <u>Guiding Principles:</u> 1. Individual and community health and wellbeing: trails should	Recommendations of particular relevance to the current project include: Identify and develop a hierarchy of trails (from icon to state, regional and local) to assist in prioritising trail upgrading, new development, maintenance or rationalisation Continue to maintain, upgrade and develop regional trail, with priority for completing existing trails and reuse of disused railway corridors Market trail opportunities for increased use with flow-on social health and wellbeing and regional economic benefits Promote fun, healthy outdoor activities, such as walking and cycling, particularly in regional Victoria, through the supply of information and promotional material

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	<p>optimise users' experience and create recreational opportunities that will satisfy community needs including exercise, health and wellbeing.</p> <p>2. Protection of natural and cultural heritage: natural and cultural heritage assets must be protected through environmentally sound conservation planning and practices.</p> <p>3. Economic benefits to state or region: the development of Victoria's trail system must consider ways to maximise economic returns, particularly in regional areas.</p> <p><u>Key Directions:</u></p> <p>A. Trail network management: cross-organisation coordination for appropriate trail network development and management to provide for a range of trail experiences and opportunities.</p> <p>B. Trail marketing: coordinated and integrated marketing, including promotion of Victoria's trails, to optimise awareness of trail opportunities and their sustainable use.</p> <p>C. Trail research: coordinated research and facilitated information-sharing to increase knowledge of trails and trail users</p>	

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<i>Moving Forward: Making Provincial Victoria the Best Place to Live, Work and Invest (Update The Next Two Years 2008-2010), Department of Innovation, Industry and Regional Development</i>	<p>The original <i>Moving Forward</i> program was launched in 2005, and included a \$502 million funding package to boost the sustainable economic growth and development in provincial Victoria.</p> <p>This report provides an update of the Government's funding commitment for the next two years.</p> <p>The Provincial Pathways Program is funded by the Victorian Government to promote cycling and walking trails that will help attract people to regional areas</p>	<p>The following areas of funding may provide opportunities for regional trail development:</p> <p><u>Industry</u></p> <p>Boosting tourism products and industry development</p> <p><u>Infrastructure</u></p> <p>Building stronger small towns: a further \$5 million to boost the <i>Small Towns Development Fund</i></p> <p>Developing Victoria's regional arts and cultural infrastructure</p> <p>Provincial Pathways Program</p>
<i>Sustainable Recreation and Tourism on Victoria's Public Land 2002 (Department of Natural Resources and Environment)</i>	<p>The broad policies for guiding sustainable recreation and tourism on Victoria's public land are:</p> <ol style="list-style-type: none"> 1. Provide equitable access to public land for a diverse range of appropriate recreation and tourism opportunities. 2. Plan, manage and monitor recreation and tourism use of public land to minimise impacts on natural and cultural values. 3. Provide and maintain appropriate recreation and tourism services and facilities on public land to foster visitor enjoyment and education and to ensure visitor safety. 4. Encourage, facilitate and promote opportunities for appropriate recreation and tourism use on public land through research, communication and stakeholder consultation. <p>A number of more detailed policy statements are associated with each of the broader policies outlined above.</p>	<p>The broad policies are considered to be consistent with the intent of the regional trail selection criteria and principles developed for this project.</p> <p>The recommendations made regarding the development of regional trails that cross public land, will be consistent with the intent of the policy guidelines in this document.</p>

Document	Summary	Relevance to the Current Project
Victoria's Nature-based Tourism Strategy 2008-2012 <i>(Tourism Victoria, Parks Victoria and Department of Sustainability and Environment), 2008</i>	<p>The Strategy provides a direction for increasing and improving Victoria's nature-based tourism experiences for high-yield visitors. The vision for Victorian nature-based tourism as outlined in the Strategy is:</p> <p><i>Victoria will be recognised as the leading sustainable nature-based tourism destination in Australia</i></p> <p>The five supporting directions to aid in the achievement of the vision are:</p> <ul style="list-style-type: none"> • Creating supportive frameworks and partnerships • Planning and managing sustainable destinations • Developing authentic, memorable experiences • Facilitating viable and innovative businesses • Effective marketing <p>The directions include environmental sustainability, contributing to communities, reducing visitor impacts, increasing involvement of Aboriginal communities and creating a sense of place.</p> <p>Key attractions in the Great Ocean Road Region include Twelve Apostles, Otway rainforest, Great Ocean Walk, Otway Fly, coastal scenery, Great South West Walk, Lower Glenelg canoeing and mountain bike riding in the Otways.</p> <p>Possible major projects include upgrading of visitor facilities/ interpretation at Twelve Apostles/Loch Ard Gorge, and major walks including Great Ocean Walk and Grampians Wild Walk.</p>	<p>The recommendations of particular relevance to the current project include:</p> <p>Improve transport options to and within key NBT destination, including transport offering pick up points along key tracks and trails</p> <p>Encourage destinations to commence planning, development and management of nature-based tourism at a regional level within the framework of the NBT strategy</p> <p>To maintain the integrity of Victoria's high use parks and forests, develop a consistent approach for establishing and monitoring carrying capacity/impact indicators and executing appropriate management responses</p> <p>Further establish high yielding mountain biking attractions with demountable bike barn accommodation along the tracks (e.g. in the Grampians and Otway National Parks)</p> <p>Further establish high profile mountain bike events in Victoria</p> <p>Develop interpretation messages specific to the region's strength/s</p> <p>Integrate park, forest and other public land information into visitor information centres/services</p> <p>Improve trail access to/in Pt Campbell NP and other major attractions</p>

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Victorian Coastal Strategy 2008 , <i>Victorian Coastal Council, 2008</i>	<p>The <i>Victorian Coastal Strategy</i> has been developed to ensure the values of the coast “are not compromised by short-term decision”. This draft comprises the third version of the Strategy since 1997, over which time the vision and core principles have remained the same.</p> <p>The vision for the Victorian coast is:</p> <p><i>“A biologically and culturally rich, diverse coastal, estuarine and marine environment that is managed for its protection, sustainable use and enjoyment today and for future generations”</i></p> <p>The hierarchy of principles for coastal, marine and estuarine planning and management are:</p> <ol style="list-style-type: none"> 1. Protect significant environmental and cultural features 2. Give clear direction for the future – integrating coastal zone planning and management 3. Sustainable use of natural coastal resources 4. Suitable development on the coast 	Any recommendations made in the <i>Regional Trails Master Plan</i> relating to the coast need to respond to the intent of the <i>Victorian Coastal Strategy</i> . Include consideration of access, sustainable use, public safety and environmental protection.
Go For Your Life Strategic Plan 2006-2010 , <i>Dept Human Services, 2008</i>	<p>Aims to increase activity including walking and cycling.</p> <p>Initiatives include integrating investment, and promotion, of walking and cycling, improved classification of walking trails and ‘active in parks’ programs.</p> <p>Complementary with PV’s Healthy Parks Healthy People program.</p>	Plan supports development and promotion of walking and cycling activities.

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<i>Indigenous Partnerships Framework 2007-2010, DSE, 2007</i>	Included actions to include indigenous communities in decision-making and establish formal agreements with groups involved in land and natural resource management issues. (See also Aboriginal Heritage Act 2006.)	Need to ensure compliance with Act, eg re trail construction in potentially sensitive areas.
<i>Rail Trails of Victoria and South Australia, Railtrails Aust. 2007</i>	Provides details of all rail trails in Victoria including Bellarine, Old Beechy, Coast to Crater and Ballarat to Skipton. Includes map of existing and proposed trails (p 129).	Useful data on rail trails.

REGIONAL AND TRAIL DOCUMENTS

Trail/Document	Summary	Relevance to the Current Project
A: Main regional / locality documents		
G21 Regional Plan (in preparation)	<ul style="list-style-type: none"> The <i>G21 Regional Plan</i> is a joint project between the municipalities of Greater Geelong, Queenscliff, Golden Plains, Surf Coast and Colac-Otway. Development of the Plan respond to Direction 3 of the <i>Melbourne 2030: Planning for Sustainable Growth</i>, includes: <ul style="list-style-type: none"> Growth in regional cities and towns, that retains valued character Control of development that is inappropriate in rural areas The broad purposes of the Plan include: <ul style="list-style-type: none"> Provide a land use strategy to support sustainable regional development Identify regional infrastructure requirements to support sustainable development Provide updates for the G21 Master Plan 	<ul style="list-style-type: none"> Well-designed regional trails have the potential to enhance non-motorised transport linkages between regional centres, as well as between centres and towns. This project, is therefore of relevance to the <i>G21 Regional Plan</i>, in relation to transport linkages. The recommendations made as a result of this project will also respond to the local character, environmental conditions, and to the principles of sustainability. A well-developed trail network, including high profile regional trail/s, has the potential to shape and/or reinforce the local character of a place. The final <i>Regional Trails Master Plan</i> may also inform the preparation of a future land use strategy.
G21 Regional Sports Development Plan , 2006, Stratcorp Consulting	<ul style="list-style-type: none"> The <i>G21 Regional Sports Development Plan</i> outlines the issues associated with the future viability of structured sport in the region, and provides guidance relating to the sustainable delivery of sport within the region. This Plan deals more specifically with the planning, management and resourcing relating to sport in the region, rather than infrastructure requirements. 	<ul style="list-style-type: none"> Cycling is noted as one of the priority sports within this strategy. Regional trail development and/or improvement may provide opportunities (e.g. through the provision of quality infrastructure), or a catalyst for further cycling opportunities.

Trail/Document	Summary	Relevance to the Current Project
<i>G21 Regional Sport and Recreation Infrastructure Strategy Report</i> , Stratcorp Consulting	<ul style="list-style-type: none"> Sport and recreation is one of the central themes of the G21 (Geelong Region Alliance). Nine potential regional sport and recreational infrastructure projects. One of these projects is particularly relevant to the development of regional trails. 	<ul style="list-style-type: none"> The recommendation of particular relevance is a coastal walking trail between Queenscliff and Warrnambool This report also provides useful contextual information relating to the demographics and trends of the study area, including the trend towards an ageing population, which is likely to shift the recreational focus away from organised, competitive sports to informal recreational pursuits such as walking.
<i>Angahook-Otway Investigation Final report</i> , Victorian Environment Assessment Council, 2004	<ul style="list-style-type: none"> Provided basis for declaration of new Otway parks. Discusses walking, cycling and horse riding including reference to Trans-Otway walking track connecting Lorne and Apollo Bay - proposed by bushwalking clubs. 	<ul style="list-style-type: none"> Trails aspects subsequently developed in draft management plan for Otway parks. Trans-Otway walking track concept not included in draft management plan for Great Otway NP – may be included in final plan.
<i>Great Ocean Road Region, A land use and transport Strategy</i> , DSE, 2004	<ul style="list-style-type: none"> Strategic review includes upgrading Great Ocean Road route and inland touring routes, improvements to the Great Ocean Walk and other trail initiatives including (local) bicycle path from Skenes Creek to Apollo Bay. 	<ul style="list-style-type: none"> High level support for improvements to strategic walking and cycling routes.

Trail/Document	Summary	Relevance to the Current Project
<p>City of Greater Geelong Cycle Strategy, CoGG, 2008,</p> <p>Walk or Ride the City of Greater Geelong, (brochure) 2005</p>	<ul style="list-style-type: none"> Provides details of bicycle use, benefits and trends relevant to Greater Geelong. Demand is growing, and need for more sustainable transport recognised. Geelong's three major off road trails: the Bellarine, Barwon and Bay trails provide good recreational facilities as do the Waurn Ponds, Cowies Creek, Hovells Creek and Tom McKean Liner trails. There are significant gaps in the network particularly within North Geelong, Norlane, Corio and Newtown. There are also missing connections with the Bellarine townships of Portarlington and St Leonard's/Indented Heads. Recommends upgrading of trail network in and around Geelong. Priorities include links between existing trails – particularly through the city - and improvements to existing trails including sealing Bellarine rail trail to Drysdale (maps included). Includes proposals for relatively long off-road trails along Barwon River to Barwon Heads, and beside new bypass road west of Geelong, linking to Lara to the north. Education for greater use, better signs, safer crossings and regular maintenance are also priorities. Through the strategy the CoGG will look to develop in partnership with other agencies over 130km of on-road bicycle lanes and off road cycle paths. 	<ul style="list-style-type: none"> Provides strategic basis for bicycle/shared trail development in CoGG including data on demand and use. Greater Geelong has significant network of existing and proposed bicycle trails with main trails likely to be of regional (or statewide) significance. Major trail proposals include providing off-road links between major trails (creating a series of loop and medium-distance trails), sealing part of Bellarine rail trail and developing a trail to Barwon Heads.

Trail/Document	Summary	Relevance to the Current Project
Queenscliff Coastal Management Plan, <i>Robin Crocker and Associates for BoQ, 2006 (on LGA website)</i>	<ul style="list-style-type: none"> Identifies opportunity to link existing sections of trail along coast. Proposes continuous trail linking Bellarine rail trail to Pt Lonsdale lighthouse area (length approx 7 km) – some sandy sections suitable for walking only in short term, with opportunity to upgrade to shared walking/cycling trail in future. A short section in Queenscliff is on-road. Trail link from Pt Lonsdale towards Ocean Grove very difficult through dunes. Walking on beach proposed. 	<ul style="list-style-type: none"> Proposed extension of Bellarine Rail Trail to Pt Lonsdale increases the trail's value and importance. Queenscliff to Pt Lonsdale section likely to be heavily used – currently incomplete. Off-road trail extension along coastal dunes from Pt Lonsdale towards Ocean Grove difficult to achieve.
Buckley Park Coastal Management Plan, <i>CDA Design Group, 2006 (on CoGG website)</i>	<ul style="list-style-type: none"> Proposes identifying shared trail route from Pt Lonsdale to Ocean Grove behind dunes (p 45). Strong demand for trails identified in community. 	<ul style="list-style-type: none"> Consider trail link Pt Lonsdale-Ocean Grove.
Tourism strategic plan for Surf Coast Region, SCSC, 2006 (on LGA website)	<ul style="list-style-type: none"> Includes strategies to further develop bushwalking, develop multi day walks linking towns and develop mountain biking. 	<ul style="list-style-type: none"> More multi day walks between towns supported.

Trail/Document	Summary	Relevance to the Current Project
Surf Coast Shire Pathways Strategy, SCSC, 2006 (on LGA website)	<ul style="list-style-type: none"> Planning and Design principles include ensuring trails are suitable for walking and cycling, Accessible, Permeable, Safe and compliant with Australian Standards, Connected to key activity nodes, other pathways, regional trails, shared pathways and town Paths, supported by infrastructure eg end of journey facilities, signage, seating etc, and Integrated with the environment and with the character of the town. Comparable strategies included in Surf Coast Open Space Strategy (2005) 	<ul style="list-style-type: none"> Surf Coast Walk is key trail in area. Links to this walk important.
Caring for Country The Otways and You (Great Otway NP and Otway Forest Park Draft Management Plan), Parks Victoria, 2008 (on Parkweb)	<ul style="list-style-type: none"> Discusses walking, cycling and horse riding opportunities in two major new parks covering most public land across the Otways. Walking opportunities range from the Great Ocean Walk (and parts of the Surf Coast Walk and Old Beechy Rail Trail) to half day and short walks. Popular walks include waterfalls – eg Triplet, Erskine and Beauchamp, and rainforest – eg Maits Rest and Melba Gully. Cycling and horse riding are permitted on some tracks and roads. Mountain bike riding is popular, eg around Forrest. Horse riding is popular on some beaches and at limited other locations. See also more detailed associated report: <i>Draft Recreation and Tourism Access Plan (on Parkweb)</i>. 	<ul style="list-style-type: none"> The new parks provide the most extensive walking opportunities in natural settings in the SW Barwon area. Apart from the Great Ocean Walk, most tracks and trails are of limited length and probably do not meet regional trail criteria. Short walks in close proximity may be collectively regarded as regional, eg Triplet Falls, Otway Fly, Hopetoun Falls, Redwoods and Beauchamp Falls.

Trail/Document	Summary	Relevance to the Current Project
<i>Tourism Plan for Public Land in the Otway Hinterland, Missing link for DSE, 2005</i>	<ul style="list-style-type: none"> Argues that hinterland tourism has been based on scenic driving and short walks. Need to improve experiences to increase overnight stays. Proposes upgrading key nodes, developing a small number of touring routes including 4WD route in NW, half day trail bike routes, half day walks linking several attractions, use of Old Beechy Rail Trail. 	<ul style="list-style-type: none"> Important basis for tourism planning for new Otway parks. Supports upgraded touring routes, Great Ocean Walk and half day walks.
<i>Port Campbell NP and Bay of Islands Coastal Park Management Plan, Parks Victoria, 1998</i>	<ul style="list-style-type: none"> Includes information on Great Ocean Walk and other tracks. Includes strategy: Determine the level of demand for an extension of the Great Ocean Walk from Port Campbell to Warrnambool. If it is proposed to extend the Great Ocean Walk west of Port Campbell, identify possible routes in conjunction with Corangamite and Moyne LGA's and adjacent landholders. 	<ul style="list-style-type: none"> Possibility of future track between Warrnambool and Port Campbell.
<i>visitvictoria > Tracks and Trails of Victoria: Walking and cycling in the Grampians and GOR regions.</i>	<ul style="list-style-type: none"> Summary of short – medium tracks in Southern Grampians. Longest: Mt Sturgeon, 3hr walk. Includes Bellarine Rail Trail and series of tracks in GOR area including GOW, GSWW, Surf Coast Walk, Old Beechy Rail Trail, Mahogany Trail(6 hrs) and Tower Hill walks (4 hrs). 	<ul style="list-style-type: none"> No regional trails in Southern Grampians. Major long distance walks/trails in GOR area featured.

Trail/Document	Summary	Relevance to the Current Project
B: Information on Rail Trails		
<i>Bellarine Rail Trail</i> Basic information available on websites including <i>Railtrails Australia</i> , <i>CoGG</i> , <i>Bicycle Victoria</i> . Brochure on <i>CoGG</i> website.	<ul style="list-style-type: none"> 33 km trail from edge of Geelong to Queenscliff . Used for walking, cycling (part) horse riding. 2.5 m wide gravel surface, some indigenous vegetation. Adjacent to Bellarine Rail Trail, the Bellarine tourist/heritage railway runs approx 15 km from Drysdale to Queenscliff - with bike/train options. 	<ul style="list-style-type: none"> One of main rail trails in SW Barwon area. Appears to be longest (off road) trail in CoGG area. May be regional trail.
<i>Old Beechy Rail Trail</i> Basic information on websites including <i>Railtrails Australia</i> , <i>Colac Otway</i> , <i>Bicycle Victoria</i> . Brochure on <i>Colac Otway</i> site.	<ul style="list-style-type: none"> One of main Rail Trails in western Victoria. 45 km trail partly following old narrow gauge formation from Colac to Beech Forest. Partly through private land. Section near Colac is on-road. Opened in 2005 after 8 years planning. Gravel/dirt surface. Steep in places. Suitable for mountain bikes and walkers. Proposed extension to Crowes (SW of Beech Forest) Interesting history related to timber industry and land settlement. Some users stay in overnight accommodation nearby. 	<ul style="list-style-type: none"> Trail runs through attractive forest but some access and surface limitations. May not be a regional trail in present form.

Trail/Document	Summary	Relevance to the Current Project
<p>Camperdown – Timboon Rail Trail (Coast to Crater)</p> <p><i>Basic information on websites including Railtrails Australia, Corangamite, Bicycle Victoria. Brochure on Corangamite site.</i></p>	<ul style="list-style-type: none"> Partly constructed 34 km trail through farmland and bush. Three sections open (20 km in length). Follows old railway built to service settlement in area. Variable surfaces – scoria/dirt, rough in places. Few facilities except in nearby towns. Corangamite Shire Council agreed to support the Twelve Apostles Tourism sub-committee in developing the Coast to Crater Trail, but stopped short of making a commitment to maintain the Timboon to Port Campbell section of the trail. <p>Instead, Council resolved to develop a policy to deal with any future involvement in the management and maintenance of off-road trails.</p> <p>The \$5.4 million Coast to Crater Trail project involves extending the existing Camperdown to Timboon Rail Trail, south to Port Campbell and then possibly east to Princetown.</p> <p>Off-road trail development and management has become a major policy consideration for Corangamite Shire Council (LGA website).</p>	<ul style="list-style-type: none"> Currently an incomplete trail but providing a range of experiences. Likely to have regional status if further developed. Consider proposed extensions to Pt Campbell and beyond.

Trail/Document	Summary	Relevance to the Current Project
Port Fairy to Warrnambool Rail Trail <i>Basic information on websites including Railtrails Australia, Bicycle Victoria, Moyne, Warrnambool</i>	<ul style="list-style-type: none"> Under development – commenced Feb 2008. Completion due 2009. Proposed length: 37 km. \$ 2.2 m funding. Route via farmland and Koroit. Not linked off-road to scenic Tower Hill Reserve. Part along road reserve into Warrnambool. Two councils and Trail CoM involved. First project founded under Provincial Pathways Project. “The trail is expected to attract an estimated 60,000 users each year, who will inject almost \$1.4 million into the local economy ... For backpackers particularly, this project has the potential to change visiting patterns from predominantly day trips to overnight and longer stays.” (Brumby media release, 2006) 	<ul style="list-style-type: none"> Potentially an important regional trail linking important tourist /residential destinations and with possible loop via 22 km Mahogany Trailalong coast. Projected 60,000 users pa.
Hamilton – Coleraine Rail Trail (proposed) <i>Basic information on websites including Railtrails Australia. Also Hamilton-Coleraine Rail Reserve Environmental Audit and Revised Management Plan, CoM, 2005</i>	<ul style="list-style-type: none"> 34 km proposed trail through farmland and bush. Rail reserve has area of 170 ha. Hamilton moderately popular tourist town, Coleraine quiet. Trail close to scenic Wannon Falls. River red gums and some significant vegetation along route. Some can be walked though ballast still onsite. Planning of route undertaken. 	<p>Proposed trail.</p> <p>Limited potential as regional trail. May have role as local trail with potential for some tourist use.</p>
C: Information on other trails/links		
Barwon River cycling/walking trail,	<ul style="list-style-type: none"> 18 km loop trail upstream along both sides of the Barwon River in Geelong. Also links to trails north and south of 	<ul style="list-style-type: none"> Trail servicing residential areas. May rate as regional trail.

