



TRACKS AND TRAILS STRATEGY ISSUES AND OPPORTUNITIES PAPER 2023



ACKNOWLEDGEMENT OF COUNTRY

Golden Plains Shire spans the Traditional lands of the Wadawurrung and Eastern Maar Peoples.

Council acknowledges them as the Traditional Owners and Custodians and pays its respects to both Wadawurrung and Eastern Maar Elders past, present and emerging.

Council extends that respect to all Aboriginal and Torres Strait Islander People who are part of Golden Plains Shire.

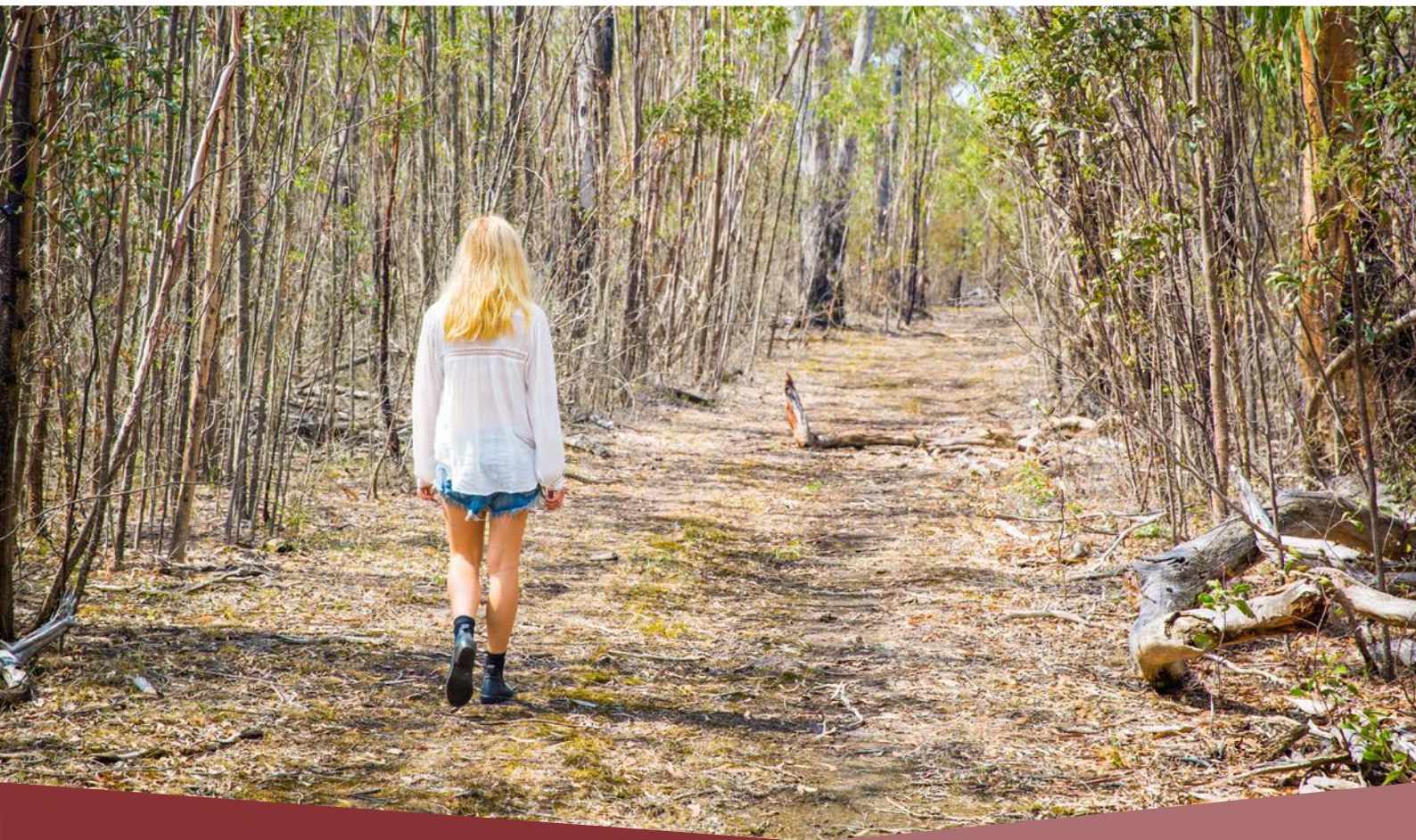


The Tracks and Trails Strategy is being developed by Golden Plains Shire Council in partnership with Tredwell Management and the Victorian Government.



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INTRODUCTION

ISSUES AND OPPORTUNITIES PAPER

The Issues and Opportunities Paper complements the Golden Plains Shire Council Tracks and Trails Strategy by presenting the essential background information, research findings, and highlighting the principal issues and opportunities related to tracks and trails within the Golden Plains Shire.

PROJECT BACKGROUND AND SCOPE

Golden Plains Shire (GPS) community members are looking for more diverse ways to achieve their physical activity goals and connect with friends and family. At the forefront of this change is an increasing preference to participate in activities such as walking and cycling, which provide flexibility, and are affordable and inclusive. This Strategy assists Golden Plains Shire Council (GPSC) to respond to this trend and ensure a network of fit for purpose tracks and trails and supporting infrastructure.

An assessment of the current condition of GPS's existing tracks and trails and their connectivity to towns, social and recreation spaces, and capacity to cater to all abilities has been undertaken. Community consultation identified the individual needs of each community within GPS and assessed how they currently use and intend to use trails. The Strategy also includes investigation into ways to activate GPS's tracks and trails through community implemented programs such as Park Run and Active Golden Plains, and through connecting tracks and trails to key recreation and community facilities.

GPSC aims to provide a desirable network of tracks and trails that cater to its growing population and attract visitors from neighbouring LGA's and interstate. The Strategy reflects the needs of the region, taking into consideration the areas unique demographics, participation trends, health concerns, and environmental, recreational and social issues.

The Strategy ensures Council can effectively prioritise future upgrades, encourage physical activity, budget and pro-actively plan ongoing maintenance, and monitor and evaluate the utilisation of tracks and trails across Golden Plains and between neighbouring LGA's.

The Strategy informs Council's strategic planning development over the next 10 years and delivers infrastructure, participation and programming opportunities over the next 5 years.

The projects six stage methodology included:

Stage 1: Project Start-up, Background Review and Trends Analysis

Stage 2: Consultation

Stage 3: On-ground Trail Audit and Mapping

Stage 4: Issues and Opportunities Paper

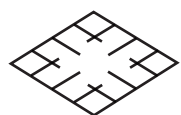
Stage 5: Draft Tracks and Trails Strategy and Detailed Action Plan

Stage 6: Final Tracks and Trails Strategy and Detailed Action Plan

COMMUNITY PROFILE

An assessment of GPS community profile and make-up has been undertaken which can aid in developing suitable future directions and decision making for active trail planning.

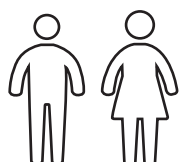
All data has been sourced from the Australian Bureau of Statistics Census (2021), Profile ID and Golden Plains Shire Annual Report 2021/22.



THE 2022 ESTIMATED GPS RESIDENT POPULATION WAS 25,296 PEOPLE, WITH A POPULATION DENSITY OF 9.36 PERSONS PER SQUARE KM.



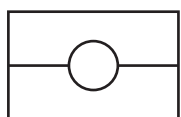
GPS HAD 9,408 PRIVATE DWELLINGS IN 2021 WITH AN AVERAGE OF 2.9 PEOPLE PER HOUSEHOLD.



IN 2021, THE GPS POPULATION WAS 51.1% MALE AND 48.9% FEMALE.



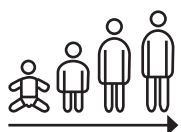
65.4% OF PEOPLE AGED OVER 15 YEARS WERE IN THE LABOUR FORCE IN GPS IN 2021, COMPARED TO 62.4% OF THE STATE OF VICTORIA.



IN 2021, ABORIGINAL AND/OR TORRES STRAIT ISLANDER'S MADE UP 1.5% OF THE TOTAL GPS POPULATION, COMPARED TO 1.0% IN THE STATE OF VICTORIA.