<p>Geelong</p> <p><i>Basic information on CoGG website including Barwon River Cycling Map</i></p>	Barwon.	
<p><i>Geelong trail links: Bicycle Victoria website >Change the World > Regional Routes > 1. Regional Routes</i></p>	<ul style="list-style-type: none"> In 2007 the Labor Party promised \$3.5 million to link the Bellarine, Barwon and Bay Trails. This project will link three of Geelong's best trails and will significantly increase the number of people riding bikes for recreation and transport. 	<ul style="list-style-type: none"> Support for linking major trails through Geelong
<p>Barwon River Parklands Update (on Parkweb), 2008. See also COGG Cycle Strategy (above).</p>	<ul style="list-style-type: none"> Proposed development of a shared use trail route from Geelong to Barwon Heads. The designated on road bicycle route from Ocean Grove to Drysdale could create a large circular route accessing all the major towns on the Bellarine Peninsula. 	<ul style="list-style-type: none"> Proposal for major Geelong – Barwon Heads trail with on-road link to Bellarine Rail Trail.

Trail/Document	Summary	Relevance to the Current Project
Surf Coast Walk <i>Basic information on range of websites.</i> <i>Details on Surf Coast Shire Council site:</i> Surf Coast Walk Feasibility Study, <i>Insight Leisure Planning, 2008</i>	<ul style="list-style-type: none"> The original Surf Coast Walk (SCW) from Jan Juc to Moggs Creek was developed in 1987. The walk route passes through a range of coastal, bushland and urban environments but is of variable standard. A Working Group (comprising the Great Ocean Road Coast Committee, Surf Coast Shire Council, Surf Coast Tourism, DSE, Parks Victoria, Alcoa and ANGAIR) came together in 2006 to achieve a continuous coastal trail. The Group established a vision that the SCW may become "one of Victoria's and Australia's iconic walking trails." 66 kilometres of the SCW already exists. 24 kilometres of additional or new path/trail sections are proposed to achieve a continuous coastal trail, inclusive of on-beach sections. A further 24 kilometres has been identified as possible alternative route options, some including dual use (walking and mountain bikes) which may form loop options. Link to Barwon Coast trail (NE from Torquay and Breamlea) proposed. (Detailed maps included in report.) Claimed that the SCW generates an estimated \$7 million of direct annual expenditure from tourists. 	<ul style="list-style-type: none"> Major walk in key tourist/part residential area with opportunities documented to extend and upgrade track, link to Barwon Coast Trail, and extend marketing. Key agencies involved. Funding sources identified. Cost ~ \$1.5m.

Trail/Document	Summary	Relevance to the Current Project
Great Ocean Walk <i>Basic information on websites including Greateceanwalk, Visitvictoria, Parkweb</i>	<ul style="list-style-type: none"> Major 91 km walk from Apollo Bay to Glenample Homestead, near Twelve Apostles. Incorporates striking scenic coastal scenery and bushland in National Parks. Options to walk short or long sections and camp or stay in nearby accommodation. Serviced by licensed tour operators. 	<ul style="list-style-type: none"> One of the major walks in western Victoria. Future improvements currently under review. Probably of state significance, potentially national significance.
Great South West Walk <i>Basic information on websites including Greatsouthwestwalk, Visitvictoria, John Chapman, Parks Vic etc</i>	<ul style="list-style-type: none"> Major long distance loop walk starting at Portland (or other access points). 250 km track in 17 sections from 8 to 21 km long. 16 campsites provided. Overall time 14 days. Provides access to river, coastal and forest scenery and wildlife. Developed since early 1980s. Track graded easy/medium. 'Many visitors combine canoeing (on the Glenelg River) and walking. It is one of the best canoe trips in Australia.' 	<ul style="list-style-type: none"> Major long distance walking track with good road access, though not directly from popular Great Ocean Road. Starts at popular town – Portland. Range of accommodation provided. Lower section of Glenelg River used by canoeists.
You Yangs Regional Park Mountain Bike Trails <i>Information on PV website. See also Getting Dirty (leaflet) DSE, PV</i>	<ul style="list-style-type: none"> 50 km of trails developed in park. Strong volunteer involvement. Very popular site for mountain biking. 	<ul style="list-style-type: none"> Popular trail bike area with high level of use.

Trail/Document	Summary	Relevance to the Current Project
<p>Forrest Mountain Bike Trails and other proposed trails Information on Colac Otway SC website. See also <i>Getting Dirty</i> (leaflet) DSE, PV and Rideforrest.com.au website</p>	<ul style="list-style-type: none"> DSE has constructed high quality mountain bike trails in and around the township of Forrest. The trails provide an alternative recreational use within the new Otway Forest Park. Currently 15 trails totalling over 50 km. The trail network includes both dedicated mountain bike single track and shared use trails. "By the year 2017, the Otways and the Coast region will become recognised and valued as one of the best places in the world to walk. The future potential trails in Colac Otway include: <ul style="list-style-type: none"> - Forrest – Birregurra Tiger Rail Trail - Along the Lake Colac foreshore - Beech Forest to Triplet Falls via the Otway Fly. The master planning project will also scope new options associated with trails within the region such as accommodation, other recreation activity options and the economic opportunities associated with these activities" 	<ul style="list-style-type: none"> Forrest is an important regional MTB hub Proposed trail projects to be reviewed.
<p>Warrnambool tracks and trails. Basic information on tracks around Warrnambool on WCC website and Recreation Plan, and SW Barwon RT Master Plan, WCC, 2008</p>	<ul style="list-style-type: none"> Several walks in/near Warrnambool: Foreshore Promenade is a 5.7 km track from the Breakwater along the coastline to the Whale Nursery at Logans Beach. You can walk, run, ride or skate. Track and trail improvements highest priority action. Lists various trails for upgrade/extension. Includes Mahogany Trail and Pt Fairy-Warrnambool Rail Trail (Rec Plan) Master plan lists future trails: Mahogany Trail including link to new Rail Trail, 16 km Merri River Trail, and 10 km link from Promenade to Lake Gilleard to the east. 	<ul style="list-style-type: none"> Trails in/around Warrnambool may be part of regional trails network when links achieved.

Trail/Document	Summary	Relevance to the Current Project
Glenelg tracks and trails. Information on council website, Open Space Plan, 2007 (on website):	<ul style="list-style-type: none"> Little information on trails on website other than Great South West Walk. Open Space Plan provides very little information on trails. Potential to develop unused railway lines identified. 	<ul style="list-style-type: none"> Great South West Walk appears to be only significant trail in municipality.
Southern Grampians website: Cycling/trails Leisure Services Strategic Plan, Stratcorp for SGSC, 2006	<ul style="list-style-type: none"> Several rides listed, mostly on-road. Trails around Hamilton discussed in Leisure plan. Largely local except for Volcanoes Trail and Grampians walks. 	<ul style="list-style-type: none"> Volcanoes Trail and Grampians walks appear to be main trails in municipality.
Mt Eccles NP/Budj Bim walks. Parkweb>Mt Eccles> NP parknotes	<ul style="list-style-type: none"> Several short walks in NP and guided tours in associated Budj Bim National Heritage Landscape. 	<ul style="list-style-type: none"> Scenic/heritage walks – unlikely to be classed as regional trails.
The Golden Trail: www.thegoldtrail.com	<ul style="list-style-type: none"> Proposed long distance cycling/walking trail from Robe to Bendigo. Passes through Casterton, Coleraine and Dunkeld. Appears to be on-road. 	<ul style="list-style-type: none"> Appears to be on-road trail at early stage of development.

Trail/Document	Summary	Relevance to the Current Project
D: Information on Drives		
Great Ocean Road. <i>Numerous websites</i>	<ul style="list-style-type: none"> Scenic route of national and possibly international significance. Provides access to a range of walking and cycling trails. 	<ul style="list-style-type: none"> Beyond scope of study? Primarily a driving and sightseeing experience. National rather than regional significance?
Discovery Coast Historic Shipwreck Trail <i>Information on Heritage Vic website.</i>	<ul style="list-style-type: none"> Trail established from 1990 along west coast. Based on 2 leaflets and series of 21 on-site interpretive plaques on roadsides. Also associated underwater discovery trail (booklet available). Extending for 110 km along the Great Ocean Road from Moonlight Head (near Princetown) to Port Fairy, the trail incorporate 25 shipwrecks marked by road signs and information plaques. A high standard of fitness/experience is required to complete the whole walk (Warrnambool City Council website). Review of trail proposed in Glenelg Tourism Plan, 2005. 	<ul style="list-style-type: none"> Primarily a driving and sightseeing experience. Unclear whether many visitors use as a trail or just read some of the signs while touring. Check level of use by walkers.
William Buckley Discovery Trail. <i>Trail brochure, ND</i>	<ul style="list-style-type: none"> Driving trail incorporating 19 interpretive signs at some of the sites – from Bellarine Peninsula towards Colac – where William Buckley is believed to have travelled/lived after escaping from a Sorrento convict settlement in 1803. Opened in 2000. Only summary info on web. Trail brochure available. 	<ul style="list-style-type: none"> Unclear whether many visitors use as a trail or just read some of the signs while touring. Review status/value.

Trail/Document	Summary	Relevance to the Current Project
Volcanoes Discovery Trail. <i>Trail Brochure, Volcanoes Discovery Trail Committee, Ca 2007, websites</i>	<ul style="list-style-type: none"> • Driving 'routes' between Colac and Millicent (SA) providing access to range of volcanic sites with viewing points and/or short walks. Includes 4 regional precincts. Long distances between some sites. • Marketing proposed in Glenelg Tourism Plan, 2005. • Basic information on Sthn Grampians Shire Council website (but no map or directions) 	<ul style="list-style-type: none"> • Unclear whether many visitors use as a trail or just see some of the sites while touring. • Opportunity to enhance/modify when new Geopark for region developed.
Major Mitchell Trail <i>Limited information on web.</i>	<ul style="list-style-type: none"> • Trail largely on-road – following approx route of Mitchell (check). • Review of trail proposed in Glenelg Tourism Plan, 2005. • Guidebook out of print. 	<ul style="list-style-type: none"> • Not maintained. Some signs remain.

ATTACHMENT 3

TRAIL SELECTION CRITERIA

NO.	REGIONAL TRAIL DEVELOPMENT PRINCIPLES	REGIONAL TRAIL SELECTION CRITERIA
1.	Regional recreational trails should be sustainably developed, promoted and managed based on an understanding of sound environmental management to ensure protection of the values of the region	<p><i>1.1 Regional trails will be sustainable.</i></p> <p>The potential impacts of regional trails should be identified and where possible, measures indicated as to how to avoid, mitigate, reduce or remove any adverse impacts on the region's values.</p> <p>Priority should be given to trails that:</p> <ul style="list-style-type: none"> • can demonstrate that they will not impact adversely on natural, cultural, social and other land use or recreational values • provide opportunities to improve environmental conditions (e.g. alternative transport, reducing use pressure on trails in more sensitive locations or upgrading will resolve /repair existing degradation)
2.	Regional recreational trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience of the natural, cultural and landscape values of the region	<p><i>2.1 Regional trails should be easily accessible to the local community and visitors to the region.</i></p> <p>Regional trails should:</p> <ul style="list-style-type: none"> • attract and cater for a high number of users • be located within or close to urban centres and towns with good connections to existing roads, trails, public transport services and open space • provide cross-urban/town links to other major recreational trails, open spaces and community facilities • create new or multiple opportunities that fit with use of the existing trail network • have multiple access points
2.	Regional recreational trails should be developed, promoted, and managed to ensure that users have the opportunity to attain a quality experience (Continued)	<p><i>2.2 Regional trails will provide quality experiences for users providing access to distinctive regional landscapes, and where appropriate should include support facilities, signage and interpretation.</i></p> <p>Consideration will be given to trails that:</p> <ul style="list-style-type: none"> • attract interest and thus higher participation from the local community and potentially visitors to that community • allow levels of risk and challenge to be appropriately managed without affecting the user experience • avoid duplication of other similar trail experiences in the area • have existing facilities that can be utilised or the potential exists to provide facilities in suitable locations in the future • provide opportunities for thematic interpretation, art or innovative construction techniques and features that add to the experience • conform with existing recognised standards e.g. AS2156 Walking Standards, IMBA standards for mountain bikes, Austroad guidelines for cycle and shared paths, and equestrian standards (Horse SA) (see attached)

NO.	REGIONAL TRAIL DEVELOPMENT PRINCIPLES	REGIONAL TRAIL SELECTION CRITERIA
		<p><i>2.3 Regional trails will have potential for improving local economic activity.</i></p> <p>Preference should be given to regional trails that can demonstrate direct and indirect economic benefits back to the local community. e.g. complement the experiences provided by other attractions in the region e.g. National Parks and heritage sites, increased sale of local goods and services, nature based tourism, events, encouragement of longer visitor stays, or linkages to existing settlements or commercial products.</p>
3.	There should be sufficient capacity within government, the community and industry to sustainably manage develop, promote and manage the regional trail	<p><i>3.1 Regional trails will be feasible to develop, manage and maintain.</i></p> <p>Given the increasing costs of constructing, managing and maintaining trails, it is important that available resources be directed to those regional trails that are within the capacity of the community to build and maintain.</p> <p>Consideration should be given to:</p> <ul style="list-style-type: none"> • determining the funds required for implementation of the regional trail • determining the ongoing costs of maintenance and long-term management responsibility • investigating the scope for partnership arrangements throughout the construction, funding management and maintenance process • identifying the benefits of the trail to the trail manager e.g. community recognition of trail facilities and experiences provided
3.	There should be sufficient capacity within government, the community and industry to sustainably manage develop, promote and manage the regional trail (Continued)	<p><i>3.2 Regional trails will have the support of the landowner/s and/or manager/s of the land or water where the trail is located.</i></p> <p>Support of landowner or manager is critical to the success of a regional trail.</p> <p>Priority should be given to trails that utilise public land and/or where secure access and management arrangements can be negotiated with private landowners, such as legal, public rights of way, purchase of land by a management authority, long term lease, or covenants</p> <p><i>3.3 Regional trails should meet identified community need and will have the support of the general community.</i></p> <p>Trail development should be based on identified community need (i.e. demonstrated demand/need rather than want).</p> <p>Regional trails should:</p> <ul style="list-style-type: none"> • have the potential to provide a range of lifestyle benefits (e.g. improved health, enhanced visitor experiences, improved access, greater choice for physical activity) to the local community • have the potential to provide opportunities for a range of abilities, ages and socio-economic groups • be designed so as to form circuits, loops or segments to provide a variety of possibilities for day and/or regular users

NO.	REGIONAL TRAIL DEVELOPMENT PRINCIPLES	REGIONAL TRAIL SELECTION CRITERIA
4.	The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle	<p><i>4.1 Regional trails will have the potential to cater for multiple use where possible.</i></p> <p>Whilst there will continue to be a need for single purpose trails given location/land tenure/use, preference should be given to regional trails that may have potential to meet other recreational needs of the wider community.</p>
4.	The development, promotion and management of regional trails should provide a catalyst for environmental benefits, economic development and improvement in the community's lifestyle. (Continued)	<p><i>4.2 Regional trails will provide opportunities for associated benefits.</i></p> <p>Preference should be given to those trails that:</p> <ul style="list-style-type: none"> • have the potential for the development of associated commercial products • increase the options for improving alternative transport via linkages with trails, roads and paths, reducing fossil fuel consumption, and air and noise pollution in both urban and rural areas • health and wellbeing benefits for regular users (e.g. sections of a regional trail may provide loops or circuits for fitness training and dog walking)

ATTACHMENT 4

RECOMMENDED REGIONAL TRAILS

The following attachment reviews each of the 13 selected regional trails (Section 3.5.1) under the headings of:

- their location and description;
- their current trail management responsibilities;
- existing trails and infrastructure (supply);
- needs assessment (demand);
- potential trail development opportunities;
- trail development issues;
- an assessment of potential impacts – social, economic and environmental;
- any opportunities for private sector investment;
- any potential partnership opportunities; and
- recommended actions for trail enhancement (see also Section 5.7) .

Note that the order of presentation does not imply an order of strategic importance or a priority of one walk over another.

Great Ocean Walk

LOCATION AND DESCRIPTION

- The Great Ocean Walk (GOW) extends 104km along the southern coastline of Victoria, from Apollo Bay in the east and finishing near the historic Glenample Homestead in the west
- The GOW traverses rugged coastal cliffs, beaches, tall eucalypt forest, as well as utilising a number of inland vehicle management tracks
- The GOW is primarily a single use (bushwalking) experience, with mountain biking possible on the inland vehicle management tracks
- The track has been operating as a public and commercial walking experience since January 2006
- Completion of the entire trail is based around an 8 day/7 nights experience, however, the track can be walked in sections, with the option of staying in off-track accommodation
- Funding has been recently secured to complete the trail to the Twelve Apostles, with potential for further extensions in the future

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The GOW has been planned, developed and managed by Parks Victoria
- Parks Victoria work in partnership with a number of licensed walk tour operators, accommodation providers, and service providers to provide value adding and a range of possible experience options
- Conservation Volunteers Australia and Green Corp have also been involved in on-track works, under the direction of Parks Victoria

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The GOW is comprised of 5% beach walking, 53% constructed walking tracks, 13% management vehicle only tracks and 29% other vehicle tracks, and starts in the town of Apollo Bay
- The route involves beach walking, some sections of which are difficult to navigate during high tides and rough weather (these sections are currently managed through a 'decision point' process, with walkers required to decide between the coastal route a safer inland alternative)
- On-track infrastructure includes: 7 walk-in campsites with three-sided communal shelters with rain water tanks, composting toilets, tent pads and cooking platforms (total capacity of 170 people), 4 drive in campsites, and basic information panels
- There are a number of access points onto the GOW from the Great Ocean Road, allowing walkers to segment the track
- A range of off-track private accommodation options are within proximity to the track, facility 'step on off'
- A local operators also provides shuttle transport along the route (must be pre-arranged)

NEEDS ANALYSIS (DEMAND)

- It is estimated that the GOW attracted approximately 44,000 people, walking various sections of the track, in 2007¹
- Increasing popularity of the GOW is placing pressure on existing campsites - there is a very high demand for both walk-in and drive-in campsites throughout the summer months
- The need for alternative loop trails and campsites (e.g. elsewhere in the Great Otway National Park or Otway Forest Park) to cater for the significant school group market, and for local/regional use
- The Great Ocean Road is the most popular touring routes in Australia, and attracts high numbers of visitors, including those from within the State and the region
- Some sections are particularly popular with local/regional residents (including drive-in campsites)
- Potential need for improved conditions for day walkers (e.g. parking or shuttle services), and for shared use trails

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Enhancing the regional use opportunities (e.g. short walks) through improved pedestrian access from Apollo Bay, and improved parking or summer shuttle service

¹ Parks Victoria (2008) *Great Ocean Walk Pedestrian Monitoring Project*, Victoria

- Development of alternative loop trail/s elsewhere in the nearby Great Otway National Park or Otway Forest Park, to cater for larger groups and other day users (loop trails may be shared and provide opportunities for mountain biking and horse riding)
- Investigating the way in which alternative loop trails could be linked to Apollo Bay, and provide a 'taste' of the GOW
- Investigating the potential for the development of an iconic loop walk associated with the Twelve Apostles site

TRAIL DEVELOPMENT ISSUES

- There is a lack of shorter loop trail opportunities associated with the GOW, with linkages to Apollo Bay, and opportunities for shared use and/or bike and horse use
- Undertaking a day segment of the walk requires visitors to car shuffle or return back via the same route
- There is a lack of day facilities associated with the GOW (e.g. facilities are spaced to cater for longer distance walkers and campers)
- Access onto the GOW from within the town of Apollo Bay is poor (e.g. difficult to follow, and involves walking along road sides), and does not offer a good experience for day users
- The GOW does not currently finish at the iconic Twelve Apostles, and therefore, day visitors have limited exposure to the GOW
- Conflict between independent walkers and larger groups does occur

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> development of alternative day use loops in the Great Otway National Park/Forest Park hinterland may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) in the area provision of improved trail opportunities for day users (including local residents) may result in a minimisation of illegal or informal trail use and construction (particularly in relation to mountain biking) improvements to the first section of the GOW – within Apollo Bay, would enhance pedestrian and cycling commuting within the town, and contribute to encouraging non-motorised transport 	<ul style="list-style-type: none"> potential for adverse impact on environmental and cultural values, including the potential for the spread of weeds and plant diseases via walking boots and bike tyres, modification of vegetation potential impacts associated with increased visitation (e.g. the need to ensure that facilities and trail construction is suitable for the level of use)
Social	<ul style="list-style-type: none"> enhancement of the start of the GOW, and the development of alternative loops will improve opportunities for recreational walking/cycling within close proximity to Apollo Bay, and a broader range of trail users (e.g. for mountain bikers/cyclists, and potentially horse riders) aid in raising the profile of informal recreation within the LGA and the region the provision of alternative loops separate from the GOW will minimise user conflict, ensuring that visitors have the best possible experience alternative loop trails in the area will also take some of the visitation pressure off the GOW, with potential benefits for management and maintenance, and the experience of overnight walkers 	<ul style="list-style-type: none"> considered to be limited adverse social impacts with the enhancement of day visitation to the Great Otway National Park the potential for user conflict resulting from shared use on hinterland trails may have to be addressed (e.g. horses and bikes don't necessarily mix well together on a trail, as walkers and mountain bikes don't on narrow, down hill trail sections) enhancing day use of the GOW, through transport services etc, may place extra pressure on the GOW, with implications for management and overnight walker experience

	Potential Benefits	Potential Implications
Economic	<ul style="list-style-type: none"> • trail upgrade and promotion of day use activities may attract further private investment • increase spend on local goods and services associated with both day and overnight usage – may encourage longer stays or repeat visitation from those within the region (particularly for visitors passing through Apollo Bay) • provision of alternative opportunities in the hinterland may result in a rationalisation of maintenance on the GOW and associated campsites, and potentially increase revenue from campsites (e.g. higher number of smaller groups) • new group campsites in the hinterland may provide another source of revenue 	<ul style="list-style-type: none"> • development of alternative loop trails and campsites in the hinterland will create an ongoing maintenance responsibility for Parks Victoria, with economic implications