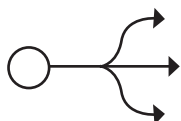
IN THE LAST 12 MONTHS, 16.3% OF GPSC' POPULATION COMPLETED VOLUNTARY WORK IN COMPARISON TO 13.3% FOR THE STATE OF VICTORIA.



THE MEDIAN AGE FOR GPS IN 2021 WAS 39 YEARS, COMPARED TO 38 IN THE STATE OF VICTORIA.



GPS IS GROWING AT A RATE OF 3.04% PER ANNUM WITH 42,193 PEOPLE EXPECTED TO CALL GPS HOME BY 2041.



IN 2021 GPS HAD BROADER ANCESTRAL DIVERSITY THAN THE STATE OF VICTORIA WITH THE TOP ANCESTRIES IN GPS INCLUDING 44.5% AUSTRALIAN, 41.3% ENGLISH, 12.4% IRISH, 12.2% SCOTTISH AND 4.8% GERMAN.



GPS SUPPORTS 4,786 JOBS AND HAS AN ANNUAL ECONOMIC OUTPUT OF \$1.728 BILLION.



THERE WERE 6,984 FAMILIES IN GPS IN 2021 WITH 37.8% BEING A COUPLE FAMILY WITHOUT CHILDREN AND 50.7% BEING A COUPLE FAMILY WITH CHILDREN.

ACTIVE PARTICIPATION

Tracks and trails play an important role in facilitating physical activity in Golden Plains Shire, as identified in the table below. Recreational walking, cycling, jogging and bush walking represent four of the top six activities listed and can be facilitated by the provision of tracks and trails.

AUSPLAY SPORT PARTICIPATION TABLE, TOP 10 ADULT ACTIVITIES, 2022

| RANK | ACTIVITY | VIC ADULT PARTICIPATION RATE | ESTIMATE ('000) |
|------|---|------------------------------|-----------------|
| 1 | Walking (Recreational) | 46.9% | 2,698.2 |
| 2 | Fitness/Gym | 38.5% | 2,218.8 |
| 3 | Athletics, track and field (includes jogging and running) | 19.6% | 1,130.9 |
| 4 | Cycling | 16.6% | 957.0 |
| 5 | Swimming | 16.0% | 923.0 |
| 6 | Bush walking | 9.0% | 520.8 |
| 7 | Yoga | 6.6% | 382.1 |
| 8 | Tennis | 6.5% | 372.4 |
| 9 | Basketball | 6.4% | 368.0 |
| 10 | Golf | 5.9% | 339.9 |



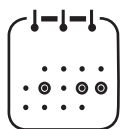
86.8% OF REGIONAL VICTORIA'S POPULATION WALK OR USE A MOBILITY AID AT LEAST ONCE IN A TYPICAL WEEK FOR TEN MINUTES OR MORE¹.



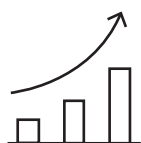
APPROXIMATELY **70%** WALK FOR RECREATION AND EXERCISE¹.



APPROXIMATELY **45%** WALK FOR DOG WALKING¹.



ON AVERAGE PEOPLE AGED 15 AND OVER IN VICTORIA WALK **4.9 DAYS** OVER A **7 DAY** PERIOD¹.



INTEREST IN TRAIL AND OFF-ROAD ACTIVITIES HAS INCREASED DRAMATICALLY OVER THE LAST YEAR, WITH A **55%** INCREASE IN GRAVEL RIDING ON STRAVA, **16%** RISE IN TRAIL RUNNING, **13%** IN MOUNTAIN BIKING, AND A **10%** INCREASE IN HIKING².



19.2% OF REGIONAL VICTORIANS RIDE A BIKE IN A TYPICAL WEEK COMPARED TO **17.1%** FOR THE STATE OF VICTORIA¹.



IN VICTORIA, APPROXIMATELY **1.1M** RESIDENTS RIDE A BICYCLE IN A TYPICAL WEEK AND **2.5M** RESIDENTS RIDE AT LEAST ONCE IN A TYPICAL YEAR¹.



OF THE PEOPLE WHO CYCLED IN VICTORIA IN THE LAST MONTH, **74.5%** CYCLED FOR RECREATION AND **45.8%** USED A BICYCLE FOR TRANSPORT. THE MAIN TRANSPORT PURPOSES FOR RIDING WERE COMMUTING TO WORK OR EDUCATION AND TO VISIT FRIENDS AND RELATIVES¹.



GLOBAL EBIKE ACTIVITY ON STRAVA INCREASED BY **23%** IN 2023².



IN 2023, GEN Z ATHLETES WERE ALMOST **TWICE** AS LIKELY TO UPLOAD RUNS AS RIDES TO STRAVA. BOOMERS WERE **TWICE** AS LIKELY TO UPLOAD RIDES AS RUNS².

(1) CWANZ 'National Walking and Cycling Participation Survey, 2023
(2) Strava Global Trend Report, 2023

THE IMPACT OF TRACKS AND TRAILS

Tracks and trails have the potential to yield significant positive benefits by addressing prevalent social and community trends. It is essential to understand the trends in the Golden Plains Shire communities and strategically plan for facilities, programs, and services in the future, in a manner that integrates tracks and trails.



PHYSICAL INACTIVITY AND OBESITY

The GPSC VicHealth Indicators Survey (2015) identified that 22.3% of GPS residents engaged in no physical activity during a typical week compared to Victoria's 18.9%. A smaller proportion (35.4%) of GPS residents engaged in physical activity four or more days per week compared to the Victorian average (41.3%).

- An increasing need to provide accessible and affordable physical activity opportunities across GPS to encourage regular exercise and healthy lifestyle habits
- Trails can contribute to health outcomes through providing both active recreational opportunities and active transport routes.



EVOLVING TOURISM TRENDS AND TARGET MARKETS

The GPSC Economic Development, Tourism and Investment Attraction Strategy (2022-2032) encourages the region to extend its visitor experiences across the Shire.

- Residents and businesses in the region can benefit from income generated from trail-related tourism. Higher quality and quantity of trails & associated infrastructure can support these opportunities.
- Provision and promotion of trail networks and events will attract more visitors and encourage travellers to stay in the area for longer.



COMMUNITY LEADERSHIP AND VOLUNTEERISM

AusPlay Participation data for Victoria indicates a strong increase in volunteers for sport and recreational activities from 2021 to 2022. From January to December 2022 there were a total of 449,100 male (15.9%) and 357,600 female (12.2%) volunteers. This is up from 417,000 males (15.1%) and 321,200 females (11.2%) in 2021.

- Trail projects are often dependent on community leadership & volunteer efforts which are invaluable resources. It is imperative that volunteers are effectively supported, recognised & valued enabling them to continue to contribute to the trails network.

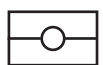


POPULATION GROWTH AND CHANGE

The latest ABS data identifies that GPS has experienced rapid population growth over the last ten years, growing from 18,770 people in 2011 to 24,985 people 2021. This is an overall increase of 33.1% at a rate of 621 new residents per year.

Profile Id estimates the GPS population for 2023 is 25,651, and is forecast to grow to 42,607 by 2041, a growth of 16,956 people or 66.1% over 18 years.

- Ensuring the trail network meets population growth and preferences across different age groups is crucial for relevant recreation opportunities. Long-term planning, such as preserving natural areas and trail corridors, will support the region's growth and prosperity.



CULTURAL DIVERSITY

GPSC is committed to reducing barriers for groups most at risk of being excluded from the community. These people include those with disability, who are culturally and linguistically diverse (CALD), who are Indigenous, who identify as LGBTIQ, young and older people and those facing socioeconomic disadvantage.

- It is important that trail-based activities offered within GPS cater for people from different cultural backgrounds. For example, Indigenous people may be more likely to engage in trail activities which acknowledge the region's cultural significance.
- New arrivals to Australia may require high levels of information relating to safety requirements in Australia's natural areas.

LITERATURE REVIEW OVERVIEW

A wide range of background information has been reviewed to inform the development of the Tracks and Trails Strategy and ensure alignment with wider objectives across state, regional, and local areas. The reviewed documents have been listed below and the full literature review is in the Issues and Opportunities Paper.