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- There is the potential for further development of commercial day tours (walking, mountain biking and horse riding), utilising proposed loop trails in the Great Otway National Park
- These trails, and associated campsites and facilities could also provide opportunities for skills camps, retreats etc
- Loop trails in the hinterland, combined with selected sections of the GOW in the off peak season, may be suitable for adventure competition, as already occurs in the area (e.g. the Otway Odyssey)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Potential partnership between Parks Victoria and the Colac Otway Shire Council, to improve the first section of the GOW, through Apollo Bay (this may also include working with a private developer in the event that the Apollo Bay marina is to be redeveloped)
- Parks Victoria may seek to form partnership/s with local/regional environmental or recreational organisations, to contribute management and maintenance responsibilities (e.g. 'friends' groups)
- There are further opportunities to work with volunteer organizations, including those engaged in volunteer tourism, as a source of labour, track presence or to undertake research

KEY RECOMMENDATIONS

- Implement the *GOW Strategic Directions Plan 2008-2014* recently prepared by Parks Victoria
- Investigate the possibility of developing day use loop trails within the Great Otway National Park/Forest Park hinterland, to cater for larger groups (e.g. schools), and day visitation (e.g. the 'Wild Dog' spur area)

and a loop including the first section of the GOW and looping back to Apollo Bay, are possibilities to be considered)

- Investigate the potential for shared use of loop trails, providing enhanced opportunities for a range of recreational user groups (e.g. mountain bikes/cyclists, horse riders)
- Investigate the options for improving the start of the GOW, to facilitate use by day visitors and local residents, and enhance the experience for overnight GOW walkers (the potential to realign the trail with the foreshore should be explored, particularly in the event that the Apollo Bay marina is to be redeveloped)
- Investigate the potential for the development of an iconic loop walk associated with the Twelve Apostles site
- Upgrade priority vehicle access points to trailheads to cater for day use, and provide improved access for 'step-on-off' overnight walkers
- Investigate the potential to connect the GOW with Port Campbell via the Coast to Crater Rail Trail

Surf Coast Walk

LOCATION AND DESCRIPTION

- Original trail constructed between Jan Juc and Moggs Creek in 1987
- Current trail is approximately 66km in length, extending primarily along the foreshore from Torquay to Jan Juc, Anglesea, Aireys Inlet, Fairhaven and Moggs Creek (some inland sections exist north of Anglesea in the Eumeralla Scout Club area, and south between Anglesea and Aireys inlet), in various states of repair, and with missing links
- Stage 1, from Point Impossible to Fairhaven was funded State Government, Surf Coast shire and GORCC and is due to be completed by 2011
- An application for funding Stage 2 of the walk (from Fairhaven to Lorne) has been submitted to the Federal Government – the outcome is still unclear
- Some sections of the existing route are not currently branded as the Surf Coast Walk
- Whilst it is possible to walk to Anglesea, the trail becomes fragmented and in need of upgrade in places
- The trail traverses a range of landscapes, including coastal heathland, bushland, towns and smaller settlements, as well as iconic destinations such as Bells Beach
- The trail is currently promoted as a walking trail only, however recent upgrades have been constructed to a shared trail standard and are used by cyclists, including commercial MTB operators (particularly between Torquay and Bells Beach)
- A range of promotional material exists, including basic maps (the Surf Coast Official Touring Map), Surf Coast Walk track notes (available from the Torquay and Lorne Visitor Information Centres and websites)
- Surf Coast Shire Council are producing a new brochure specifically for the trail, which will be available this summer (including trail realignments and updated information)

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Crown Land, managed by the Great Ocean Road Coast Committee, Parks Victoria and/or DSE, and the Surf Coast Shire Council (majority of land is managed by the first two agencies)
- Smaller sections of the trail are on Crown Land leased by Alcoa, as well as land privately owned by Alcoa
- Each land manager has responsibility for the maintenance of the section of trail within their tenure area
- Recently completed feasibility study was a joint project, funded by all the land managers (Agency Working Group)
- Agency Working Group will continue to work together to oversee the implementation of the project

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- See 'Location and Description' above for overview of existing trail
- 24km of new trail identified for construction (including on beach sections)
- Further 24km of potential alternative trail identified, intended to provide inland alternatives and loops
- Route beyond Anglesea is less well-defined and includes significant sections of inland walking to reach Moggs Creek
- Route is undeveloped between Moggs Creek and Lorne
- Infrastructure associated with the trail includes look-outs, car parking, toilets (at Torquay, Bells Beach, Point Addis, Anglesea, Aireys Inlet/Fairhaven and Moggs Creek), and caravan parks/campgrounds within the towns and settlements

NEEDS ANALYSIS (DEMAND)

- An estimated ~80,000 people use the Surf Coast Walk per year (~42,000 day trippers, ~29,000 domestic overnight visitors and ~11,000 international visitors)²
- The school camp market are estimated to be ~80,000 bed nights per year³
- Increasing MTB use, which is becoming a legitimate user group
- The Surf Coast / Great Ocean Road has very high visitation, particularly in summer, and the trail provides opportunities for a wide range of users including families
- Significant increase in the popularity of informal (trail-based) recreation across Australia
- Staff at the Torquay Visitor Information Centre indicated that visitors regularly request information about cycling and walking options in the area, and in particular about the Surf Coast Walk

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- *Surf Coast Walk Feasibility Study* indicates that the development of a route from one end of the Local Government Area to the other – from Bremlea north of Torquay, to the Cumberland River south of Lorne, is feasible (intend to also develop a branding and marketing strategy)

² Insight Leisure Planning (2008) *Surf Coast Walk Feasibility Study*, Victoria, Australia. The figures are based on National and International Visitor Surveys in the absence of specific trail use data.

³ Ibid.

- Alternative inland sections will provide different experiences and circuit opportunities, and be suitable for shared use
- Much of the proposed route already exists as far as Anglesea, although some realignments and upgrades are required
- Potential for further use by commercial operators (a commercial MTB operator and a walking operator already have permits to undertake tours on sections of the trail), providing a source of management revenue for the land managers for trail/foreshore management
- Opportunities for promoting 'walk and stay' and 'step on off' packages in partnership with surrounding accommodation places and tour operators based out of the towns along the route
- Potential to develop walk-in campsites along the length of the trail
- Intention to upgrade the walk to be a shared trail (some sections may not be appropriate) will provide a safer alternative to cycling the GOR for less experienced cyclists
- Potential to link in with independent and/or guided activities in the Anglesea Heath area (already commercial tour guide operating in this area)

TRAIL DEVELOPMENT ISSUES

- Poor on-trail signage/trail markers along sections (range of existing signage) – difficult to follow in places
- The Surf Coast Walk brand is not well developed/communicated
- Lack of distinct trailheads in places (e.g. with maps, distances, difficulty)
- Existing collateral is out of date, and does not adequately describe some sections of the route

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • trail upgrades may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) • sections may provide alternative transport routes between coastal towns and settlements 	<ul style="list-style-type: none"> • potential for adverse impact on environmental and cultural values along the length of the route (e.g. coastal soil erosion resulting from poor construction techniques) – high conservation values, including threatened flora and fauna are known to occur in the Anglesea Heath area • potential modification to significant coastal geological features • potential for spread of weeds and plant diseases on walking boots and bike tyres (e.g. coastal heath communities are particularly susceptible to <i>Phytophthora cinnamomi</i>)

	Potential Benefits	Potential Implications
Social	<ul style="list-style-type: none"> improved opportunities for recreational walking/cycling within and close to coastal towns within the LGA, benefiting local residents as well as visitors upgraded trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) increased use can improve passive surveillance, and minimise vandalism aid in raising the profile of informal recreation within the LGA and the region 	<ul style="list-style-type: none"> considered to be limited adverse social impacts with existing trail and proposed upgrades
Economic	<ul style="list-style-type: none"> estimated that the Surf Coast Walk generates ~ \$6.99 million per year of direct annual expenditure from tourists⁴, and 22 full and part time jobs the planned upgrades and increased promotion of the walk estimated to increase the annual economic benefit to ~ \$10.34 million within 5 years, and 42 jobs within the LGA⁵ increase spend on local goods and services associated with both day and overnight usage – may encourage longer stays or repeat visitation access to high quality sections of the trail may provide a catalyst for increased property prices trail upgrade and promotion may attract further private investment (e.g. commercial tour operators), which in turn facilitates trail management and maintenance – self-sustaining asset 	<ul style="list-style-type: none"> continued cost of management maintenance required to maintain a high standard may prove to be a financial burden for land managers (particularly the Great Ocean Road Coast Committee and Parks Victoria/DSE, who manage the majority of the land)

⁴ Insight Leisure Planning (2008) *Surf Coast Walk Feasibility Study*, Victoria, Australia

⁵ Ibid

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Upgrade, and development of new trail sections will provide further opportunity for the development of associated tourism products, including accommodation, food and beverage, transport services, guided tours

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Existing Agency Working Group is considered to work well – all participating land managers are committed to developing the Surf Coast Walk along the length of the LGA
- There may be future need and opportunity to work in closer partnership with private operators (e.g. in relation to maintenance and marketing)

KEY RECOMMENDATIONS

- Continue to work in partnership to improve and manage the Surf Coast Walk, via the existing agency working group
- Implement the recommendations of the *Surf Coast Walk Feasibility Study*
- Investigate the potential of appointing a dedicated Surf Coast Walk staff person, as recommended in the *Surf Coast Walk Feasibility Study*, to facilitate the implementation of the Study, general day-to-day management, and coordinate between the partner agencies
- Prepare and implement a thematic interpretation strategy
- Upgrade/realign/construct the following sections of trail:
 1. Bells Beach to Anglesea
 2. Anglesea to Aireys Inlet
 3. Aireys Inlet to Lorne
- Continue to upgrade the remainder of the trail, as funding becomes available
- Upgrade printed and electronic promotional material (e.g. trail maps and notes, to reflect current trail conditions, and ensure Visitor Information Centre staff are aware of upgrades and current trail conditions)
- Upgrade directional signage and trail markers
- Install and/or upgrade trailheads at key locations along the trail, including within towns and settlements, major junctions or popular visitor locations (e.g. Bells Beach)
- Prepare a branding and marketing strategy (including guidance relating to trail signage)
- Prepare and implement a thematic interpretation strategy
- Continue to seek funding to implement the recommendations of the Surf Coast Walk Feasibility Study (e.g. from within partner agencies, and via external grant programs)

Coast to Crater Rail Trail

LOCATION AND DESCRIPTION

- 34 km trail from Camperdown to Timboon, 190 km south west of Melbourne
- Follows route of former timber, goods and passenger railway, passing through attractive forest and farmland - mostly flat to undulating grade with steep on-road section near Lake Bullen Merri (providing panoramic views), revegetated corridor in north section

- Includes on-road section of about 8 km south from Camperdown Railway Station
- Some forest sections are narrow and railway tracks and sleepers are still in place near Timboon. Gates across trail have to be opened in places
- Historic timber bridge restoration underway at Curdies River

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Managed by hard working Rail Trail CoM, which has local support and small revenue stream from stock crossing fees and agistment
- Community-based Friends group provides some support
- Corangamite SC has not provided ongoing maintenance support in the past - new policy being developed

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Trail funding includes BHP Billiton (~\$40,000 for report and \$160,000 for trail), Small Towns grant (\$250,000), DSE and Heritage Victoria (\$300,000 for bridge restoration), local industry (~ \$30,000), gas companies/Landcare (\$~25,000) + small council grants. Total capital cost ~ \$750,000 + volunteer time
- Little trailhead signage/facilities at present, off road trail rather rough in places, with coarse scoria and grass cover (reflects limited resources available to committee)
- Facilities available in Camperdown, Cobden and Timboon.
- New whiskey distillery/Café adjacent to trail at Timboon
- Few facilities along trail; signage incomplete

NEEDS ANALYSIS (DEMAND)

- Current level of use not known - Timboon section attracts moderate local use
- Demand likely to increase as trail improves and becomes better known
- Opportunities to promote use of train from Melbourne to start trail from Camperdown

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Construct incomplete sections to high standard, improve trail surfaces, complete signage
- Develop and implement an ongoing, funded maintenance program
- Improve safety of on-road sections near Camperdown
- Improve links to Cobden facilities, define trail through golf course
- Develop on-road links to Old Beechy Rail Trail
- Consider proposed extensions to Pt Campbell and Princetown

TRAIL DEVELOPMENT ISSUES

- Replacement of on-road sections near Camperdown difficult – limited public land
- Additional funding needed to complete, enhance and maintain trail

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> improved access for vegetation management, particularly weed control and planting programs enhanced biodiversity values enhanced community appreciation of natural and cultural values increased community support for protection of values. 	<ul style="list-style-type: none"> little adverse impact on existing values.
Social	<ul style="list-style-type: none"> increased social activities and community involvement in trail and associated activities. strengthened communities, particularly in towns on trail – Camperdown, Cobden and Timboon 	<ul style="list-style-type: none"> No adverse social impacts.
Economic	<ul style="list-style-type: none"> economic benefit for businesses, e.g. cafes, shops, MTB tour operators, near trail 	<ul style="list-style-type: none"> No adverse economic impacts with existing trail.

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Stores, cafes etc at Timboon could provide some support for trail
- Opportunities to provide stronger links to local attractions etc
- Ongoing opportunities for local industry to provide discounted services and materials
- Bike hire and tour operator opportunities including mountain bike rides and transfer service Timboon-Camperdown

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- LGA/CoM/Friends partnership to upgrade and maintain trail
- Landcare partnership to assist with revegetation
- Ongoing support from local businesses, e.g. discounted gravel supply

KEY RECOMMENDATIONS

- Review role of Corangamite SC in trail development and management
- Prepare a trail development and management plan
- Upgrade existing trail surface to consistent standard
- Develop trail head facilities, complete signage
- Improve trail links into Cobden
- Complete sections north of Timboon
- Improve safety of off road trail sections near Camperdown, eg using line marking/road widening
- Develop/implement marketing/promotion program for trail - introduce interpretation and build on trail experience including volcanic landscapes and features in north and historic bridges and attractive forest in south
- Review proposed extension to Pt Campbell and Princetown

Old Beechy Rail Trail

LOCATION AND DESCRIPTION

- 46 km trail from Colac to Beech Forest, 150 km south west of Melbourne
- Follows route of former narrow gauge railway, passing through attractive forest and farmland. Undulating grade with some steep sections – trail climbs about 500 m from Gellibrand to Beech Forest
- Includes some on-road sections, particularly near Colac (~ 10 km) - some forest sections can be rough following logging activities

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Colac-Otway Shire Council undertakes most development and maintenance (cost ~\$30,000 pa, i.e. ~\$1000/km)
- Community-based committee of management (Section 86) provides advice, some facilities and promotion and contributes to planning
- Friends group assists with maintenance, facilities and planning
- Master plan prepared in 2001 - to be reviewed in-house in next 6 months

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Surface mostly gravel or compacted earth, approx. 2 m wide
- Cost about \$20,000/km to construct (base formation plus 50-70 mm gravel surface)
- Substantial steel bridge over Gellibrand River completed recently (State Govt funding ~\$400,000)
- Trail head displays/steel sculptures installed, and interpretive and orientation signs provided along route (signs cost ~\$100,000)
- Facilities available at Colac and Gellibrand (toilets, information, refreshments, pub at Beech Forest)
- Total cost of trail development estimated at \$1.2 million

NEEDS ANALYSIS (DEMAND)

- Current use estimated to be about 8000 pa. (PV survey)
- Demand likely to increase as trail improves and on-road sections are reduced
- On busy days, up to 100 people use the trail and stop at the store/café at Gellibrand - the local Caravan Park has also benefited
- Opportunities to promote use of train from Melbourne to start trail from Colac

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Complete section Dinmont to Beech Forest (LGA to undertake work shortly - \$130,000 funding committed)
- Increase off-road provision and integrate the rail trail with local trails in Colac
- Upgrade surfaces, particularly following logging activities
- Extend trail on road reserve to Ferguson and the Otway Fly, and eventually Crowes near Lavers Hill
- Link Beech Forest to Apollo Bay

TRAIL DEVELOPMENT IMPEDIMENTS AND CONSTRAINTS

- Replacement of on-road sections near Colac have been limited by private land ownership
- Some of the land along the trail is privately owned and could be impacted upon by logging/log trucks
- Proposed extension to Crowes may be adversely affected by proximity to the road
- Link to Apollo Bay considered too difficult to achieve (e.g. sections on-road, log trucks, DSE and PV do not support)

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • improved vegetation management, particularly weed control and planting programs • enhanced biodiversity values 	<ul style="list-style-type: none"> • little adverse impact on existing values
Social	<ul style="list-style-type: none"> • increased social activities and community involvement in trail and associated activities • strengthened communities, particularly in small towns (e.g. Gellibrand and Beech Forest) 	
Economic	<ul style="list-style-type: none"> • economic benefit for businesses (e.g. cafes, MTB tour operators, along trail and in Colac) • expanded facilities and increased business in towns along the trail 	

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Stores, cafes and other service along route could provide some support for trail
- Ongoing opportunities for local industry to provide discounted services and materials
- Tour operator opportunities including mountain bike rides and transfer service Beech Forest to Colac

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- LGA/logging company partnership to upgrade trail following logging

KEY RECOMMENDATIONS

- Review/revise trail master plan (in line with the recommended Joint Trail Development and Management Plans)
- Prepare thematic interpretation strategy and marketing plan
- Complete section through to Beech Forrest
- Upgrade existing trail surface to consistent standard
- Continue ongoing maintenance of trail route
- Provide off road trail sections near Colac as opportunities arise

- Review proposed extension to Crowes in mid to long term

Bellarine Rail Trail

LOCATION AND DESCRIPTION

- Bellarine Peninsula, 75kms south-west of Melbourne, following former railway line route that connected Geelong to Queenscliff
- Bellarine Peninsula Tourist Railway operates between Queenscliff and Drysdale (every Tuesday, Thursday, Sunday, most public holidays with extra days over Easter and Christmas holidays)
- Shared trail available for cycling, jogging and walking along the whole length and horse riding allowed on section between South Geelong and Drysdale
- Traverses city suburbs, farmland and small rural and seaside towns
- Remnant vegetation and native re-vegetation program

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Bellarine Rail Trail Advisory Committee with representatives from DSE, Geelong Steam Preservation Society, CoGG, Friends of the Bellarine Rail Trail, Barwon Regional Bicycle Council, Geelong Field Naturalists, Barwon Landcare Group – four meetings per year with annual report to the CoGG
- Geelong to Drysdale is managed and maintained by the CoGG with the involvement of other stakeholders
- Drysdale to Queenscliff is managed and maintained by the Geelong Steam Preservation Society and Barwon Peninsula Tourist Railway
- Vegetation Management Plan prepared in 2005 and Bellarine Rail Trail Improvement Plan prepared in 2006

EXISTING TRAILS AND INFRASTRUCTURE

- 32.5km of 2.5m wide constructed trail with compacted fine gravel and some sections recently sealed near Geelong and Leopold
- Bellarine Peninsula Tourist Railway, restored railway station at Drysdale and visitor services (including parking, toilets, food and beverage, bike hire, information)
- Planned sealing of the trail from South Geelong to Leopold to improve access by wider range of community (e.g. wheelchair, prams) and reduce maintenance costs in the longer term given expected higher use
- Stations Project – positioning new structures at the original railway station locations e.g. Christie Road – car park, toilet, picnic table, drinking water, interpretation/information and landscaping
- Regular ferry service from Sorrento Pier to Queenscliff and V/Line service to South Geelong

NEEDS ANALYSIS

- A well recognized and popular rail trail in Victoria
- No surveys of user numbers but expect/observe high use of rail trail near residential areas and over weekends

- Attractive to families as recreational trail close to home for regular use and enjoyment
- Potential as bike commuting option from Leopold, Moolap and South Geelong areas into Geelong
- Attracts users from outside CoGG for day rides and two day rides
- Horse riders have indicated interest in being able to use the Drysdale to Queenscliff section (currently prohibited based on risk concerns with the tourist railway)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Further sealing of the trail between Geelong to Drysdale to increase accessibility for shared use and especially as alternative transport link
- Safety upgrades – CoGG looking at traffic management requirements on roads crossed and connecting to rail trail
- High priority to achieve accessible and safe connection from rail trail to train station and connection to waterfront and Barwon River trails (feasibility investigations indicate Swanston Street as potential on-road trail link)
- Roll-out of the Stations Project
- Improving the management and maintenance of the trail experience between Drysdale and Queenscliff – native vegetation plantings, protection of remnant vegetation, signage, interpretation
- Assessing the potential to manage the perceived risks of horse riders accessing the Drysdale – Queenscliff section of the rail trail in the future

TRAIL DEVELOPMENT ISSUES

- Conflicting outcomes being sought for the ongoing management and maintenance of the Drysdale and Queenscliff section (e.g. fire risk management, protection of natural values, control of invasive weeds, risk issues with horse users)
- Limited resources available for effective management of issues along the Drysdale and Queenscliff section of the trail
- Difficulty for the CoGG to keep-up with the expectations for maintenance and management given strong community involvement and balancing priorities across open space and recreation needs within the City
- Achieving safe and convenient connections between the rail trail and the South Geelong railway station, Kardinia Park, Barwon River trails and the CBD/Geelong waterfront⁶

⁶ The State Government announced a \$3.5M budget to link the Bellarine, Barwon and Bay Trails in November 2006.