NATIONAL LEVEL DOCUMENTS

- The Australian Physical Literacy Framework, Sport Australia (2019)
- Blueprint for an Active Australia, Heart Foundation (2019)

STATE LEVEL DOCUMENTS

- Active Victoria (2022-2026)
- Bushwalking Victoria Strategic Plan (2020)
- Victorian Trails Strategy (2014-2024)
- Victorian Cycling Strategy (2018-2028)

MUNICIPAL LEVEL DOCUMENTS

- Golden Plains Shire Active Ageing and Inclusion Plan (2020-2024)
- Golden Plains Shire Community Development Strategy (2015-2019)
- Golden Plains Shire Economic Development, Tourism and Investment Attraction Strategy (2022-2032)
- Golden Plains Shire Community Vision 2040
- Golden Plains Shire Municipal Public Health and Well-being Action Plan (2021-2025)
- Golden Plains Shire Paths and Trails Strategy (2013-2017)
- Golden Plains Shire Roads Strategy (2013)
- Golden Plains Shire Environment Strategy (2019-2027)
- Golden Plains Shire Transport Connections Study (2022)
- Golden Plains Shire Open Space Strategy (2013-2017)
- Golden Plains Shire Sport and Active Recreation Strategy (2020-2030)
- Golden Plains Asset Plan (2022-2032)
- Golden Plains Shire Play Space Strategy (2019-2029)

LOCAL LEVEL DOCUMENTS

- Bannockburn Growth Plan (2021)
- Inverleigh Structure Plan (2019)
- Teesdale Structure Plan (2021)
- Community Plans

SURROUNDING LGA/REGIONAL DOCUMENTS

- G21 Integrated Transport Strategy (2021-2041)
- Moorabool Shire Council Hike and Bike Strategy (2015)
- Moorabool Shire Council Facilities Strategy Plan (2015)
- Moorabool Shire Council Female Friendly Sport and Recreation Participation and Infrastructure Strategy (2022-2032)
- City of Ballarat West Precinct Structure Plan (2016)
- City of Ballarat Open space strategy (2008)
- Moorabool Shire Council Age Well Live Well Strategy (2022-2025)
- Corangamite Shire Council Recreation and Open Space Strategy (2016-2026)
- Corangamite Shire Council Trails Management Policy (2019)
- Geelong Principal Cycling Network
- Greater Geelong Cycle Strategy - Volume 1 (2008)
- Ballarat Cycling Action Plan (2017-2023)
- Rivers of the Barwon / Barre Warre Yulluk Action Plan

Concepts/proposals/submissions from community members and groups have also been reviewed as part of the community consultation process.



BENEFITS OF WALKING AND CYCLING

Recreational walking and cycling offer a diverse range of benefits to communities. These benefits are clearly apparent when aligned to the existing infrastructure within GPS. The key benefits and some specific examples where these are evident in the GPS have been included below.

HEALTH



Improved physical and mental well-being.

Example: The Bannockburn Park Run offers residents and visitors the opportunity to engage in physical activity by walking or running a 5km route at an event held weekly at the Bannockburn Bushland. The event provides physical, mental and well-being benefits through providing an opportunity for all members of the community to gather, meet and make lifelong friends.

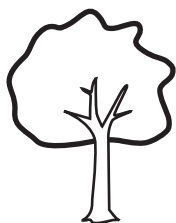
TRANSPORT



Practical transportation corridors.

Example: Bruce Creek trail in Bannockburn provides a key commuting and recreational connection between P-12 College and Bannockburn-Shelford Road and south Bannockburn. The trail is of a concrete surface finish in sections which allows all ability access and is regularly used by both residents and visitors.

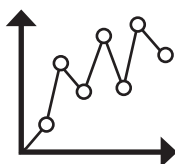
CONSERVATION



Preservation of natural areas.

Example: The Inverleigh Open Space Group has been maintaining the Leigh River and Barwon Junction River Trails in Inverleigh which are prone to flooding. Their main focus is on keeping the area natural, with natural surfaces, the planting of Indigenous and responsibly sourced flora, and mitigating the effects of flooding through natural measures such as rocks and boulders. They also support community programs and allowing the area to be used for natural preservation education with local school groups etc.

ECONOMY



Positive economic drivers.

Example: The Ballarat to Skipton Rail Trail provides a key connection between Ballarat and Skipton, passing through Haddon, Smythesdale, Scarsdale, Newtown and Linton. This provides economic benefits through providing local and surrounding LGA residents and tourists access to townships, stores and attractions. This helps to increase expenditure and encourage additional nights stayed within the GPS region.

CULTURAL IDENTITY



Access and awareness of historical & cultural features, including Indigenous culture.

Trails provide the opportunity to showcase Indigenous connections to country and associated stories.

Example: The Steiglitz Historic Walk provides an example of an effective historical trail by providing numerous interpretive signs throughout the town which outline the key historic landmarks and stories of the region from the Gold Rush era.

BENEFITS OF SUSTAINABLE TRAILS

Trails and natural areas are an integral component of the lifestyle on offer across the GPS region, and are a key draw-card for visitors.

GPS has the potential to provide sustainable trails measured against the triple bottom line by providing a environmental connection to streams, forests, reserves and open plains, an economic connection to unique recreation, food, hospitality and services, and a connection to social interaction through events, rich cultural heritage and education.



COMMUNITY CONSULTATION

CONSULTATION SUMMARY

The Tracks and Trails Strategy's actions have been informed by community consultation and stakeholder engagement. A series of consultation mechanisms were utilised to engage with the wider community and key stakeholders, including:

- Online Community Survey
- Internal Stakeholder Meetings
- Key External Stakeholder Meetings
- Community Trails Workshops
- Targeted Stakeholder Interviews

This section provides a summary of consultation findings, the full community consultation findings are included in the Appendices.

KEY OVERARCHING THEMES FOR GPSC TRACKS AND TRAILS:

The key overarching themes uncovered during the consultation period for GPSC tracks and trails include:

- Develop high quality and accessible trails that showcase the GPS region and attract intrastate and interstate visitors.
- Provide safe track and trail connections between townships separated from busy roads to encourage active transport and commuting.
- Activate trails through the development of accessible, connected, high-quality trail experiences, Programs and events to encourage healthier and more active lifestyles for all GPS residents and children.
- Improve on-going track and trail maintenance and pest control.
- Improve signage and waymarking to existing tracks and trails.
- Create quality tracks for all abilities, ensuring everyone can access and enjoy them equally.
- Improve trail promotion and awareness.

TRACK AND TRAIL DEVELOPMENT OPPORTUNITIES

The community consultation identified track and trail development opportunities. The community feedback indicates that there is a key need to develop trails that provide key connections within GPS. The following trail connections and upgrades are some of the key developments that were raised numerous times throughout the consultation period.

Expand on existing trail network to provide key connections to natural, recreation and residential areas, including:

- Leigh/Barwon River Junction Trail Extension to Berthon Park subdivision, Inverleigh Nature Conservation Reserve and Inverleigh Golf Club.
- Develop Woody River Track which to a connection from Ballarat-Skipton Rail Trail to Woody River.
- Support the Woody Yaloak Wetland Development Concept Plan Trail which will provide a connection from Woody Yaloak Recreation Reserve to Woody River.
- Support Moorabool River Master Plan which will provide a short walking trail within Batesford along the Moorabool River.
- Provide safe connections from Bannockburn to Bannockburn Bushland.
- Shaws Road to Native Hut Creek, Teesdale

Provide safe walking and cycling connections between townships including:

- Inverleigh to Bannockburn
- Bannockburn to Teesdale
- Bannockburn to Lethbridge
- Ross Creek to Smythesdale
- Teesdale to Shelford
- Haddon to Smythes Creek

Provide key external LGA connections including:

- Connect Bannockburn and Inverleigh into Geelong's Principal Bicycle Network.
- Explore the opportunity to develop a connection from Ballarat to Geelong via a Rail Trail.
- GPS connection into Goldfields Trail.
- Batesford to Geelong connection via Yarrowee Creek

Upgrade existing GPS trails to provide a more accessible and high-quality experiences:

- Extend the Bruce Creek trail to the existing picnic and viewing area in Bannockburn.
- Improve maintenance and awareness of the Rainbow Bird Trail.
- Improve maintenance, awareness and signage of the Kuruc-a-ruc Trail.