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Negative Impacts
Environmental	<ul style="list-style-type: none"> • protection of remnant vegetation and planting of native vegetation contributing to green corridor and habitat values • weed eradication occurring in sections of the trail • potential option as an alternative transport route in expanding residential area and reducing carbon loss 	<ul style="list-style-type: none"> • limited impacts resulting from existing trail developed and improved management and maintenance efforts in the South Geelong to Drysdale section • potential loss of remnant vegetation and weed intensification in Drysdale to Queenscliff section
Social	<ul style="list-style-type: none"> • increased social and recreational activities contributing to improved health and wellbeing • caters for wide section of community – youth, aged, families, school groups etc • potential to connect to other regional (e.g. Geelong waterfront, Barwon River trails, Queenscliff – Barwon Heads coastal trail) that offer extensive opportunities for trail use • potential for social events 	<ul style="list-style-type: none"> • limited adverse social impacts with existing trail
Economic	<ul style="list-style-type: none"> • increased spend on local goods and services with day use and overnight use (especially with connected regional trails) • planned investment may attract higher repeat users • increased support for the tourist railway • building potential interest via Sorrento ferry • improved property values with access to trail 	<ul style="list-style-type: none"> • limited adverse economic impacts with existing trail

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Existing private sector involvement with Bellarine Peninsula Tourist railway and visitor services
- Potential for operators/businesses to use rail trail for guided trail services (e.g. cycling, horse riding) or hire of equipment
- Creating stronger links to other attractions and services from the trail e.g. vineyards, accommodation, equestrian centres, shops, etc

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Trail partnership arrangements in place and working well for the South Geelong – Drysdale part of the trail
- Potential for widening partnership arrangements with the maintenance and management of the trail between Drysdale to Queenscliff – potential for securing greater involvement of Friends of BRT, CoGG and Landcare Group with agreed management and maintenance outcomes

KEY RECOMMENDATIONS

- Increase the resource commitment of the CoGG for the Bellarine Rail Trail
- Commitment and continued implementation of the Bellarine Rail Trail Improvement Plan and Vegetation Management Plan
- Continue the CoGG program of trail upgrading and maintenance including the Stations Project, installing toilets, interpretation, revegetation and sealing of the trail between Geelong and Drysdale
- Investigate the opportunities for a 'whole-of-trail' joint management and maintenance approach by extending CoGG responsibilities to the Drysdale – Queenscliff section of the trail with the involvement of a wider range of interested stakeholders including the Geelong Steam Preservation Society, Bellarine Peninsula Landcare, Friends of Bellarine Rail Trail, DSE, CFA and other interested parties
- CoGG to continue feasibility investigations into the potential for creating safe and convenient links to the South Geelong railway station, Kardinia Park, Barwon River trails and Geelong CBD/waterfront

Barwon River Trails and Parklands

LOCATION AND DESCRIPTION

- Barwon River is the source of most of Geelong's water supply and feeds Reedy Lake and Lake Connewarre before entering Bass Strait at Barwon Heads
- Barwon River is a popular area used for recreational opportunities including walking, rowing, cycling, water skiing, kayaking, boating, running, picnicking and exercising the dog.
- Extensive parkland with over 20kms of shared trail development has been developed within the city of Geelong from Breakwater Road in the south to Hamilton Highway in the north, on both sides of the Barwon River

- Parks Victoria with other management agencies is committed to the long term potential creation of the Barwon River Parklands⁷ that would provide public open space and trail connections between Geelong and Barwon Heads

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Corangamite CMA manages 20 kms of the Barwon River from Queens Park Bridge to the lower Breakwater
- CoGG manages some other sections of the Barwon River within the urban area and the many trail links that connect to the river
- Various other parts of land along the Barwon River are managed by Parks Victoria, Barwon Water, Barwon Coast Committee of Management, DSE and private landowners
- Barwon through Geelong Management Plan 2006 and CoGG Barwon River Land Use and Open Space Corridor Plan 2003 have been prepared

EXISTING TRAILS AND INFRASTRUCTURE

- Mostly well constructed sealed trails of 2.5m -3m width have been developed with a small section of compacted gravel trail remaining
- Well developed car parking, toilets, signage, seating and interpretation developed along the existing trail
- Access to extensive sporting and recreational facilities developed within the adjoining open spaces
- Barwon River provides excellent opportunities for river based recreation including kayaking and canoeing

NEEDS ANALYSIS

- Existing trails are centrally located in the City to be easily accessed by many residents and visitors
- High levels of shared use on existing trails
- Planned Armstrong Creek residential development will add a further 90,000 people to the south of Breakwater Road with potential need to create links to the Barwon River Trail
- State Government commitment to the Barwon River parklands and potential trails between Geelong and Barwon Heads
- Creating safe link via the CBD to the Geelong waterfront and trails
- Co-ordinated management and maintenance of the trail network given multiple agencies
- Upgrading and enhancement of the signs and interpretation of the trail

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Extension of the trail south from Breakwater Road to the historic aqueduct and bridge area in the short term
- Upgrading of the shared trail along the Waurn Ponds Creek and planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development in the future

⁷ The State Government committed \$3M over the 4 years to establish the Barwon River Parklands.

- Developing a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street
- Creation of trail connections with the proposed Barwon River Parklands between Geelong to Barwon Heads based on available funds and community support. Four preferred options have currently been identified⁸ and these vary in location, length and cost
- Proposal for criterium track for cyclist training and skills course in open space off the Barwon River Trail
- Promotion of kayaking and canoeing opportunities on the river with well developed access and egress points

TRAIL DEVELOPMENT ISSUES

- The proposed extensions to the Barwon River Trail require major investment and are likely to be developed in a staged manner depending on the availability of funds, securing open space as part of subdivision and level of community support
- The development of trails through the Barwon River Parklands requires resolution of a range of key issues including links to existing trails, land ownership, conflicting land uses, flooding, environmental protection, development costs and risk management
- Co-ordination of multiple agencies with responsibilities along the Barwon River
- Risk management issues with kayaking and canoeing some open exposed parts of the Barwon River for inexperienced in adverse weather conditions

⁸ PBAI Australia consultants have completed feasibility investigations for trail options in the Barwon River Parklands. The total costs for options that follow the river environs are significantly higher due to private land tenure, length of the trail and the requirement for extensive boardwalk infrastructure to traverse wetlands with high conservation values. Two other options which utilise road reserves and offer access links to the river and lakes have substantially lower development costs.

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> green space corridors along river and creeks within the city potential option as alternative transport route in residential areas and reducing carbon emissions increased management of the river corridor and open space 	<ul style="list-style-type: none"> range of environmental issues to be assessed in determining the route options for the Barwon River Parklands trail e.g. Wildlife Reserve, RAMSAR site, wetlands, native vegetation, flooding etc.
Social	<ul style="list-style-type: none"> increased social and recreational activities contributing to improved health and wellbeing caters for wide section of community – youth, aged, families, school groups etc potential to connect to other regional (e.g. Geelong waterfront, Bellarine Rail Trail, Queenscliff – Barwon Heads coastal trail) that offer extensive opportunities for trail use potential for social events 	<ul style="list-style-type: none"> potential conflicts of interest between trail users, duck and quail shooters in the State Game Reserve
Economic	<ul style="list-style-type: none"> existing and proposed trail system is a significant lifestyle benefit for choosing to live in the region extending trails and loops would encourage greater visitors to stay longer and spend on goods and services (e.g. accommodation, food, gear hire, public transport, petrol) 	<ul style="list-style-type: none"> high investment costs for possible route options 2 and 3 for the Barwon River Parklands (@ 4-5 times higher than other options)

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Infrastructure is available for commercial use and some tour and hire operators would be making use of the trail network
- Future residential development of Armstrong Creek should facilitate private sector open space and funding contribution to the trails network

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Already existing but potential to improve co-ordination across the multiple agencies, especially with the long term realization of the Barwon River Parklands
- Corporate sponsorship has assisted with improvements on the trails

KEY RECOMMENDATIONS

- Continue implementation of the Barwon River Trails by the Barwon through Geelong Management Plan 2006, CoGG Barwon River Land Use and Open Space Corridor Plan 2003, Barwon River Parklands Project and other relevant management plans
- Strengthen the mechanisms for co-ordination of trail planning, development, management and maintenance along the Barwon River Trails
- Investigate the potential to extend the Barwon River Trail south from Breakwater Road to the historic aqueduct and bridge area in the short term
- Upgrade the shared trail along the Waurin Ponds Creek and continue planning for a link via Rosack Drive to allow extension of the trail along Armstrong Creek with the progressive staging of the new residential development in the future
- Develop a bike connection between the Barwon River Trail to the Bellarine Rail Trail to the Geelong waterfront, possibly using Swanston Street
- Promotion of kayaking and canoeing opportunities in the Barwon River Parklands with upgrading of access and egress points

Queenscliff to Barwon Heads Coastal Trail

LOCATION AND DESCRIPTION

- Located to the southeast of Geelong and the proposed trail would connect the coastal settlements of Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads
- Currently the missing trail link joining these settlements is between Point Lonsdale and Ocean Grove with the public land along the coastline being the Buckley Park Foreshore Reserve bounded by freehold land including residential, commercial and a quarry operation
- Buckley Park Foreshore Reserve has extensive sand dune and coastal vegetation with population of vegetation communities with rare and vulnerable conservation status

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The CoGG, Barwon Coast Committee of Management and the Borough of Queenscliffe manage sections of the trail
- CoGG has responsibility for the management of the Buckley Park Foreshore Reserve on behalf of the Crown (DSE)
- Buckley Park Coastal Management Plan⁹ was prepared in 2006 and sets out a range of recommendations for the implementation of the coastal management plan including recreational use

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Existing walking trail (with some sections being a shared trail for cycling) connects Queenscliff to Point Lonsdale and Ocean Grove to Barwon Heads, with missing link being between Point Lonsdale to Ocean Grove

⁹ CDA Design Group Pty Ltd in association with Wychwood Environmental 2006. *Buckley Park Coastal Management Plan*.

- The settlements are linked by beaches and can be walked subject to tides and sea conditions
- Existing cycle route between Point Lonsdale and Ocean Grove is along Shell Road (partial development on an on-road cycle lane) which is dangerous and carries significant traffic and higher traffic speed (being a non-urban road)

NEEDS ANALYSIS

- Need for a safer cycle connection between Point Lonsdale and Ocean Grove given traffic levels and speeds (100 km/hr) on Shell Road do not support wider recreational use
- High popularity and use of the existing trails close to the settlements
- Strong response from the local community for a walking/cycling track to the rear of the dunes identified in the Buckley Park Management Plan
- Considerable visitor interest in recreational trails based on feedback from the Point Lonsdale visitor centre as to requests for information
- Nominated trail by community representative at the Geelong public forum
- Potential for the extended trail to attract users from Mornington Peninsula as a day or two day visit
- In the long term, the coastal trail may link to the proposed Barwon River Parklands trail and/or the Surf Coast trail and along with the Bellarine Rail Trail provide a major trail loop linking Geelong via the settlements to Queenscliff
- Possibility of a coastal off-road link identified in the Greater Geelong Cycle Strategy
- High priority action within the Buckley Park Management Plan to undertake a feasibility study for the identification of potential shared path routes (including Buckley Park) between Point Lonsdale and Collendina

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Investigations would be required to look at the potential route for a shared trail located on public and private land (subject to negotiations with any private landowners) behind the dunes and without impacting on known natural and cultural conservation values
- Upgrading of the Shell Road to better cater for the needs of experienced cyclists currently making use of the road, with due regard to identifying and protecting remnant vegetation values within the roadside vegetation

TRAIL DEVELOPMENT ISSUES

- Land tenure and concerns of existing landowners
- A range of potential development issues relating to the management of existing values and their conservation significance of Buckley Park as identified in the Management Plan 2006 including the presence of endangered vegetation types (listed as Coastal dune scrub/Coastal dune grassland mosaic) under the EVC and that clearance in these areas may not be permitted.
- Environmental impacts associated with limited control of dogs on the proposed trail and/or illegal access across the dunes

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • may offer better management of any illegal or informal use of the Reserve • increased resources to allow for effective management of the Reserve 	<ul style="list-style-type: none"> • preservation and enhancement of existing indigenous vegetation and associated landscape • management, rehabilitation and stabilisation of the existing coastal dune system • management of significant and vulnerable flora and fauna species • protection of significant and endangered native / locally indigenous fauna with an emphasis on the preservation and enhancement of existing habitat • management of pest fauna within the Reserve and adjacent environs • weed management

	Potential Benefits	Potential Implications
Social	<ul style="list-style-type: none"> increased social and recreational activities contributing to improved health and wellbeing safer trail connection between settlements caters for wider section of community recreational interests close to settlements of Point Lonsdale and Ocean Grove potential to connect to other regional (e.g. Bellarine Rail Trail, Barwon River Trails, Surf Coast) that offer extensive opportunities for trail use 	<ul style="list-style-type: none"> recognition, interpretation and management of the rich cultural heritage (such as aboriginal cultural heritage) present within the Park
Economic	<ul style="list-style-type: none"> increased spend on local goods and services with potential for day use and overnight stays 	<ul style="list-style-type: none"> potential impacts on adjoining land use activities e.g. quarry, commercial use, farming

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Good prospects for supporting existing businesses at both Point Lonsdale and Ocean Grove
- The potential long term loop would support hire services, accommodation and local shops through increased stays and spend

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Collaboration between all trail managers and interest groups for the development, marketing, promotion and management of the coastal trail

KEY RECOMMENDATIONS

- Feasibility investigations be undertaken into the options for the development of a shared trail between Point Lonsdale and Ocean Grove, located behind the dunes and consistent with the Buckley Reserve Management Plan and protection of environmental values
- A co-ordinated approach be taken to the future planning, development and management of the proposed Queenscliff – Barwon Heads coastal trail with the involvement of the CoGG, Borough of Queenscliffe, Barwon Coast Committee of Management and other stakeholders
- Upgrading Shell Road to improve the safety for cyclists using this route

Geelong Waterfront and Regional Trail Connections

LOCATION AND DESCRIPTION

- City population of about 200,000 and expected to grow by 60,000 people in the next decade
- Geelong's waterfront has become a major attraction for visitors, event space and well-used recreational and social place for local residents – attracts around 1.7 million visitors per year
- Baywalk Bollards trail (104 painted wooden sculptures telling the story of Geelong's history) are located between Limeburners Point in the east to Rippleside Park in the north
- An extensive promenade with boardwalk, open space, recreational, public furniture and commercial facilities and services are located along the waterfront making this an attractive and active place
- The waterfront connects major open space areas and recreational facilities including the Geelong Botanical Gardens, skate park, Royal Geelong Yacht Club, Rippleside Park and Corio Bay
- The waterfront is easily accessed from the City's CBD

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- City of Greater Geelong is the principal manager of land and trail facilities within the Geelong waterfront
- Council has a number of statutory plans, strategic plans and master plans that help guide future planning, development and management of the waterfront including the Geelong Planning Scheme, City Plan 2008-2012, Eastern Park and Geelong Botanical Gardens Strategic Plan and Greater Geelong Cycle Strategy 2008
- Proposals exist for new developments associated with the waterfront e.g. marina and apartments at Rippleside, mineral springs health/wellbeing/commercial attraction to the east of Eastern Beach

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Well developed shared trails exist along the Geelong waterfront from Limeburners Point to Rippleside Park, although the trails vary in width and surface along the trail
- On-road bike lanes extend from Rippleside Park to Deakin University with links to the City's on-road network of bike lanes

NEEDS ANALYSIS (DEMAND)

- Submission received for the proposal of a heritage trail continuing north of Rippleside Park to connect to Hovells Creek Walk, utilizing currently sealed walking paths and adding the missing links (the proposal is based around having a continuous trail around the foreshore and to incorporate information and interpretation of early history and pioneers of the City)
- Recognised potential to further develop, expand the enhance the appeal of the waterfront as a major destination for both residents and visitors – to build upon the experience, including extending and upgrading the trails
- Political and community interest in strengthening trail links to northern residential areas of Corio Bay

- VicRoads in conjunction with CoGG are leading a project to link the Bellarine Rail Trail, Barwon River Trails and the Bay trails through Central Geelong to benefit both the recreational and commuter cyclists – formalize selected bicycle routes and implementing best practice design (priority recommendation in the CoGG Cycle Strategy)
- Expected population growth of Geelong and expected increased use of trails for commuting and recreation

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in CoGG strategic plans and master plans
- Identifying and upgrading the links between the waterfront and regional trails of Bellarine Rail Trail and the Barwon River and Parklands Trails, and eventually the proposed Queenscliff to Barwon Heads Coastal Trail
- Investigate the opportunities of planning a cycle and pedestrian facility on the Moorabool Bridge to allow better connection to the Barwon River Trail
- Developing the off-road trails and on-road trails to the northern shore of Corio Bay in line with the CoGG Cycle Strategy
- Continue to incorporate art within the presentation and interpretation of the waterfront trails

TRAIL DEVELOPMENT ISSUES

- Significant costs of proposed trail development require staged works in relation to available funding
- Land tenure and existing use issues with securing foreshore access in the northern part of Corio Bay that will require feasibility assessment of alternative route options
- Traffic management and potential impacts with the adoption of best practice cycle facilities on existing streets in the city centre
- Maintaining the open space and foreshore amenity through careful siting and design of trails

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • Potential option as alternative transport route in residential areas and reducing carbon emissions • Increased management of the foreshore and open space 	<ul style="list-style-type: none"> • Range of environmental issues to be assessed in determining the best route options around the Bay • Risk management issues with foreshore access in areas close to industrial activity or subject to erosion/landslip
Social	<ul style="list-style-type: none"> • Increased social and recreational activities contributing to improved health and wellbeing • Potential to connect to other regional trails that offer extensive opportunities for trail use • Potential for events linked to trails 	
Economic	<ul style="list-style-type: none"> • Existing and proposed trail system is a significant lifestyle benefit for choosing to live in the City • Enhancement of the waterfront and extending trails and loops would encourage greater visitors to stay longer and spend on goods and services (e.g. accommodation, food, gear hire, public transport, petrol) • Adds to alternative transport route options in the City 	<ul style="list-style-type: none"> • Negotiations with existing land owners regarding access options • Higher development costs if land acquisition is required

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Trail development and management is public agency investment between State Government and CoGG
- Opportunity for private sector investment in the access and use of the trails or associated with the benefit of developing facilities in close proximity to the trails e.g. waterfront accommodation, restaurants, galleries etc

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Partnership between State Government and CoGG for improving links between the Geelong waterfront and regional trails
- Potential for developer contributions towards trail development through planning and building approval process

KEY RECOMMENDATIONS

- The CoGG to continue to work VicRoads to investigate the feasibility options for upgrading links between the Geelong waterfront and proposed regional trails
- Continue to upgrade, extend and enhance the Geelong waterfront including upgrading of trails as identified in C0GG strategic plans and master plans
- Continue to investigate and develop the off-road trails and on-road trails to the northern shore of Corio Bay in line with the C0GG Cycle Strategy
- Continue to investigate the potential for a cycle and pedestrian bridge over the Barwon River near Moorabool Street

Great South West Walk

LOCATION AND DESCRIPTION

The Great South West Walk (GSWW) is roughly 250 kilometres in length running along the coast between Portland and Nelson (the Discovery Bay Coast Park and including in part the Discovery Bay Marine National Park) and inland along the Glenelg River (the Lower Glenelg National Park) and then linking back to Portland through the Cobboboonee National Park to Portland. The GSWW also includes in an inland loop off the coastal portion of the track that takes walkers through the Mount Richmond National Park.

The GSWW is the iconic tourism attraction for the Discovery Coast Region, the western/remote end of the Great Ocean Road. All regional tourism promotion is based off it in some way – the GSWW is promoted as a trail in ‘four movements’ – river, cliffs, forest and coast. Portland badges itself as the ‘home of the GSWW’: gateway to the ‘accessible remoteness’ of the region.

The trail is primarily used by walkers. The bulk of the trail is of a Class 3-4 standard with higher standards of presentation in areas around Portland and Cape Nelson. A portion of the trail near the Portland Smelter (2kms) is constructed to an all abilities standard. The Glenelg River portion of the GSWW is used by canoeists as a family friendly 3-4 day flat water paddling experience (see Glenelg River Trail, Section 4.2.10).

There are 16 basic walkers camps each with toilets, water, fireplace and picnic tables as well as a number of picnic and barbeque areas, general campsites, boat launching ramps (on the Glenelg River) and lookouts. Numerous short walks have been developed from trailhead locations.

A range of promotional materials are available including *The Great South West Walk: A Walk on the Wild Side* (strip maps and track notes), *Short Walks On and Around the Great South West Walk* (featuring 29 short walks up to 4 hours in length, but most under 2 hours) plus numerous Parks Victoria publications highlighting the features of the various National Parks that are linked by the trail and the walks therein.