Bannockburn Community Workshop Session



Smythesdale Community Workshop Session

EXISTING TRAILS AUDIT

TRAIL AUDIT METHODOLOGY

Existing trails which are Council controlled were audited through a process involving desktop research and on-ground assessments. Trails were identified through the following information sources:

- Online resources (e.g. GPSC website, tourism websites, social media, TrailForks, AllTrails, Strava etc.).
- Visitor Information Centre resources (e.g. maps, brochures, information from staff)
- Consultation with the community, key internal & external stakeholders

An on-ground assessment of trails across Golden Plains was undertaken over a one-week period in February 2023, using a GPS device to collect a range of information for both existing and potential trails. The information collected included the alignment of trails and records of key attributes such as hazards, existing support infrastructure, signage, surface type, grade/difficulty, locations for proposed infrastructure and trails, and photographs.

TRAIL AUDIT FINDINGS

The existing GPS tracks and trails have been identified within this section of the report. Profile pages for each of the identified existing trails have been included within Appendix E - Existing Trail Audits.

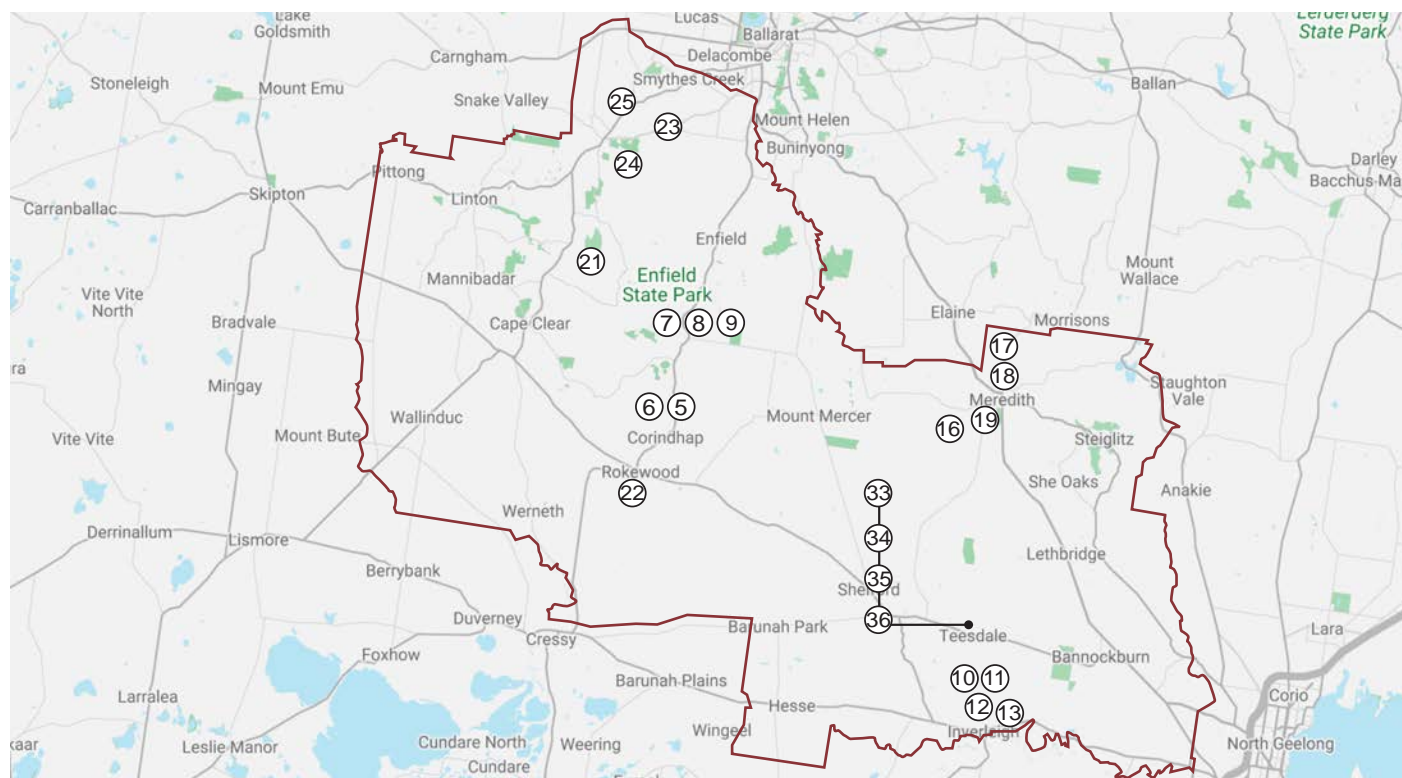
The audit identified that there are currently 36 recreational trails across GPS, these are managed by a range of local and State bodies including Golden Plains Shire Council, surrounding council's, and State bodies such as Parks Victoria and DEECA.