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The bulk of the GSWW is on Crown land with most of the walk under the care and management by Parks Victoria working at the whole of government level by agreement with DSE
- Friends of the GSWW (active membership of ~110 people) have had a strong role in the establishment of the trail over the past 25 years and in its on-going maintenance and development. Their involvement is guided in part by the *Great South West Walk Management Strategy 2007* prepared in cooperation between the Friends, Parks Victoria and DSE
- Marketing is undertaken by the GSWW Marketing Committee who tabulate visitor numbers from visitor books, promote the track and maintain a website promoting the walk (Note: the website had 14000 visits in 2007-2008 as opposed to simple hits)
- The GSWW Maintenance Committee runs a crew 3 days per week of 4-6 people doing works. They are supported by various groups including Wesley College who bring students to the area for 3 weeks each year during which the students do 1 day per week work on the trail (mostly Landcare activities). Various people on work orders also assist with trail work. Further support has come from local schools, Alcoa and Rotary
- Glenelg Shire Council provides some assistance with marketing through its support of the Portland Tourist Association and Discovery Coast Tourism (the regional tourism body). All of Council's trails interest is focused on the GSWW apart from the development of local bike trails in Portland
- Where the GSWW crosses private land licence agreements have been negotiated
- A Committee of Management looks after a small length of trail along the Glenelg River at Nelson and at Point Danger (adjacent the Portland Aluminium Smelter)

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The GSWW is a +250km loop trail - the bulk is of a Class 3-4 standard with some more highly visited areas being of a higher class
- The trail is described by the Friends and PV as being in good condition throughout, with only short lengths (20+m) here and there requiring work from time to time
- Campsites along the trail (16 in total) are well spaced and provide a basic level of service, fit for their purpose as low-key campsites
- The trail is marked using red/orange triangles between campsites and trailheads
- The track surface varies, being soil or gravel in inland areas and mostly beach walking along the length of the Discovery Bay Coastal Park - boardwalks have been developed in some sensitive areas
- At more accessible and higher use locations, track improvements include seating, signage, lookout platforms, safety fencing, boardwalk, etc
- Parking areas are basic with some limited trailhead signage
- Portland and Nelson are the principle population centres along the trail and provide a range of food and accommodation options, although less diverse services are available at Nelson than Portland. Cape Nelson Lighthouse is a popular driving destination where there are

light meals and alcohol available with accommodation to commence in the near future. There is also a kiosk at Cape Bridgewater that provides snack food and beverage

- There are commercial bus routes between Portland and Nelson and Portland and Mt Gambier. There are also regional airports at Portland with daily service to Melbourne and at Mt Gambier with daily service to both Melbourne and Adelaide. Rental cars are available from both airports
- Adelaide is a 5 hour drive from Nelson, Melbourne is a 4 hour drive from Portland
- There are 12 companies currently on the PV register as using the GSWW but none really take up the option
- Related commercial products include helicopter flights along the coast and boat operators who take visitors to the gannet colony at Point Danger and the seal colony at Cape Bridgewater

NEEDS ANALYSIS (DEMAND)

- Visitor numbers along the GSWW vary considerably. Day visitors across all areas of the GSWW in 2004 were estimated in the range of 100,000 with those traversing the whole of track estimated to be as few as 100 people¹⁰
- Day visitors in the Lower Glenelg National Park in 2004 were estimated at 1000 and overnight visitation at 9000¹¹
- Parks Victoria road counters have tallied ~30,000 vehicles per annum at the Blowholes and +35,000/annum at the Cape Nelson Lighthouse¹², the two most visited areas along the GSWW. From these locations, visitors undertake walks of up to 1-4 hours return (e.g. Blowholes to Seal Colony return is 4 hour, the kiosk to the seal colony is 2 hours return)
- The Visitor Centre at Portland receives ~80,000 visitors/annum with the tourism association estimating total visitors to the region at 160,000/annum
- Some use by locals, mostly in the areas around Portland but these people don't really see themselves as GSWW users
- Most trail users are intrastate, interstate and international visitors in that order
- Friends maintain visitor books at campgrounds (of those who signed in during the 2007-08 year, 6000 were from Australia and 1000 were international visitors)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- A high priority should be given to the development of the brand, experience, thematic interpretation and marketing for the GSWW
- Well-intentioned and substantive volunteer support requires matching by professional guidance on the development of the product
- After 25 years, the GSWW has been developed to a base level only and has not gone beyond the basic commodity to include related services and importantly development of the 'experience' of the trail

¹⁰ Victorian Trails Strategy 2005-2010.

¹¹ *ibid.*

¹² Tumney, Don, *personal communication*.

- There is a recognised need to improve the standard of facilities and interpretation, particularly in high use areas
- Parks Victoria has recently lodged a Provincial Pathways grant application through Regional Development Victoria to build better shelters, toilets, etc. at the three campsites in the Cape Discovery/Portland area (the 'three capes') to improve feedback from the higher user numbers of walkers along this length of trail
- There is also a recognised need to encourage commercial product development that is based around the GSWW experience. Attention is being given by the Friends, PV and Council to the 'three capes' area and the potential to develop a loop track (~80kms) through this area using the upgraded facilities mentioned above, and possibly linking to the regional airport at Portland. This loop track could potentially provide a number of opportunities to link to off track accommodation on private land or at Cape Nelson lighthouse
- Given, that most day visitor focus on the coast, greater attention to the quality of facilities and infrastructure in these areas is of high priority, particularly at the eastern end of the trail. Greater value could also be gotten at the Nelson end of the trail due to its proximity to the Adelaide market
- A horse riding trail through the Cobboboonee NP that parallels GSWW and links to existing campgrounds has been mooted and has some potential merit for expanding the user base for GSWW infrastructure. Horse riding also offers an expansion of the GSWW opportunity that could be combined with walking and canoeing, providing users and operators with a more varied experience of the GSWW
- The potential to promote the Glenelg River as a separate regional trail experience to the GSWW is being explored as part of the current master plan (see Section 5.7)
- The Friends also noted that greater support for their group is required by way of a depot and home ('shopfront') for its operations

TRAIL DEVELOPMENT ISSUES

- The overall length of trail to be maintained is a constraint in that it spreads valuable and limited resources (see below) over a large area for the benefit, in remote areas, of very few users. The length of the GSWW is extended by the number of short walks that have been developed using the portions of the GSWW as part of longer circuits. PV also maintain a range of related walks that inter-connect with parts of the GSWW
- The length of the trail also means that only a very few experience its entirety
- Some long beach sections are extremely challenging, but there is increasingly off beach options that offer easier walking, although some beach walking will always be required
- On the whole, the trail provides significant management challenges. PV relies heavily on the Friends for involvement and do not have the resources to do much in its own right. The Friends, meanwhile, share similar problems with most volunteer groups in terms of the aging of membership, recruiting, maintaining involvement by the whole of its membership, etc
- Issues of the length of the trail are compounded by the distance to the major market centres (Melbourne and Adelaide) that constrains access by high visitor numbers. Lack of air service between Adelaide and Portland further compounds this difficulty

- Low visitor numbers, in turn, constrain commercial 'buy in' to the trail. The basic quality of the infrastructure does not meet the expectation of many users and further limits use by commercial operators and independent visitors. A lack of international/national promotion is seen as further influencing the willingness of operators to establish accommodation or other products associated with the trail and expected spin-off/flow-on from promotion of the Great Ocean Walk is not seen as happening
- Rural zoning of land to the north of trail along coast prohibits development of tourism accommodation, which limits opportunities for on-off trail use. Meanwhile PV zoning within Discovery Bay Coastal Park prohibits development there
- Marketing has largely been reliant on the Friends and as a result lacks some of the professional look and feel that is required to really get the message out
- There is discussion around the idea that the creation of multi-use sections with the Portland area and particularly along the foreshore, would increase user numbers and extend the visitor experience of the GSWW. This concept is supported by the *Portland Bay Coastal Infrastructure Plan 2008* - and also the *Glenelg Bike Strategy 2007*. Multi-use portions of the trail could link to the on-road bike trail to the Cape Nelson lighthouse and other on-road trails promoted in the *Portland Bike Trails* brochure distributed by the Portland Maritime (Visitor Information) Centre and other outlets
- There is also a need to better improve the definition of the beginning/end point of the trail as being at the Visitor Information Centre. Celebration of the Maritime Centre as the 'trailhead' would reinforce its activities and give the general visitor and the GSWW user a greater sense of the walk to the region. At present, there is no 'trailhead' where a 'champion' photo might be taken. Significant improvements to the surrounds of the Maritime Centre are required to enhance this experience including paths, signage, defined parking, etc. Such improvements are the centrepiece of the *Portland Bay Coastal Infrastructure Plan 2008*

Other issues include:

- access to private land which may become an issue as licence circumstances change or renewal is required
- the visual impact of wind farms which detracts for some users from the core qualities of remoteness
- degradation of areas between Cape Bridgewater and Bridgewater due to past grazing activities that have been slow to repair despite significant input from volunteers

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> continued trail improvements may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) 	<ul style="list-style-type: none"> potential for adverse impact on environmental and cultural values along the length of the route (e.g. threats to Aboriginal heritage sites along the coast) – high conservation values, including threatened flora and fauna are known to occur along parts of the GSWW potential modification to significant coastal geological features potential for spread of weeds and plant diseases on walking boots (e.g. coastal heath communities are particularly susceptible to <i>Phytophthora cinnamomi</i>)
Social	<ul style="list-style-type: none"> improved opportunities for recreation for local residents as well as visitors social value of involvement in Friends including health benefits multi-purpose trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) 	<ul style="list-style-type: none"> considered to be limited adverse social impacts with existing trail and proposed upgrades
Economic	<ul style="list-style-type: none"> value of trail to community not estimated but likely to be of some importance in the overall economy and central to the tourism sector increased visitation would lead to increased spend on local goods and services associated with both day and overnight usage track and infrastructure improvements may encourage commercial product development and/or longer stays or repeat visitation which in turn will assist with increased funds for trail management and maintenance – self-sustaining asset 	<ul style="list-style-type: none"> continued cost of management maintenance required to maintain the length of track and associated facilities to a reasonable standard may prove to be a great burden on the Friends group and the limited financial resources of PV and other managers

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

There are opportunities for:

- a branded 3-4 day 'breakout' walking product based around the eastern portion of GSWW that bundles with local accommodation, existing products (such as Seals by the Sea) and takes advantage of regional air service from Melbourne and current proposals for the upgrade of facilities/infrastructure
- creation of a product based out of Nelson that combines the existing Nelson Cruise Boats, the Princess Margaret Rose caves, walking on the GSWW and local accommodation (currently promoted as the Hirths Landing Boat Trip and Walk in *Short Walks On and Around the Great South West Walk*)
- greater development and promotion of existing canoe products based around the Glenelg River
- improvements to the quality and extent of branded GSWW merchandise
- promotion of events tourism that build on and off the GSWW including multi-sport competitions (run, canoe, bike ride), ultra-marathons, rogaining or orienteering
- development of a product that supports walkers with planning, transport, logistics, etc. (presently provided free of charge by Friends members)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Rotary and Apex assistance should continue to be sought for specific, high priority projects
- Portland Aluminium have provided assistance in the past and would likely contribute to specific projects
- Links with Aboriginal community (although their focus is at Mt Eccles and inland in that direction) should continue to be sought
- Assistance of Wesley College and other schools in land care and revegetation should continue to be sought
- Better links/coordination with Discovery Coast Tourism should be established
- Better bundling of those products that do exist should be encouraged

KEY RECOMMENDATIONS

- Engage professional assistance in the development of the GSWW brand, experience, marketing and thematic interpretation.
- Focus limited resources on the high value, eastern end of the trail between Bridgewater Lakes and Portland with a view to improvements in camp infrastructure, trailhead facilities, trail construction and trail marking per the current PV funding application.
- Resolve confusion between the GSWW route and related short walks/loops, perhaps promoting fewer of the latter whilst developing a core few to a very high standard.
- Explore fee for service opportunities by Friends group or a commercial operator to support users of the GSWW with trip planning, logistics, etc.
- Support Glenelg Council in the implementation of various strategies that support the GSWW including development of the surrounds of the

Maritime Centre, multi-use trail facilities within the township and nearby surrounds.

- Encourage the development of a bundled product at Nelson that incorporates existing products (river cruise and caves) with the GSWW. Ensure standards of infrastructure of GSWW portion of the bundle match the quality of the existing products.
- Explore promotion of the Glenelg River as a separate regional trail for canoeists

Glenelg River Canoe and Kayak Trail

LOCATION AND DESCRIPTION

The canoe trail would involve a 3-5 day (depending on conditions, fitness and user age) flat water paddle running from either the Pines Camp or the Moleside Camp in the Lower Glenelg National Park¹³ through to the town of Nelson where it ends in the vicinity of the Visitor Information Centre, a distance of roughly 52 kilometres.

Already there are 8 special canoe camps along the length of the trail that include a jetty, toilets, picnic facilities, fireplaces, water and campsites for up to 20 people¹⁴. Two of the canoe camps are accessible by vehicle to allow launching or retrieval (Pines Landing and Moleside). Elsewhere on the river there are numerous other campsites that canoeists can use (29 landings in total).

Short walks have been developed from a number of locations and there is inter-connectivity with the Great South West Walk (GSWW) in places including at the Moleside and Patterson camps.

The river is noted for a range of natural values (including easy viewing of native wildlife and the cliffs of the Glenelg River Gorge and access to Margaret Cave), fishing and swimming.

The *Glenelg River Guide*¹⁵ specifically promotes canoeing on the river. Elsewhere canoeing is mentioned amongst the range of activities that can be undertaken in the region or the Lower Glenelg National Park.

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Lower Glenelg National Park is managed by Parks Victoria under the 1991 Management Plan for the Park¹⁶
- Parks Victoria through the Visitor Information Centre at Nelson handle bookings for the 8 special canoe camps and other campsites along the river
- Regional tourism is promoted through the Discovery Coast Tourism and is supported by the Glenelg Shire Council who have responsibility for managing the information centre at Nelson

¹³ Note that it is possible to begin paddling above these points but only by private arrangement with the landowners either side of the river. Historically, canoeists could put in at Dartmoor but river levels in recent years now preclude this.

¹⁴ Note these 8 campsites are in addition to other camps that are accessible by car and or by users of the GSWW.

¹⁵ Published by Parks Victoria.

¹⁶ Department of Conservation and Environment 1991. **Lower Glenelg National Park Management Plan** Portland Region and National Parks and Public Land Division.

- There are local tourism associations at Dartmoor and Nelson
- The Department of Sustainability and the Environment, Glenelg Hopkins Catchment Management Authority and the Friends of the Glenelg River all have interests in the management of the river and its broad catchment

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Campsites along the trail are well spaced and provide a basic level of service, fit for their purpose as low-key campsites
- There are currently two commercial canoeing products operating on the river on a regular basis. One operator is an entirely dedicated canoe trips (offering a full service equipment hire, accommodation at the start of the trail and transfers from Nelson). The other operator offers a range of river related products (i.e. fishing, camper craft, bait and boat hire) in addition to canoe hire
- Nelson has a year-round population of ~900 people. It offers a full range of accommodation types but food options are more limited. There is also a Visitor Centre at Nelson
- There are commercial bus routes between Portland and Nelson and Portland and Mt Gambier. There are also regional airports at Portland with daily service to Melbourne and at Mt Gambier with daily service to both Melbourne and Adelaide. Rental cars are available from both airports
- Adelaide is a 5 hour drive from Nelson. Dartmoor is a ± 5 hour drive from Melbourne via the Princess Highway (325 kms) and/or Adelaide (330 kms)

NEEDS ANALYSIS (DEMAND)

- At present only 0.7% of the population participate in canoeing/kayaking (ABS 1999/2000¹⁷)
- Current use of the river is projected at 9000 overnight visitors per annum and 1000 day visitors¹⁸
- Use of the river is said to be expanding. Canoe camps are frequently booked out over school holidays and long weekends and increasingly at other times Accommodation at Nelson is also frequently booked out in summer and at Easter (growth, particularly at peak times is limited by the number of available campsites)
- Some of the growth in use of the river is coming from disaffected campers from the Murray River where conditions are deteriorating
- The Visitor Centre at Nelson received ~26000 visitors in 2008¹⁹ with the estimated total visitors to the region put at ~325,000²⁰
- Of the total visitors to the region roughly 2/3rds of the visitors are domestic day trippers (62%) and the remainder stay overnight (34% domestic, 3.3% international). Of the roughly 29,000 overnight stays, 92% were domestic visitors and the remainder international visitors

¹⁷ As reported in the *Victorian Trails Strategy 2005-2010*.

¹⁸ *Victorian Trails Strategy 2005-2010*. pg. 14.

¹⁹ Visitor data supplied by the Visitor Centre (email Rhianwen Maddox 21.02.09)

²⁰ Great Ocean Road Marketing September 2008 "Travel to the Great Ocean Road, Year Ended June 2008 prepared by datainsights

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- There is the opportunity to increase marketing of the trail as an entity (principally limited to Parks Victoria publications at the moment) and the products available in close relation to it. This may include bundling of available products
- To enhance the return from the trail requires that a brand, an experience statement/strategy, thematic interpretation strategy and marketing be further developed
- Higher end guided products could be developed that would enhance the 'experience' of the river. The *Strategic Tourism Plan* for the Glenelg Shire Council supported such a concept for 4-5 star fully supported eco-camping on the riverbank with the key marked being South Australian couples. They also noted, however, that this would require significant discussion with Parks Victoria

TRAIL DEVELOPMENT ISSUES

- Low visitor numbers to the region and the distance from major markets are factors affecting trail development. Low visitor numbers, in turn, constrains the potential commercial 'buy in' to the trail
- The basic quality of the infrastructure is unlikely to meet the expectation of high-end users and further limits potential use by commercial operators. International/national promotion or the lack thereof will affect the willingness of operators to establish accommodation or other products associated with the trail
- To date the Glenelg River has been identified by Tourism Victoria as a tourism asset that supports the potential for the State to grow its nature-based tourism sector, however, to date it has not been seen as a strategic priority for further development or promotion²¹
- Conditions on the river, the capabilities of users and their type of preferred craft (kayak or canoe) make it difficult to precisely state the length of days that may be required to complete the trail. This in turn may affect the capacity of an operator(s) to market guided trips down the river
- Increased promotion will lead to increased bookings at popular times that could create pressure for enlarging campsites. Increasing the size of camping areas and/or the number of people in them may be detrimental to the experience of the river as a low-key environment.
- Potential conflicts with speedboats are managed through a markers along 'transit trails'. Increased user numbers may affect the success of this management arrangement
- In the longer term, conditions upstream that are contributing to low flows and sedimentation of the river may have implications for the use or experience of the trail. Low flows, for instance have the potential to impact on biological events such as fish spawning
- Carp are found in many parts of the river and are detrimental to the habitat of native and recreational fish stocks and water quality generally
- Downstream impacts arise from the frequent closure of the river mouth which affects river levels, salinity, etc. that may have impacts on the experience of the trail

²¹ Victoria's Nature Based Tourism Strategy 2008-2012. See http://www.tourism.vic.gov.au/images/stories/TV52_NBT_288_Final_lr.pdf (accessed 19.02.09)

- Funding for PV is typically constrained and increased demands on resources that may arise from further development of the trail may not be able to be effectively responded to

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • greater buy in and coordination by stakeholders could lead to a range of environmental improvements that would enhance the health and experience of the river 	<ul style="list-style-type: none"> • increased visitor numbers could have negative impacts at some camping sites (i.e. collection of fuel, trampling, introduction of weeds/diseases, etc.) • upstream activities and recent drought have led to increased sedimentation and snags in the river, particularly above Pines Landing.
Social	<ul style="list-style-type: none"> • improved opportunities for recreation for local residents as well as visitors • social value of involvement in Friends including health benefits • promotion of multi-purpose trail links could provide improved opportunities for a wider range of user groups (e.g. cyclists, mountain bikers, walkers, horse riding) 	<ul style="list-style-type: none"> • pressure for increased visitors could affect the experience of the trail • greater visitor numbers could lead to increased conflicts with power boat users • growth in demand at Nelson may not be supported by existing infrastructure²²
Economic	<ul style="list-style-type: none"> • growth in existing market could lead to increased expenditure in the region on goods and services • development of high-end experiences could lead to greater spend in the region 	<ul style="list-style-type: none"> • continued cost of management maintenance required to maintain facilities to a reasonable standard may prove to be to great a burden on the financial resources of PV and other managers

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Existing partners included Parks Victoria, DSE, the Glenelg Shire Council, Discovery Tourism, the Friends of the Glenelg River, existing operators (particularly Paestons Canoe Hire)
- Given the extent and breadth of existing partners, the opportunity is perhaps to better coordinate between these groups to develop and promote the trail as a destination (in particular, gains could be made through better bundling of products)

²² The *Glenelg Shire Council Strategic Tourism Plan 2005-2008* suggests that the power supply at Nelson was limited at the time of its publication.

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- There are currently two operators who provide equipment for use on the river. As above, there is potential scope for a 'high-end' product to be developed on the river provided a market can be proven and it can be supported by Parks Victoria
- Already, there are occasional tours that use the river. For instance, Girls + Bikes (an adventure touring collective based in South Australia) is currently advertising a 5 day/4 night (in April 2009 and again in December 2009) product based on the Glenelg River for a fee of \$1275 ex Adelaide including a guide, meals, camping equipment and canoe hire
- There are also opportunities for a product(s) based out of Nelson that combines the existing river operators, the Princess Margaret Rose caves, walking on the GSWW and local accommodation
- The school market is already large and could possibly be further expanded through greater promotion of the trail and/or the cooperation of groups such as Canoe Victoria

KEY RECOMMENDATIONS

- Seek stakeholder support for the development of the Glenelg River Canoe Trail
- Support development of a strategic plan/business feasibility study of the trail to determine the potential for/limitations to growth in the current market
- Examine ways to better promote the existing facilities to extend current use levels including greater promotion of canoe touring opportunities as an adjunct to the GSWW
- Support bundling of activities as a means of gaining greater uptake of existing products

Port Fairy to Warrnambool Rail Trail

The Port Fairy to Warrnambool Rail Trail (PFWRT) is proposed to run between the town of Port Fairy via Koroit to Warrnambool a total distance of 37 kms (~11 kms within the Warrnambool City Council and the remainder in the Moyne Shire Council). The PFWRT is presently under construction with completion expected by the end of 2009. Construction utilises \$1.7M of funds obtained through the Provincial Pathways program (under the Regional Infrastructure Development Fund) and the Federal government's Department of Transport and Regional Services Regional Partnerships program.

The trail is being built of compacted gravel (granitic gravel in Warrnambool and limestone gravel in the Moyne Shire Council) over the bulk of its length with hot mix sections in Port Fairy and Koroit and a boardwalk section at Kellys Swamp and along the Merri River.

The whole of the trail is being built to a 3 metre width and is relatively flat ensuring access by people with a wide range of abilities, particularly in urban sections where the bitumen surface will support a much wider range of users. The track surfacing may limit the use of the trail by cyclists to hybrid/mountain bike style cycles.

Whilst most of the trail is off-road, a short section is on road between Illowa and Warrnambool.

It is considered that the return trip between Port Fairy and Warrnambool will be an easy day's journey for a reasonably fit cyclist and that a one-way trip by a fit walker will take 7-8 hours.

The trail passes through broad rural landscapes, skirts the Tower Hill State Game Reserve (a well known volcanic relic) and traverses the Merri River wetlands before linking to Warrnambool and ending at the railway station there. Views of rural scenery are complimented by sea views at some locations (Killarney).

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- Land along the trail between Port Fairy and Illowa is vested in the Department of Sustainability and the Environment, with responsibility taken through the Hamilton Office
- Trail construction and initial management are being led by the Project Construction Steering Group
- The Committee is comprised of the Moyne Shire Council and the Warrnambool City Council.
- Walking paths and trails are the highest priority recreational matter identified by Warrnambool's *Recreation Plan 2007-2017*. The PFWRT is mentioned in the plan as a key priority for development by Council
- Private licensees have access across the trail at various points for the movement of stock and agreements have been developed with various landowners for the relocation fencing to accommodate continued access and trail use

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- The initial construction program for the trail is focused on trail development and parking areas at trailheads in Port Fairy, Koroit and Warrnambool with later works required to develop amenities, facilities, signage, etc
- Web-based promotional materials include a dedicated site at www.portfairytowarrnamboolrailtrail.com/ and a page on the Bike Victoria website (see www.railtrails.org.au/states/trails.php3?action=trail&trail=39)
- Port Fairy and Warrnambool are the principle population centres and bookend the trail. Both centres provide a full range of accommodation options and are well serviced including multiple eating options. Koroit, midway on the trail, offers a less expansive range of services but does offer accommodation and food
- There is a Code of Conduct for use of the trail, one for township sections and another for rural areas establish responsibilities for conduct along the trail

NEEDS ANALYSIS (DEMAND)

- Pre-construction estimates of use are 60,000 users per annum (local and visitors). When completed the trail will incorporate counters to enable accurate counts of the numbers of users

- Discussions with Bicycle Victoria suggest that the PFWRT will be the most used rail trail outside Melbourne. They also suggest that the greatest numbers of users will be from the Warrnambool area²³
- Port Fairy presently draws 80,000 visitors per annum to the Port Fairy Visitor Information Centre and Warrnambool 800000 day and overnight visitors

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- Extending the overall length of the trail or enhancing its links to other trails may be of benefit. There has been some discussion about linking the trail with Tower Hill and/or through to Dunkeld
- Of these two options, a link to Tower Hill has more immediate merit for investigation as it involves a shorter travel distance and potentially offers fewer obstacles to its development than the longer proposal to Dunkeld. A link to Tower Hill has the advantage of extending the experience of the rail trail and connections for users of that reserve to explore further a field
- Alternative loop routes off the trail could be considered to connect with nearby features where they exist.
- Car parking and trailhead development are a high priority at all of the town centres. In Port Fairy, the trail should be linked to the Port Fairy Visitor Information Centre as the official starting point. Cafe and bike hire could be developed in association with the Visitor Centre (although many bike riders prefer to use/bring their own bikes, some tourists without bikes would take advantage of this facility) or alternatively, this could be the basis for reuse of the historic rail station nearby
- Thematic interpretation will enhance the experience of the trail

TRAIL DEVELOPMENT ISSUES

- A short length of trail is on road between Illowa and Warrnambool. On-road portions of 'rail trails' are seen as a negative by riders for a variety of reasons and should where possible be avoided
- The trail is promoted²⁴ as linking in a loop to the Mahogany Trail. This walk has significant safety constraints that severely limit its use by the general public as a walking trail
- There are concerns for on-going trail maintenance and particularly for weed management associated with gravel surface and disturbance along the edge of the trail that will need to be addressed

²³ Barbour, H. and Keen, A. *Personal communications* 19.12.08

²⁴ See <http://www.railtrails.org.au/states/trails.php3?action=trail&trail=39>

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> continued trail improvements may provide a catalyst for improved environmental management (e.g. erosion control, revegetation, weed management) 	<ul style="list-style-type: none"> construction impacts on flora and fauna along the route and potential for weed and disease invasion as a result of construction impacts on-going weed management along the length of the trail is an issue of concern potential impacts on heritage bridges along the route resulting from required OH&S requirements
Social	<ul style="list-style-type: none"> improved opportunities for recreation for local residents as well as visitors social value of involvement in Friends including health benefits multi-purpose nature of trail will provide improved opportunities for a range of user groups (e.g. walkers, cyclists and mountain bikers) bitumen sections offer opportunities for in-line skating, skate boards, scooters, etc. 	<ul style="list-style-type: none"> concerns of private landholders along the route for trespass, vandalism, arson, etc. need to be realistically addressed the Councils involved are not necessarily well resourced to undertake required maintenance along the trail which could be an issue over time
Economic	<ul style="list-style-type: none"> potential major benefits for Port Fairy, Koroit and Warrnambool through increased visitation to the region linkage to Warrnambool Foreshore Trail supports increased use of other regional infrastructure 	<ul style="list-style-type: none"> the cost of on-going maintenance and asset replacement will need to be factored into local government and the DSE appointed COM budgets

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- Bundled promotion of the rail trail between various accommodation and food outlets will strengthen local businesses
- Once operational, there is the opportunity for operators to examine guided trail products that include equipment hire, interpretation, return travel, etc. that are bundled with accommodation and other attractions

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- There is the potential for greater integration of facilities at the trailhead at Port Fairy and at the Warrnambool train station
- Use of Green Corps or other similar groups to assist with maintenance of the trail is to be encouraged
- Justice Victoria has stated its interest in assisting with trail development and management throughout the region and opportunities should be examined to take up this offer
- The continuing involvement of GSK in the trail should be sought as well as support from other local business including Murray Goulburn and Midfield Meats

KEY RECOMMENDATIONS

- Engage professional assistance in the development of the PFWRT brand, experience, marketing and thematic interpretation
- Focus initial energies beyond the construction phase on the development of trailheads

Warrnambool Foreshore Promenade

LOCATION AND DESCRIPTION

- The Warrnambool Foreshore Promenade is located on the foreshore of Lady Bay in the Warrnambool City Council
- The trail is 5.7 kms in length and runs from the Breakwater (west), crossing the Hopkins River, and on to the Whale Viewing Platform at Logans Beach (east). The trail is a shared facility (walking/running, biking, in-line skating, skateboards) constructed to AS 2156 Class 1 standard throughout, being 2.5m wide and generally of concrete construction with some limited sections in bitumen
- Existing public infrastructure of a high standard includes viewing and cafe facilities at the Surf Life Saving Club and the Whale Viewing area at Logans Beach. Significant public infrastructure is being developed at the Breakwater including urban pavements, public art, seating, etc. at a very high standard
- The promenade is well serviced with a range of public amenities including public toilets at regular intervals, lookouts, barbeque areas, playgrounds, seating, drinking fountains, directional signage, dog water bowls and dog poo bag dispensers
- There are a broad range of tourism facilities in the vicinity of the trail including a full spectrum of accommodation, cafes and restaurants, public parks and recreation facilities (including the city skate park), tourist attractions and patrolled swimming beaches. Notably the trail is within 1 km of the city CBD
- The promenade offers scenic vistas across Lady Bay and a pleasant experience of public parklands and more natural foreshore landscapes including habitat for a range of native flora and fauna

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The promenade is located on land owned by the Crown (DSE) and is entirely managed by the Warrnambool City Council by their agreement
- Walking paths and trails are the highest priority recreational matter identified by Council's *Warrnambool Recreation Plan 2007-2017*
- Consultation for the plan identified the high value that the community place on the Promenade and that it needs to be maintained to high standard and have infrastructure support as required to meet community expectations for the trail

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Hero photos featuring the Promenade figure prominently in various promotional materials. The Promenade is promoted specifically in a number of Council brochures (*Warrnambool Official Visitors Guide*, *bike'able Warrnambool*, *Warrnambool: The Perfect Place to Discover the Great Ocean Road*) and has a dedicated web presence (see <http://www.warrnamboolinfo.com.au/pages/fabulous-foreshore/>)
- The promenade is inter-connected with an extensive network of existing and proposed public footpaths and walking and cycling trails including the Port Fairy to Warrnambool Rail Trail and the start of the Mahogany Trail (currently constructed to Thunder Point)
- Public infrastructure along the promenade is comprehensive as noted above

NEEDS ANALYSIS (DEMAND)

- The Promenade is actively used by local residents and visitors to the City. Counters in March/April 2008 recorded average weekly use of 5476 people²⁵ which translates to an absolute minimum of 285,000 users per annum (given that)
- The number of users is likely to be considerably higher given that the above counts were undertaken in the March/April period (which is outside peak tourist season - apart from Easter) and that 60% of all visitors to Warrnambool indicate that they walked the Promenade²⁶ (this equates to 480,000 people)

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- The experience of the Promenade would be improved if a thematic interpretation strategy were prepared and implemented. This might best be done in conjunction with a citywide strategy and it would allow the messages that are promoted along the foreshore to be better integrated with those for the city as a whole
- Trail improvements at the western end of the Promenade at the Breakwater are indicative of further improvements that could be made elsewhere along the trail
- Consultation revealed an interest in extending the Promenade beyond the Whale Viewing Platform to Lake Gilleard. Whilst passable, the foreshore through this area is entirely privately owned, with houses in

²⁵ Statistics provided by Warrnambool City Council.

²⁶ *Warrnambool Visitor Survey 2007-2008*.

close proximity to the shoreline, thus presenting substantive barriers to the negotiation of a route through this area

- Consultation also revealed an interest in linking to the Mahogany Trail. Whilst the currently proposed extension to the trail (to a point just beyond the golf course) can be supported as a local walking trail opportunity, it is not seen as an extension of the Promenade but rather an entity in itself which principally meets the needs of local residents for walking
- Further extension of the trail beyond current plans is not supported due to the difficulties of constructing the trail 'off-beach' and the dangers inherent in beach walking through the length of the trail to Port Fairy

TRAIL DEVELOPMENT ISSUES

- Council is investigating the feasibility of widening or duplicating the Warrnambool Foreshore Promenade between the Yacht Club and the Surf Life Saving Club in response to congestion and user safety concerns.

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • increased trail use could lead to greater resident involvement in coastal management activities 	<ul style="list-style-type: none"> • limited additional impacts likely to arise as result of on-going use of the Promenade
Social	<ul style="list-style-type: none"> • increased recreational opportunities for a wide spectrum of people in the community • multiple use/all abilities construction means that a wide range of users are accommodated 	<ul style="list-style-type: none"> • considered to be limited adverse social impacts with existing trail
Economic	<ul style="list-style-type: none"> • value of trail to community likely to be of some importance in the overall economy and central to the tourism sector • increased visitation would lead to increased spend on local goods and services associated with both day and overnight usage • the Promenade and links to the Port Fairy to Warrnambool Rail Trail may encourage commercial product development and/or longer stays or repeat visitation 	<ul style="list-style-type: none"> • low continued cost of maintenance of the promenade

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

Council has successfully employed Green Corps workers in the construction of facilities and this practice is to be encouraged for future projects.

KEY RECOMMENDATIONS

- Develop a thematic interpretation strategy for the City with a view that the first stage of its roll out might focus on the Promenade
- There is scope to strengthen linkages from the Promenade to the CBD through a range of urban design treatments, signage and/or expanded/improved mapping indicating available links

Wild Grampians Walk (proposed)

LOCATION AND DESCRIPTION

- The Wild Grampians Walk (the WGW), proposed by Parks Victoria, will run ~ 148 kms (~14 days walking) from Mt Zero in the north to the far southern boundary of the Grampians National Park (the NP) and then to the township of Dunkeld
- The final route of the trail has not been determined but it is proposed to use new trails rather than existing trails including use of the Mt William Range which takes in a remote part of the NP which at present has little access
- The trail is proposed as a multi day walking experience involving 10 purpose built campsites (sleeping 24 people each on 12 pads suitable for 2 people each). Campsites will incorporate 'lockers' for the storage of food, tents, etc
- There are a number of points where good access to the trail can be gained, allowing people to select shorter trips (3-6 days) than the extended 14 day walk. Loop tracks are proposed off the main trail and there are a number of opportunities to access off trail accommodation
- The Grampians is a well-known icon for Victoria with dramatic natural landscapes, extensive and visible Aboriginal cultural heritage and accessible native flora and fauna
- The area is also known as for its adventure tourism opportunities including bushwalking, rock climbing/bouldering, 4WD and mountain biking. Surrounding rural roads are also ideal for road cycling
- Dunkeld is seen as the southern gateway to the Grampians and has impressive views to Mt Sturgeon and Mt Abrupt and is an excellent base for exploring the NP

CURRENT LAND/TRAIL MANAGEMENT RESPONSIBILITIES

- The bulk of the trail is in the Grampians National Park that is managed by Parks Victoria. A short section at the south (2.5-3.0 kms) linking from the NP boundary to Dunkeld is likely to follow existing roads and utilise the road reserve
- Operator buy-in to the trail is essential to its long-term development

EXISTING TRAILS AND INFRASTRUCTURE (SUPPLY)

- Trails and infrastructure are yet to be developed, nonetheless, there is an extensive network of trails and infrastructure in the region
- Halls Gap and Dunkeld are well-developed visitor nodes, albeit the latter is smaller in scale than the former. Both sites have visitor centres including the acclaimed Brambuk centre at Halls Gap and a range of accommodation for all user groups including the luxury Royal Mail Hotel at Dunkeld
- The Grampians are mid-way between Melbourne and Adelaide and are an ideal stopover for travellers between the two capital cities
- Daily air service is available from Melbourne via Sharp Airlines to Hamilton (32 kms from Dunkeld) on a daily basis. Daily bus service is also available to Dunkeld from Melbourne
- There are a range of nature based tourism products and services in the area including self-guided short, day and overnight walks, climbing, hot air ballooning, fishing, mountain biking and road cycling. These products are supported by a range of food, wine, spa and health facilities.

NEEDS ANALYSIS (DEMAND)

- Parks Victoria is presently preparing a needs and feasibility analysis for the track
- The WGW would deliver positively on the brand for the region – “space to breathe” – which conveys that the region is a place where visitors can have an emotional/spiritual reconnection to nature and themselves”
- There is a significant and sound policy basis for the proposed trail
- The *Victoria's Nature Based Tourism Strategy 2008-2012* (NBTS) lists the Grampians with the Great Ocean Road as one of the State's key nature based tourism destinations with 1.5M visitors in 2004-05, 26% of whom were internationals²⁷. As such it is a priority region for targeted marketing. The NBTS has also identified for one of five benchmark sustainable nature-based tourism accommodation projects and as a location for a high yield commercially-run walking product²⁸
- The *Victorian Trails Strategy 2005-2010* supports the investigation of a 3-4 day long distance trail using existing trails²⁹
- The *Grampians Tourism Region Product and Infrastructure Audit and Development Plan* supports Parks Victoria's proposal for a long-distance walk in the Grampians³⁰
- Four LGA's (Horsham, Ararat, Northern Grampians and Southern Grampians) have all expressed their support for the trail
- Relatively strong tourism numbers in the region and existing markets have a strong match with the region and with outdoor adventure and walking/cycling

²⁷ Tourism Victoria 2008. *Victoria's Nature Based Tourism Strategy 2008-2012* State of Victoria, Tourism Victoria. Pg 21.

²⁸ *ibid.* Pg 56.

²⁹ Victorian Trails Coordinating Committee 2004. *Victorian Trails Strategy 2005-2010* State of Victoria, Parks Victoria. Pg 29.

³⁰ Product Delivery Pty Lt 2008. “Grampians Tourism Region Product and Infrastructure Audit and Development Plan” unpublished report to Grampians Tourism Inc..

POTENTIAL TRAIL DEVELOPMENT OPPORTUNITIES

- The linkage from the NP to Dunkeld is critical to the Southern Grampians Shire Council gaining best advantage from the WGW and should be developed as a priority
- The proposed link should be to a shared use standard to enable bike as well as walking access, and commence at the Dunkeld Visitor Centre
- The link to Dunkeld would be of further value if the proposed Mountain Bike hub within/adjacent to the NP were accessed using this same track
- Achievement of the wilderness lodge proposed in the Grampians area would also have spin off benefits in cross-promotion for the WGW

TRAIL DEVELOPMENT ISSUES

- The WGW is still in the development stage. Significant planning is still required including feasibility planning, route planning, environmental impact assessment, brand development and marketing materials, selection of an operator(s) and trail and facilities design, documentation and construction
- Importantly funding commitments are required to move the project beyond the proposal stage that it is currently at - a range of environmental factors will need to be considered in developing the hub

ASSESSMENT OF POTENTIAL IMPACTS

	Potential Benefits	Potential Implications
Environmental	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • construction of a trail in remote areas with limited previous impact may adversely affect flora, fauna, Aboriginal heritage sites, etc. • trail development will need to address issues of drinking water, erosion control, etc.
Social	<ul style="list-style-type: none"> • increased tourism visitation • improved opportunities for recreation for local residents as well as visitors • multi-purpose trail sections will provide improved opportunities for a wider range of user groups (e.g. cyclists and mountain bikers) 	<ul style="list-style-type: none"> • limited adverse social impact
Economic	<ul style="list-style-type: none"> • value in the local community from increased expenditure and revenues for a variety of operators 	<ul style="list-style-type: none"> • continued cost of management maintenance required to maintain the length of track and associated facilities to a reasonable standard may prove to a burden on PV/private operators

OPPORTUNITIES FOR PRIVATE SECTOR INVESTMENT

- The project is dependent on private sector involvement for its success. It is likely that the WGW could support a range of commercial tours that incorporate on and off-track accommodation
- The length of trail and the mix of alternative experiences suggest that there are strong opportunities for bundling of adventure products and/or the creation of multi-modal experiences (i.e. walk/ride/balloon/horse ride, etc.)

POTENTIAL TRAIL PARTNERSHIP OPPORTUNITIES

- Conservation Volunteers Australia presently work with PV to monitor mammals in the NP. Their role could possibly be extended to monitor impacts from trail development and use.

KEY RECOMMENDATIONS

- Complete WGW feasibility investigations (PV)
- Commence feasibility and planning investigations for Dunkeld to NP portion of the WGW (SGS)

ATTACHMENT 5

REGIONAL MOUNTAIN BIKE HUBS

Context

Participation in mountain biking (MTB) has increased markedly over the last decade worldwide, and has resulted in the emergence of recognised sub-disciplines and the development of mountain bike specific infrastructure and events. Cross country mountain biking is now an Olympic sport. Table 1 identifies some of the trends in mountain biking and profiles the mountain bike user.

National MTB/Cycling Trends
<ul style="list-style-type: none"> General cycling was rated as the fourth most popular physical activity in Australia in 2006, with an estimated 1.6 million participants - an increase of 17% from 2001³¹ A record number of bicycles were sold in Australia in 2007 - 1.47 million bicycles, outselling cars for the 8th consecutive year³² Approximately 70% of the bikes sold in Australia throughout 2005 were mountain bikes³³
MTB User Profile
<ul style="list-style-type: none"> are male (up to 80 or 90%), however, it is expected that there will be a discernable gender shift in years to come, as between 2002 and 2003 there was a 33.9% increase in the participation of women in the US³⁴ have tertiary level education, and come from professional or technical backgrounds have high incomes (e.g. \$50,000 and above) range in age from mid 20's to mid 40's, with a high percentage in the mid 30's age group tend to travel in small groups of 2-3 people tend to travel to destinations within half day to day away from home or base for the majority of mountain bike trips, but will travel further for unique experiences or competitions expect a relatively high level of trail infrastructure and associated services at MTB destinations ride once to 2-3 times per week generally access information about a destination through word of mouth or the internet cite features such as fitness/exercise, technical challenge, spectacular scenery, local culture, and accessibility as important attributes for MTB destinations

³¹ Standing Committee on Recreation and Sport (2007) *Participation in Exercise, Recreation and Sport Survey 2006 Annual Report*.

³² <http://www.cyclingpromotion.com.au/content/view/299/9>. Accessed on the 9th September 2008.

³³ Australian Bicycle Industry (2006) *The Australian Bicycle Industry Report 2006*, page 11.

³⁴ Koepke, J. (2005) *Exploring the Market Potential for Yukon Mountain Bike Tourism*, Cycling Association of Yukon, Canada, page 5.

Table 1 Trends in Mountain Biking and Profile of Mountain Bike Users

This has occurred to varying extents throughout Victoria, with the development of mountain bike parks, MTB specific trails, a significant increase in national, state and local events, and MTB tourism. The dramatic increase in MTB participation has resulted in a high demand for a range of MTB opportunities, and in many cases has also resulted in illegal trail and infrastructure construction, with liability and sustainability implications.

Mountain biking encompasses several distinct disciplines, which overlap, depending on local terrain, available infrastructure, and the demographic profile of the MTB community in the local area. Table 2 provides a summary of the four main sub-disciplines:

MTB Sub-discipline	Summary
CROSS COUNTRY / ALL MOUNTAIN	Cross country trails are generally a combination of single track and dirt roads, however, quality tracks are generally considered to be those that have large sections of well-constructed single track that may or may not contain technical features
DOWNHILL	Downhill mountain bikers are primarily interested in descending steep and technically challenging tracks. A range of sophisticated equipment is utilised by downhill riders, including reinforced body armour, and heavy-duty motorbike style helmets.
4 X/DIRT JUMPING	This discipline is generally popular with younger riders, and is often associated with, or a progression from BMX riding. These riders seek dedicated dirt jump parks, but may also take part in other types of mountain biking that involve jumps and obstacles. This discipline also encompasses 'head to head' racing (four races at a time) and dual slalom (two races on two separate identical courses).
FREE RIDING	Free Riding encompasses natural and constructed technical features such as rocks, logs, elevated bridges, jumps, drop-offs and teeter-totters, and has its roots in the North Shore region of British Columbia. Free ride features may be incorporated into cross country tracks, or be grouped into stand alone experiences.

Table 2 Main Disciplines of Mountain Bike Riding

Concept of Regional MTB Hubs

The Barwon South-West Region already has a number of MTB specific facilities and trails. The most significant, in terms of use, quality, level of promotion and experience, are the three MTB parks at the You Yangs, Forrest

and Anglesea. These facilities are considered to be of a regional standard³⁵, but are distinct from the other trails discussed in this report, in that they are generally networks of intersecting trails, combined with natural and constructed obstacles, and with associated facilities. These centralised riding locations do not neatly fit into the traditional definition of a linear recreational trail, and are, therefore, referred to as 'MTB hubs' in this report.

For the purposes of this study, mountain bike hubs are defined as well-developed locations that have centralised, high quality MTB specific and visitor support infrastructure.

MTB 'hubs' should:

- be developed in areas that are relatively easy to access (e.g. short car trip, bus ride or bike ride) from main centres or towns with support facilities;

- offer a range of integrated riding infrastructure (e.g. gravity parks, downhill trails, cross country, free ride elements) and a diversity of riding, avoiding duplication of experience (e.g. differing terrain, trail features, level of difficulty);

- have installed centralised trailhead/s, with trail signage and markers, detailed trail notes and maps, toilets, secure car parking and bike wash-down;

- be attractive to both visitors and residents, and provide for beginner to advanced riders (less experienced riders are often attracted to areas frequented by advanced riders);

- have close proximity to access a range of accommodation, dining, and retail services (including bike shops and repair);

- have potential for the development of additional facilities e.g. shuttle bus facilities for areas with long downhill trails, on site café and bike hire and/or bike shop where such facilities and services can be demonstrated to be viable and appropriate;

- have developed with genuine opportunities for input from experienced mountain bikers, and mountain bike specific trail specialists;

³⁵ All of the three existing facilities have state and/or national level infrastructure of some sort (e.g. the Anglesea Bike Park, whilst currently small, has been designed and constructed to a standard suitable for high level dirt jumping competition (national and international level)).

have been developed to high environmental and technical standards to ensure sustainability (e.g. IMBA guidelines); and

provide opportunities for hosting national and international level competition (this level of facility may be developed at two or three locations rather than all hubs).

Whilst the existing hubs in the region may not meet every requirement at present, they do exhibit characteristics consistent with the definition (or have the potential to), including:

Sustainability: have been developed to high environmental and technical standards to ensure sustainability (e.g. based on the technical guidelines of the International Mountain Bike Association (IMBA));

Accessibility: close to main centres and towns with a range of facilities and services; and

Diversity: range of integrated riding infrastructure, catering for a range of abilities, and including associated infrastructure (e.g. toilets, parking, trailhead, signage and trail markers, and bike wash downs).

In addition to the existing facilities at the You Yangs, Forrest and Anglesea Heath, there are plans to develop MTB opportunities within the southern Grampians area.

The potential for MTB hubs to generate revenue is significant. A celebrated example is the MTB trail system in British Columbia, Canada, which generated approximately \$6.6 million during the 2006 summer season³⁶. This figure does not take into account the significant revenue generated by the Bike Park, which has a separate admission fee.

On a more regional scale, the Forrest MTB Park will host a round of the National MTB Series in 2009. The event will attract competitors and spectators, and generate revenue through registration fees and on-site purchases (e.g. food and beverage). The economic benefits will also filter through to local accommodation, retail and dining businesses.

In combination, the MTB hubs provide regional scale and diverse MTB opportunities, with significant potential for further development. Each hub is

³⁶ Western Canada Mountain Bike Tourism Association (2006) *Sea to Sky Mountain Bike Economic Impact Study Overall Results*, Vancouver, Canada, Page 1.

located in a unique natural landscape, representative of the region, and more specifically of its local area.

The following sections provide summaries of the existing MTB hubs within the region, and outline the potential future opportunities for developing regional level MTB facilities in the Barwon South West Region.

Existing and Proposed MTB Hubs

T H E Y O U Y A N G S

The You Yangs Regional Park is situated 55km south-west of Melbourne and 22kms to the north of Geelong. The park is managed by Parks Victoria and offers extensive network of mountain bike riding trails, bushwalks and horse riding trails. There is over 50kms of dedicated purpose-built tracks for mountain bike riders that vary in length, grade levels and challenge.

Riders can also reach the trails from Lara using Forest Road North or on the You Yangs Road and Drysdale Road if getting off the train at Little River rail station (on the line between Melbourne and Geelong). Parks Victoria estimate that 60% of the users are day-trippers from Melbourne and the balance are drawn from the Geelong area.

Parks Victoria has accelerated the growth in mountain bike riding in the park over the last 5-6 years with development and upgrading of the trails, installing signs and provision of car park, toilets and picnic facilities. During December 2008, the park hosted the Australian National Series Round 3 mountain bike riding events including cross country and downhill.

The majority of the trails are within the Stockyards Mountain Bike Area, accessed off Drysdale Road and located in the northern part of the park. This area provides 5 easy trails, 5 more difficult trails, 2 very difficult trails and 2 extremely difficult trails. The Kurrajong Plantation was opened in April 2008 and offers easier tracks (e.g. moderate gradient) for those at beginner and intermediate levels of skills.

The dramatic granite landscape reaching 348m above sea level provides a strong riding experience with extended views to Melbourne, Mount Macedon, Geelong and Corio Bay.

F O R R E S T

The Forrest Mountain Bike Trails are located on Crown within the Otway Forest Park land close to the town of Forrest, 156 km south west of

Melbourne. The 62 km network includes six trails south of the town extending close to Lake Elizabeth within the Great Otway National Park, and nine trails located north of the town

The trail network was developed in response to a tourism strategy for the Otways hinterland, which identified opportunities to expand mountain bike riding opportunities³⁷. Constructed and managed by DSE, the trails include purpose built sections and existing fire trails and provide an outstanding range of riding opportunities. Details of the network are included in a detailed leaflet³⁸ and on the net. The trails provide access through scenic Otway forest areas were designed with the assistance of Glenn Jacobs and are claimed to be some of the best mountain bike trails in Australia³⁹.

Trail surfaces are generally stable and maintenance costs have been relatively low. The trails are to be linked to the first section of the Forrest – Birregurra Tiger Rail Trail, north of Forrest, but further extension of the mountain bike trails is not considered necessary at this stage.

The mountain bike trails have been highly successfully, attracting large numbers of riders and frequent return visits, contributing to local businesses. Up to 600-700 competitors have competed in weekend events and mountain bike clinics are being conducted. Major events include the Otway Odyssey and Kona 24-hour.

The local Forrest Mountain Bike Club maintain the rideforrest.com.au website which details each trail and provides links to accommodation and other service providers within the Forrest area.

ANGLESEA HEATH

The Anglesea Bike Park is located approximately 3-5 minute cycle north of the main street of Anglesea, on Camp Road. The Park is located on land owned by Alcoa, who also contributed to the construction of the dirt jumps. The Surf Coast Shire Council is responsible for leasing the land from Alcoa.

The existing facility includes a national/international standard 4X circuit (e.g. dirt jumps and earth berms), small log obstacles, new group shelter, toilets, parking area (parking space is limited, but there is space for further parking in the surrounding area) and signage.

³⁷ DSE (2005) *Tourism Plan for Public Land in the Otway Hinterland*, Victoria.

³⁸ Parks Victoria (n.d.) *Getting Dirty*

³⁹ www.rideforrest.com.au

The Park is currently used primarily by local riders, and has been used as venue for local 4X events. Local MTB enthusiasts undertake volunteer maintenance using revenue generated by local events. Trail Head Bike Co. in Anglesea provide sponsorship for the local events.

Whilst the existing Park provides limited opportunity for other types of MTB riding, there is potential to expand the facility to incorporate a network of cross-country trails in the adjacent section of 'Area A' Anglesea Heath, utilising the existing Park as the main trailhead. The area for the proposed expansion is managed by Parks Victoria, and is utilised by mountain bikers on a regular basis (it is likely that some of the use occurring is on illegal trails).

A Concept Plan⁴⁰ has been prepared for the site, which provides a feasibility study for the development of a 10-15 km trail network. The proposed network is intended to cater for a range of skill levels, utilise some of the existing vehicle management tracks, and include new sections of purpose-built single track. Providing singletrack opportunities for riders is important, and should comprise a significant part of the mountain bike experience, rather than riders simply being relegated to existing management tracks. If well designed and constructed, singletrack can be just as sustainable as comparable walking trails.

The recommendations made within the Concept Plan are currently being considered by the key land managers and stakeholders. However the Anglesea Heath has known environmental values and concern has been expressed by the Geelong Environmental Council Inc about any further expansion of the trails. The environmental concerns associated with the concept to develop a cross country trail network in the area are significant, given the high conservation values of the Anglesea Heath area.

GRAMPIANS (PROPOSED)

Discussions with Parks Victoria and the Southern Grampians Shire Council indicated a desire for the development of a Grampians Mountain Bike Hub (the Hub). From Council's perspective their preference is for the hub to be near the southern end of the Grampians National Park in the vicinity of Dunkeld.

The scale of the proposed hub is for it to be on a par with that at Forrest where a series of single tracks of varying difficulty have been built in a compact area near town.

⁴⁰ The project management group for the Concept Plan included Alcoa, Parks Victoria and the Surf Coast Shire Council.

There was also discussion about:

the development of an IMBA classified 'epic ride' through the area (Halls Gap to Dunkeld) (this proposal is supported by the findings of the *Grampians Tourism Region Cycling Opportunities Workshop Report*);

the development of Grampians based events including a Mt William climb (12 kms with 900m of rise);

a cycle touring route using existing roads to circuit the NP; and

the promotion of the area for road cycling either for training or events including links to the Tour of South Australia⁴¹.

All of these ideas were also promoted in the *Grampians Tourism Region: Identifying Cycling Opportunities* workshop and reiterated in the *Grampians Tourism Region Product and Infrastructure Audit and Development Plan*⁴².

The Grampians is a well-known icon for Victoria with dramatic natural landscapes, extensive and visible Aboriginal cultural heritage and accessible native flora and fauna. The area is also known as for its adventure tourism opportunities including bushwalking, rock climbing/bouldering, 4WD and mountain biking. Surrounding rural roads are also ideal for road cycling. Dunkeld is seen as the southern gateway to the Grampians and has impressive views to Mt Sturgeon and Mt Abrupt and is an excellent base for exploring the NP.

There are a range of access and fire trails in the National Park that could be used in the first instance to being promotion of the area for mountain biking. Halls Gap and Dunkeld are well-developed visitor nodes, albeit the latter is smaller in scale than the former. Both sites have visitor centres including the acclaimed Brambuk centre at Halls Gap and a range of accommodation for all user groups including the luxury Royal Mail Hotel at Dunkeld.

The Hub would deliver positively on the brand for the region – “space to breathe” – which conveys that the region is a place where visitors can have an emotional/spiritual reconnection to nature and themselves”. Already there is a strong correlation between the existing visitor market segments (young

⁴¹ Project Delivery Pty Ltd 2008. “Grampians Tourism Region: Identifying Cycling Opportunities” unpublished report. Grampians Marketing Inc. Pg 5.

⁴² Project Delivery Pty Ltd 2008. “Grampians Tourism Region Product and Infrastructure Audit and Development Plan” unpublished report to Grampians Tourism Inc..

optimists, socially aware, visible achievers) and those seeking cycling experiences.

There is a significant and sound policy basis for the proposed trail. For instance, the *Victoria's Nature Based Tourism Strategy 2008-2012* identifies the Grampians as one of the destinations for mountain biking that will position Victoria as Australia's leading destination for that activity linked with appropriate accommodation⁴³. The proposal in the NBTTS is mountain bike touring using facilities that include 'demountable bike barn accommodation'⁴⁴.

It is important to the Southern Grampians Shire Council that the location of the Hub is within riding distance of Dunkeld. Importantly, therefore, it is important that the LGA begin planning and develop the link between Dunkeld and the National Park starting from the Visitor Centre.

Development of the Wild Grampians Walk and the proposed wilderness lodge in the Grampians region will have mutually supporting benefits for the proposed Mountain Bike Hub.

The Mountain Bike Hub is still in the development stage. Significant planning is still required including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction. Importantly funding commitments are required to move the project beyond the proposal stage that it is currently at. Zoning within the National Park will need to be looked at closely to determine which, if any, areas are available for mountain biking and on what terms. A range of environmental factors will need to be considered in developing the hub.

The development of the region as a centre for mountain biking and other forms of cycling offers a range of opportunities for the bundling of products, cross promotion and potentially for multi-modal travel experiences that including various forms of cycling, walking, ballooning, horse riding, etc.). Bicycle Victoria is a logical partner for the development of the proposed hub and related cycling activities.

Future Opportunities

1. Investigate the potential to develop a high quality long distance MTB trail within the Barwon South West Region. The trail should be developed in a

⁴³ Tourism Victoria 2008. *Victoria's Nature Based Tourism Strategy 2008-2012* State of Victoria, Tourism Victoria. Pg 56.

⁴⁴ *ibid* Pg 75.

landscape representative of the region, provide a unique nature-based experience, and be challenging for a range of skill levels.

2. Ensure that further development of the existing hubs is of a high standard and provides a diversity of riding experiences and associated infrastructure, (based on the IMBA trail construction and classification guidelines)⁴⁵, and are suitable for all levels of competition. Opportunities include:

preparing and implementing a MTB Hub Development and Management Plan for each regional hub, which:

have joint ownership by the relevant partners;

provide a 'blue-print' for the future development of the hub (e.g. required upgrades, new sections and loops, required infrastructure to meet the needs of competition, indicative cost estimates for required works, interpretation and signage);

outline the tasks and responsibilities of each of the partners required to implement the Plan; and

include an agreed maintenance and environmental monitoring regime.

ensuring that all hubs have quality trailhead facilities, including signage, trail map and markers, toilets, parking and bike wash down facilities;

expanding the scope of experiences available in the Anglesea Heath area, through the development of a cross country trail network, linked to the existing Bike Park, as described in the Concept Plan;

continued upgrading of the You Yangs MTB hub in response to growing use and significance at the national and State level for events with investigation into the feasibility of providing a direct trail link between Little River railway station and the park through negotiation with existing landowners;

completing (2009) the link from the Forrest MBT hub to the existing section of the Forrest – Birregurra Tiger Rail Trail; and

⁴⁵ See: IMBA (2007) *Managing Mountain Biking: IMBA's Guide to Providing Great Riding*, USA and (2004) *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*, USA.

supporting planning including feasibility planning, site selection, environmental impact assessment, brand development and marketing materials, and trail and facilities design, documentation and construction of the proposed Grampians MTB.

Investigate the potential to better integrate the MTB hubs, reinforce their combined regional role, whilst ensuring that each offers unique experiences. Regional integration of the hubs may include:

ensuring consistency in the standard of trail construction and maintenance across the three hubs;

ensuring consistency in the difficulty classification of trails and obstacles, using the IMBA difficulty rating system;

the development of a regional MTB trail map, including scaled and topographic information of each hubs trail network and on-site facilities, other quality MTB/cycling trails in the region (e.g. the rail trails may be included);

preparation of a MTB Code of Conduct;

pursuing greater opportunities for integrated marketing and promotion of the regional MTB's (as is being done now with Bicycle Victoria's Getting Dirty brochure which promotes the You Yangs and Forrest mountain bike trails).

investigate the potential for developing an 'iconic' long distance MTB trail in the Great Otway National Park and/or Otway Forest Park, with the opportunity to develop 'bike barn' accommodation along its length, as outlined in *Victoria's Nature-based Tourism Strategy 2008-2012*;

ATTACHMENT 6

NOMINATED TRAILS NOT SELECTED AS REGIONAL TRAILS

The following trails were recommended for review as potential regional trails by various stakeholders.

On review, they were not selected to form part of the regional trail network for a variety of reasons as set out in the table that follows.

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
GOW (Apollo Bay) connection to Skenes Creek	Local	<p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> not likely to attract visitation from the wider region – primarily a connection to Apollo Bay for local residents not considered to be a key linkage to the GOW, as visitors are unlikely to begin their walk at Skenes Creek, and will not contribute strongly to the overall experience of the GOW high construction cost for limited return <p>Construction of the trail will:</p> <ul style="list-style-type: none"> connect a settlement with a town serve multi-functional purposes (commuting and recreation) and shared use (walking and cycling) connect to a regional level trail (GOW) and associated with the GOR improve safety for local residents and visitors holidaying at Skenes Creek 	Implement the Apollo Bay to Skenes Creek Pedestrian and Cycle Path, as outlined in the Project Status Report prepared by the Apollo Bay-Kennett River Public Reserves Committee of Management	<p>Primary: Apollo Bay-Kennett River Public Reserves Committee of Management</p> <p>Support: Colac Otway Shire Council</p>
The Great Ocean Road Cycling Route	National/International (with a high amount of local/municipal use for training by road cyclists)	<p>Not considered a regional trail as:</p> <ul style="list-style-type: none"> the narrowness and amount of traffic on the road results in conditions suitable only for experienced cyclists these conditions make it dubious to promote as a 'safe' trail for a wide range of users <p>The Great Ocean Road, is however, considered to be a premier cycle touring route for experienced cyclists, and therefore should be promoted as such.</p> <p>Key stakeholders consulted indicated that there is a lack of marketing, and general information availability regarding the route for cyclists.</p>	<p>Investigate the potential for improving the marketing, promotion and general information about the Great Ocean Road cycling route. This may include:</p> <ul style="list-style-type: none"> developing a Great Ocean Road cycling guide; updating information of a range of key websites, including Cycling Australia, Bicycle Victoria, Cycle 	<p>Primary:</p> <p>Great Ocean Road Committee</p> <p>Support: Bicycle Victoria, Cycle Tourism Australia, Cycling Australia</p>

			<p>Tourism Australia, Tourism Victoria, and those of regional tourism bodies (including downloadable route notes and maps, accommodation, camping and services information)</p> <ul style="list-style-type: none"> • developing and promoting transport packages for cyclists (e.g. train/shuttle transport on and off the route) • targeting experienced road and touring cyclists, and outlining the level of skill required • supporting and promoting cycling events associated with the Great Ocean Road 	
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Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
The Trans Otway Waterfall Walk	<p>Future Potential Regional Trail</p> <p>Opportunity to develop municipal level day circuits in the shorter term</p>	<p>Not considered to be a regional trail as:</p> <ul style="list-style-type: none"> there is limited support from the land manager (Parks Victoria) there is no identified funding source in place for planning, development, implementation and maintenance the project represents a long-term vision the proposed route caters primarily for bushwalking enthusiasts, and will likely be classified at the higher end of the walking track classification standard (class 4-6), and therefore will not cater for a wide range of users there is potential for increased human impact on largely undeveloped natural areas, previously only infrequently used (e.g. vegetation clearance/trampling, disturbance of cultural heritage sites, introduction of weeds and plant pathogens) the proposed route, whilst encompassing a number of scenic waterfalls, tall forest and areas of cultural heritage value, does not appear to offer a varied landscape experience (e.g. is primarily within the canopy of the wet forest) 	<p>It is recommended that, in the shorter-term, consideration be given to enhancing walking opportunities within the Great Otway National Park hinterland, including the development of a longer day loops and/or overnight loops, which provide access to landscape features encompassed by the proposed Trans Otway Waterfall Walk.</p> <p>Potential locations include in the hinterland within proximity to Apollo Bay (the Wild Dog Track/Wild Dog Falls area)</p> <p>Investigate the potential for upgrading a number of quality existing half to full day loop trails in the Great Otway National Park. Improvements may include the formalisation of linkages between existing trails to form longer loops, and the development of walk in campsites in areas with overnight opportunities.</p>	<p>Primary Land Manager: Parks Victoria</p> <p>Primary Proponent: Otway Ranges Walking Track Association</p> <p>Support: Colac Otway Shire Council, Surf Coast Shire Council</p>

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
The Trans Otway Waterfall Walk (cont.)	See above	The potential to develop loop trails at either end of the proposed route were investigated as part of this study, including brief site investigations to sections of the proposed routes. Locations visited included either end of the Wild Dog Track, the Wild Walk (Wild Dog Falls area), the Cumberland River area, and Erskine Falls area.	See above	See above
Round the Heads Trail	Local Trail but with the coastal section being part of a potential Regional Trail	Feasibility investigations ⁴⁶ have assessed the proposal for establishing a continuous recreation trail (@ 11.5 kms around Barwon Heads. Substantial lengths of the trail have developed in recent years but the major segment missing to allow a loop around the Barwon Heads trail was on the western side of the town. The reports indicate there are significant costs and difficulties with achieving the western link due to land tenure, loss of vegetation, duck hunting, wetland RAMSAR significance and high costs of boardwalk construction.	<p>It is recommended that, the coastal section of the Round the Heads Trail be considered as part of the proposed Queenscliff – Barwon Heads regional trail and the remainder of the proposed trails being identified as essentially local trails.</p> <p>The community continue to pursue the development of a local trail network based on relevant agency and community support, priority and available resources.</p> <p>Priority be given to the upgrading of the Barwon coastal trail and assessing the most appropriate siting options for the planned connection to the 13th Beach Surf Life Saving Club given current funding</p>	<p>Primary Land Manager: DSE</p> <p>Primary Proponent: Barwon Coast Committee of Management</p> <p>Support: Local community</p>

⁴⁶ Transplant Pty Ltd and Mike Halliburton Associates 2007. Round the Heads Trail Feasibility Study and CoGG 2007 Round the Heads Trail Feasibility Study : Community Report

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Round the Heads Trail (cont.)	See above	<p>The proposed trail is not considered to be a regional trail as:</p> <ul style="list-style-type: none"> the Barwon Heads coastal trail is best considered to be part of the proposed Queenscliff – Barwon Heads regional trail whereas the remainder of the proposed trail is essentially more attractive for local use rather than attracting regional level of use the proposed western section involves a multitude of environmental and economic issues for limited regional trail benefit or high experiential quality (as compared with other existing sections of the trail) and it is considered that local trail loops can be created without creating such impacts and requiring high costs there is no identified funding source in place for planning, development, implementation and maintenance <p>it is recognised that the project represents a long-term vision and some sections may be achieved through developer contributions for open space if and when land is developed in the future</p>	In the longer term, the extension of the coastal trail may allow for a connection with the proposed Barwon River Trails (via the Barwon River Parklands)	See above

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Bellarine Rural Tracks and Trails	Proposed 95 km network of trails on the Bellarine Peninsula with the principal users being horse riders, cyclist and walkers	<p>A Strategy⁴⁷ document presents the case for developing a network of trails that would better cater for the needs of horse riders, cyclist and walkers in the Peninsula.</p> <p>The proposed trail network has not be considered as a regional trail at this stage as the CoGG are to soon commission consultants to undertake further investigations into the proposal, including a re-assessment of the priorities and resolution of various issues.</p> <p>The proposal has mainly identified a network of possible horse riding trail routes on open roads, undeveloped roads and concessionary routes that link to reserves and equestrian centres. Other than the Bellarine Rail Trail, none of the other proposed trail routes are considered to be of regional status.</p>	<p>Further investigations, as planned, be undertaken to assess the opportunities for developing improved access to trails for horse riders in the Bellarine Peninsula.</p> <p>In the short term, it is recommended that the issues and opportunities for managing horse riding use the Bellarine Rail Trail (Drysdale to Queenscliff section) be further investigated.</p>	<p>Primary Land Manager: DSE and CoGG</p> <p>Primary Proponent: Bellarine Horse riders</p> <p>Support: Local community</p>

⁴⁷ *Bellarine Rural Tracks and Trails Strategy 2007-2012* (author unknown)

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Bellarine Rural Tracks and Trails (cont.)	See above	<p>Only a limited number of the proposed trail routes match the proposed priorities for cycling in the Greater Geelong Cycle Strategy. Similarly, it is expected that the trail routes would attract some local walking use but would not attract significant regional use. In other words the proposed trails would primarily cater for local use and are not considered to meet the criteria for regional trails.</p> <p>The needs of horse riders to access trails within the Bellarine Peninsula is warranted and should be further investigated with the proposed consultancy work to be undertaken. In doing so this may identify a trail that meets the criteria for a regional trail in the future.</p> <p>There is no identified funding source in place for planning, development, implementation and maintenance.</p>	See above	See above

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Portarlinton – Indented Head – St Leonards coastal trail	Local trails	<p>A community representative nominated the upgrading of the existing trail between Portarlinton – St Leonards as a regional trail.</p> <p>The proposal is not considered to be a regional trail because:</p> <ul style="list-style-type: none"> the existing trail is currently suited to the level of use and should continue to be developed and managed as a local trail connecting the small coastal settlements the development of a regional shared trail would have an adverse impact on the foreshore native vegetation the trail, whilst offering good grade and water views, is unlikely to attract strong regional interest as compared with the other regional trails the relatively low traffic volume and speeds allows for future development of safe on-road bike riding lanes no connection to other regional trails 	<p>Upgrading narrow sections and maintaining the trail to better accommodate trail users</p> <p>Resolution of the coastal erosion problems that threaten the foreshore and coastal trail</p> <p>Continue to plan for on-road bike path between the settlements</p>	<p>Primary Land Manager: DSE and CoGG</p> <p>Primary Proponent: Local community</p> <p>Support: Local community</p>

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Forrest – Birregurra Tiger Rail Trail	Local	<p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> Only 4 km currently constructed (near Forrest), with 3 km link into Forrest proposed for completion September 2009. Former rail alignment now partly privately owned, making continuous trail difficult to achieve (refer maps in <i>Angahook-Otway Investigation Final report</i>, Victorian Environment Assessment Council, 2004) Trail would replicate other trails in region to some degree (Old Beechy and Coast to Crater) Proposed length (approx 30 km) limited for cycling experience Significant construction cost No single manager for proposed trail at present <p>However, the proposed trail has potential and should be considered further in the future. It would link the towns of Forrest, Barwon Downs, Deans Marsh and Birregurra, pass through attractive landscapes, has good grades, is closer to Geelong and Melbourne than the Old Beechy and Coast to Crater trails, and has rail access.</p> <p>Development of short sections of the trail near the towns would increase local trail opportunities, including links to MTB and horse trails at Forrest.</p>	<ul style="list-style-type: none"> Support development and maintenance of sections of trail near towns for local use. Review potential as regional trail in the future. Include investigation of options for access through private land sections. 	<p>Primary: Colac-Otway Shire Council, Surf Coast Shire Council</p> <p>Support: DSE, Barwon Water</p>

Nominated Regional Trail	Level in Trail Network Hierarchy	Rationale	Recommendations	Responsibility
Lake Colac Circuit Trail	Local	<p>Not considered to be a regional trail, as:</p> <ul style="list-style-type: none"> Only approx. 3 km currently constructed (near town) Natural and landscape values relatively low, providing limited experience for users Unlikely to attract many users from outside immediate area Proposed length (approx 22 km) limited for cycling experience Does not connect with other off road trails Significant construction cost Some private land along route <p>A circuit trail could provide for local walking, cycling and horse riding, and could utilise toilets and facilities near the lake.</p>	<ul style="list-style-type: none"> Support provision of improved local links to/from existing trail in Colac to provide loop walking/cycling opportunities. Consider circuit trail as part of future local open space network. 	Primary: Colac-Otway Shire Council
Hamilton – Coleraine Rail Trail	Potential Regional Trail (long term), Initially develop as part of local trail network from Hamilton	<p>Currently used infrequently by walkers. Not considered by the current study, as</p> <ul style="list-style-type: none"> Presently undeveloped with difficult access due to overgrowing weeds, rail ballast, missing bridges, etc. Proposed length relatively short (34 kms) Likely limited market as other trails offer a more diverse experience Significant construction costs Need to negotiate with private land holders for stock access/exclusion, etc. 	<ul style="list-style-type: none"> Support feasibility and implementation planning for development of the corridor as a local trail (in the first instance) with a first stage of development from Hamilton to Wannon Falls 	Southern Grampians Shire Council, Vic Rail, DSE

		Wannon Falls, midway on the trail is a popular destination with facilities there including a lookout, interpretation, barbeques, toilets and nearby camping. The Falls would be an excellent end point for a first stage of construction starting from Hamilton.		
Koroit – Dunkeld	Road cycling or touring route opportunities in the immediate future Low priority in the scheme of regional trails into the long term future	<p>A community concept for a trail linking Koroit (on the Port Fairy to Warrnambool Rail Trail) to Dunkeld. Not considered by the current study as:</p> <ul style="list-style-type: none"> No detail is available about route or type of trail; Assumed to follow existing road network (~80 kms) (as largely private land between end points) requiring in depth analysis of safety, land use conflicts, etc. Likely limited marked as other trails will offer a more diverse experience (assumed to traverse rural land); Limited population base from which to draw local user base and/or volunteer support for construction and maintenance Significant construction costs vs potential benefits <p>The two trail destinations are better linked or promoted as starting points/stopovers on a vehicle touring route (i.e. the Volcanic Trail incorporating the Penhurst Discovery Centre) and/or road cycling training/competition opportunities.</p>	<ul style="list-style-type: none"> Road cycling or touring route opportunities in the immediate future Low priority in the scheme of regional trails into the long term future ((shorter, higher value routes need to be developed in this first instance (for instance Koroit to Tower Hill)) If the trail advances as a priority for one or the other of the LGA's, a first stage linking Dunkeld to Penshurst should be considered 	<p>Moyne and Southern Grampians Shire Councils</p> <p>Moyne/Southern Grampians Community Building Initiative Group</p>
Mahogany Trail	Local trail	Currently promoted as a long distance walking trail (22 kms) linking Warrnambool and Port Fairy. The current trail is almost exclusively on the beach, with	<ul style="list-style-type: none"> Consider potential to develop improvements at existing beach access points ((Illowa Beach 	Parks Victoria, DSE, Warrnambool City Council and Moyne Shire

		<p>a first stage of an off beach from Warrnambool to just beyond the golf course in the planning stages as a walking track only. This portion of the trail is seen as having local benefits only.</p> <p>Not supported as a regional trail due to safety concerns with on beach walking. The beach is steeply sloping and affected by high tides with little refuge in places. Beach sands in this are also quite soft and coarse, making walking difficult.</p> <p>Already there are warnings to walkers on some web pages that promote the track e.g. "Be prepared! It is a longish walk, the weather can change dramatically, you could injure yourself, become dehydrated or freezing, etc." (see www.swtafe.vic.edu.au/walkers/mtom.htm).</p> <p>Construction of an off-beach route is particularly problematic due to environmental (rare bird habitat, weed invasion) and cultural heritage impacts, the cost of constructing in the variable topography (including through significant wetland areas), potential environmental impacts and the negotiation required with adjacent private landowners.</p>	<p>(Gormans Road), Killarney Beach, etc.)</p> <ul style="list-style-type: none"> • Strongly consider whether it is appropriate for the Mahogany Trail to be promoted given its severe limitations. 	Council
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ATTACHMENT 7

BENCHMARKING OF TRAIL GOVERNANCE MODELS

Trail	Land Owner/Authority	Trail Managers and Partners	Management Model
<p>Hans Heysen Trail</p> <p>1, 200km long</p> <p>Extends from Cape Jervis to Parachilna Gorge in the Flinders Ranges, SA.</p>	<p>Department of Environment and Heritage</p> <p>Forestry SA</p> <p>Private freehold?</p>	<ul style="list-style-type: none"> • Trails Officer from the Department of Environment and Heritage (DEH) • Friends of Parks (FOP) – incorporated volunteer association set up to work directly with DEH through a Volunteer Support Unit • Friends of the Heysen Trail (incorporated body, but affiliated with FOP for ease of management, and includes a Maintenance Committee) 	<ul style="list-style-type: none"> • Partnership Agreement (MOU) between FOP and DEH: • Friends of the Heysen Trail are covered by state government insurance body SAICORP in that same way as government employees • All work has to be covered by Volunteer Project Commencement Advice Forms, which must be signed in advance the DEH Trails Officer • The trail is divided into 20 sections for maintenance purposes, each with a volunteer leader • Volunteer Project Commencement Forms are prepared each year for each section, covering normal maintenance activities • The Forms are prepared by the Friends of the Heysen Trail Maintenance Committee • The section Volunteer Leaders are required to keep a log of maintenance activities undertaken and names of volunteers involved (sufficient for insurance purposes) • Annual summaries of volunteers and hours worked are provided to FOP (IP have a copy of the MOU)
<p>The Tuatapere Hump Ridge Trail, New Zealand</p> <p>53km (includes two modern huts to accommodate 40 people, helipads, solar electricity, heating and flush toilets)</p> <p>South-eastern corner of the Fiordland National Park.</p> <p>Information sourced from Otway Ranges Walking Track Association</p>	<p>Department of Conservation (DOC)</p>	<ul style="list-style-type: none"> • The Tuatapere Hump Ridge Track Trust (community organization) • DOC • Private tour operator 	<ul style="list-style-type: none"> • The Tuatapere Hump Ridge Track Trust (the Trust) was formed in 1995 (DOC represented on the Trust) • The Trust were responsible for raising the funds to construct the track and associated infrastructure (from donations and grants) • The role of DOC included project approval, overseeing and facilitating the project in conjunction with the Trust • The Trust are responsible for ongoing maintenance and infrastructure upgrade • Funding for maintenance is provided via trail access payments per walker, paid to the Trust by a private company operating on the trail

Trail	Land Owner/Authority	Trail Managers and Partners	Management Model
<p>Bibbulmun Track</p> <p>Approximately 1000km</p> <p>Extends from Kalamunda (Perth Hills) to Albany</p>	<p>Department of Environment and Conservation (DEC)</p>	<ul style="list-style-type: none"> Department of Environment and Conservation – Recreation and Track Unit Bibbulmun Track Foundation (BTF) Many organisations are affiliated with the Bibbulmun Track Foundation (e.g. local service providers, tour operators, bushwalking clubs, schools, government departures) 	<ul style="list-style-type: none"> The Bibbulmun Track is managed by DEC The BTF supports DEC management of the track through publicity, marketing, running events, and managing community volunteers Basic track maintenance and checks are carried out by BTF Major maintenance is carried out by DEC crews The relationship between DEC (then CALM) and BTF is formalised in Memorandum of Understanding (available from IP)
<p>Murray to Mountains Rail Trail</p> <p>94km</p>	<ul style="list-style-type: none"> Alpine Shire Council Indigo Shire Council Rural City of Wangaratta 	<ul style="list-style-type: none"> General Committee of Management comprising: <ul style="list-style-type: none"> Alpine Shire Council Indigo Shire Council Rural City of Wangaratta Advisory Sub-Committee (six representatives from user groups/community, one from the Country Fire Authority, three local landowners, one from the Victorian Farmers Federation) Technical Sub-Committee (one representative from each local government, one from DSE, one from Vic Roads) Full-time trail manager (all Councils contribute to funding this position) 	<ul style="list-style-type: none"> The General Committee of Management includes two representatives from each local government, one representative from the Technical Sub-Committee, and three representatives from the Advisory Sub-Committee The General Committee of Management is responsible for: <ul style="list-style-type: none"> Day to day management and ongoing development Preparation and implementation of a business plan Development and achievement of objectives Development of budgets Overseeing the activities of the Technical Sub-Committee and Advisory Sub-Committee The Technical Sub-Committee is responsible for: <ul style="list-style-type: none"> Trail maintenance Weed and vegetation control Bridge maintenance Marketing Sub-Committee: <ul style="list-style-type: none"> Primarily focused on cycle tourism Work independently of the Committee of Management The Advisory Sub-Committee represents the interests of the community and user groups, and relays them to the General Committee of Management, and liaises with the Committee in relation to trail management and maintenance

			All Councils provide funding for the trail, and each are responsible for maintenance on the section within their boundary
<p>Noble Canyon MTB Epic</p> <p>27.8 km</p> <p>Cleveland National Park, Southern California</p>	Federal Land (United States Forest Service)	<ul style="list-style-type: none"> • United States Forest Service (local Forest Service District) • San Diego Mountain Bike Association (through a liaison officer) and associated volunteers • Local Bike Shops • IMBA (the ride is promoted as an EPIC) 	<ul style="list-style-type: none"> • SDMBA 'adopted' the trail several years ago • SDMBA has assigned a liaison to the Noble Canyon Trail, to work specifically with the Forest Service and volunteers • SDMBA carry out trail maintenance on the track 2-3 times per year, organised by the liaison officer, using volunteers • The liaison officer organises product donations from local bike shops to acknowledge the work of volunteers • Public liability insurance is provided by SDMBA • Funding for trail management/maintenance is provided by the Government (via the Forest Service)

ATTACHMENT 8

SAMPLE TRAIL MEMORANDUM OF UNDERSTANDING

The following MOU is an example provided by the Friends of the Heysen Trail.

Whist the MOU does not relate solely to the management of the Heysen trail, it does set the basis for the relationship between the Department of Environment and Heritage (DEH) and the umbrella community-based organisation 'Friends of Parks', and ultimately for the 'Friends of the Heysen Trail' group, under which the later sits.

The Friends of the Heysen Trail group indicated that a more specific trail management agreement between DEH and the Friends of the Heysen Trail is being prepared, but was not available at the time of writing.

**MEMORANDUM OF UNDERSTANDING
BETWEEN
FRIENDS OF PARKS INCORPORATED
AND
DEPARTMENT FOR ENVIRONMENT AND HERITAGE**

PREAMBLE

This Memorandum of Understanding defines the relationship between the Department for Environment and Heritage ("the Department") and Friends of Parks Inc.

This Memorandum recognises that Friends of Parks groups seek to further the objectives of the Department by contributing to the management of parks, wildlife, cultural sites and cultural heritage, and that the Department provides opportunities for those interested in contributing to this work.

This Memorandum of Understanding replaces the previous Memorandum of 4 November 1999.

PARTIES

Friends of Park Incorporated

Friends of Parks Inc is an incorporated body under the *Associations Incorporations Act 1985*. Its role includes the provision of voluntary assistance to parks, wildlife, cultural sites and cultural heritage in South Australia (refer Appendix 1 – extract from Constitution of Friends of Parks Incorporated), in partnership with the Department.

Friends of Parks Inc is an umbrella organisation for Friends of Parks members groups in South Australia. Friends of Parks groups are established in relation to individual reserves, groups of reserves, or individual sites/issues.

Friends of Parks Inc is a key stakeholder in those areas for which the Department has responsibility, but is neither responsible nor accountable for the management of those areas. However, it is responsible for its activities as an incorporated body.

Department for Environment and Heritage

The Department is the Government's principal environment agency. It provides policy advice and leadership on environment sustainability and the conservation of South Australia's natural and cultural heritage. It manages the State's protected area system and other public lands, the Heysen Trail, and many heritage places.

The Director of National Parks and Wildlife is responsible for the management of reserves under the *National Parks and Wildlife Act 1972 and Wilderness Protection Act 1992* (subject to the direction of the Minister for Environment and Conservation or the Chief Executive of the Department). The Director, Natural and Cultural Heritage holds the statutory position of Director of National Parks and Wildlife and through the Natural and Cultural Heritage Directorate is responsible for the development of policies and programs, relating to the management of parks and reserves, the Heysen Trail, heritage places and volunteers in parks.

The development of policies and programs relating to nature conservation is undertaken by the Science and Conservation Directorate of the Department.

The Regional Conservation Directorate is responsible for the regional delivery of the Department's goals and objectives, including operational management of reserves.

The Community Liaison Unit within the Natural and Cultural Heritage Directorate is responsible for the provision of policy advice for Friends of Parks Inc and other volunteers, the provision of advice and guidance to Friends of Parks groups, and is the main point of contact between Friends of Parks Inc and the Department.

WORKING RELATIONSHIP

Funding and assets

The Department may provide, either through grants or as part of its operating budget, assistance to Friends of Parks groups to undertake voluntary work, training, administration or other activities, and to assist with the administration of Friends of Parks Inc.

Friends of Parks Inc and its member groups may obtain funding from other sources, or utilise their own funding, to undertake activities on reserves or other areas managed by the Department provided that such activities are mutually agreed upon.

Assets acquired by Friends of Parks groups using their own funds remain the property of that group.

Support

Friends of Parks Inc is an independent body with its own office bearers. The Department, through the Community Liaison Unit, will provide advice, guidance and secretarial support to the Management Committee of Friends of Parks Inc.

The Department will designate a department officer for each Friends of Parks group, who is responsible for operational liaison and support for that group. Each Friends of Parks group and the department liaison officer shall work together to develop work plans for Friends' activities. The department liaison officer will make periodic attendance at meetings of activities of Friends of Parks groups, particularly when any issues of concern are identified.

Communication

The Department recognises that good communication is essential to successfully engage Friends of Parks Inc and Friends of Parks groups in a meaningful, productive, and collaborative relationship. Friends of Parks Inc and Friends of Parks groups recognise the importance of working cooperatively with the Department to achieve shared goals and objectives.

Friends of Parks Inc, through its President, will liaise with the Department through the Manager of the Community Liaison Unit. Friends of Parks groups will liaise with the Department through their nominated departmental liaison officer.

The Community Liaison Unit will have statewide responsibility for statewide communication initiatives such as producing a newsletter and other bulletins for Friends of Parks Incorporated and Friends of Park groups.

Policies and programs

The Department will, through the Community Liaison Unit, keep Friends of Parks Inc informed of changes to legislation, policies, procedures and programs affecting Friends of Parks groups. Friends of Parks Inc will ensure that this information is passed on to its member groups. The nominated liaison officer for each Friends of Parks group will also keep that group informed of such changes.

Authority to undertake work

Friends of Parks Inc recognises that its members are required to operate within the requirement of the *National Parks and Wildlife Act 1972*, *Wilderness Protection Act 1992*, adopted management plans, departmental policies, and identified departmental work procedures (including the Friends of Parks Inc volunteer manual) when undertaking activities related to parks and reserves or operating on a park or reserve.

Friends of Parks Inc recognises that activities should be directed towards departmental priorities (eg. implementation of adopted management plans and other approved programs), and that no activities can be undertaken without the approval of the appropriate departmental officer.

Friends of Parks Inc will ensure that the requirement to gain authority for works is communicated to all members groups.

Occupational Health, Safety, and Welfare

The Department recognises that it must provide Friends of Parks Inc and its members with adequate information, instruction, training, and supervision, as far as is reasonably necessary, to ensure that volunteers are safe from injury and risks to health.

Friends of Parks Inc will ensure that its members are provided with the information, principles, and practices that are set out or in association with the *Occupational Health, Safety, and Welfare*

Act 1986. Friends of Parks Inc and Friends of Parks groups must observe these provisions and undertake any necessary training in order to fulfill their responsibilities to operate in a manner that will not place at risk the safety of themselves or any other person (ie "duty of care").

The Commissioner's Standard 1 – A Planned Workforce (Attachment A: Volunteers in Government Agencies) provides the broad framework for volunteers in Government agencies. In particular, it explains the insurance cover for volunteers and the responsibilities of agencies and volunteers.

Forums of Friends of Parks Inc

The Department, through the Community Liaison Unit, will assist Friends of Parks Inc to conduct its annual Forum of Friends of Parks Inc, and regional staff will assist with the hosting of forums.

Conflict resolution

For both and operational matters, Friends of Parks groups will liaise with their liaison officer and district ranger/line manager in the first instance. Should further assistance be required to resolve a matter, it may be referred to the Community Liaison Unit and the Management Committee of Friends of Parks Inc for assistance. Depending on the circumstances, involvement may be sought from the relevant Director depending on the particular policy or operational issue.

If the issue remains unresolved, the President of Friends of Parks Inc and the Chief Executive of the Department will, in consultation, attempt to resolve the issue.

Lobbying

Friends of Parks Inc agrees that its Management Committee and members do not engage in political lobbying make or public statements that may compromise the Government, Minister or Department.

The Department **AGREES** that if a matter cannot be resolved between Friends of Parks Inc, its member groups and the Department, as an independent body, Friends of Parks Inc has the right to make representations to other organisations and individuals without affecting this Memorandum of Understanding, and without the Department withdrawing support for Friends of Parks Inc.

Allan Holmes
Chief Executive
Department for Environment and Heritage

Brian Du Bois
President
Friends of Parks Incorporated

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Date:.....

.....
Date:.....

Appendix 1

Extract from the Constitution of Friends of Parks Incorporated

3. OBJECTS

The objects of the Association are:

- 3.1** To provide voluntary assistance to national parks, wildlife, cultural sites and cultural heritage in South Australia, in liaison with the South Australian Department for Environment and Heritage of its successor.
- 3.2** To raise funds for the administration and social activities of the Association or any of its members, and for endorsed Friends project which benefit national parks, wildlife, cultural sites and heritage in South Australia.
- 3.3** To publicise national parks, wildlife, cultural heritage in South Australia.
- 3.4** To provide cultural and social opportunities and activities for members and the general public and to build on community responsibility through awareness, support and enjoyment of national parks, wildlife, cultural sites and cultural heritage in South Australia.
- 3.5** To recognise the value and contribution that volunteers provide to the enhancement of the national parks, wildlife, cultural sites and cultural heritage in South Australia by providing support in an appropriate way.
- 3.6** To publicise the partnership support role of volunteers.
- 3.7** To receive gifts through the Gift Fund and to apply them to projects concerned with national parks, wildlife, cultural sites and cultural heritage.
- 3.8** These objects shall be furthered by:
 - 3.8.1** the holding of meetings, working bees, lectures, conferences, and competitions;
 - 3.8.2** the communication of information to member groups and the community; and
 - 3.8.3** any other appropriate activities.
- 3.9** To do all such things as are conducive or incidental to the attainment of the above objects or any of them.