These trails vary in condition, with some being formal trails and others being informal routes providing opportunity for further development. The key findings from the existing trails audit include:

- Many of the tracks and trails are in poor to reasonable condition with many experiencing overgrown vegetation and there is a need for on-going maintenance plans.
- Signage and waymarking is sparse or non-existent on many of the existing trails, and many of the existing signs vary in style, have deteriorated over time and require refurbishment or replacement.
- Many trails lack supporting infrastructure such as seating, shade shelters, drinking fountains and picnic facilities.
- Existing trails can be difficult to find due to lack of promotion, mapping and designated trailhead areas.
- In some locations, walkers, mountain bikers, horse riders and 4wd's utilise the same trails which have various impacts on the surface condition and a trail user code of conduct is required.
- There are key locations where existing trails can be extended to provide additional benefit to the community by connecting to key community facilities, residential and commercial areas.
- Many trails can be activated more effectively by connecting to active facilities such as playspaces, skateparks and recreational areas, and through upgrading trails to cater to all abilities.
- There is a need to connect GPS townships through trails for cyclists, runners/joggers, walkers and horse riders. Road corridors are typically wide and can allow for trails to be developed a safe distance from roads and moving vehicles.

EXISTING TRACKS AND TRAILS

There are currently 36 formal and informal existing recreational tracks and trails across GPS.



LEGEND

- | | |
|---------------------------------|---|
| ① Bannockburn Bushland (South) | ⑩ Inverleigh Flora Loop |
| ② Bannockburn Bushland (North) | ⑪ Kangaroo Track via Links Track Loop |
| ③ Wabdullah Reserve | ⑫ River Track |
| ④ Bruce's Creek, Bannockburn | ⑬ Leigh River and Barwon Junction River Trails |
| ⑤ Rainbow Bird Trail | ⑭ Bruce Creek, Lethbridge |
| ⑥ Dereel Lagoon | ⑮ Lethbridge Lake |
| ⑦ Long Gully Loop | ⑯ Meredith/Bamganie State Forest Circuit |
| ⑧ Surface Point Loop | ⑰ Possum Road & Moorabool River Loop |
| ⑨ Enfield Bald Hills Loop Trail | ⑱ Meredith Steiglitz Road to Byrne Road |
| | ⑲ Police Paddocks |
| | ⑳ Ibis Middleton Walk, Meredith |
| | ㉑ Jubilee Mine Historic Walk |
| | ㉒ Kuruc-a-ruc Trail |
| | ㉓ Ross Creek Recreation Reserve Nature Loop |
| | ㉔ Boden's Water Races |
| | ㉕ Ballarat to Skipton Rail Trail |
| | ㉖ Hay and Burchell Walking Trail |
| | ㉗ Brisbane Ranges Extended Circuit |
| | ㉘ Deadman's & Grahams Gully Loop |
| | ㉙ Three Creeks Walk |
| | ㉚ Beards Gully & Deadman's Loop |
| | ㉛ Steiglitz Historic Walk |
| | ㉜ Friday's Trail, Brisbane Ranges National Park |
| | ㉝ Teesdale Grassy Woodlands/Don Wallace Reserve |
| | ㉞ Chinaman's Lagoon |
| | ㉟ Bike/walking path, Shelford-Bannockburn Rd |
| | ㊱ Turtle Bend |

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

The Strengths, Weaknesses, Opportunities and Threats (SWOT) associated with GPS's tracks and trails are identified below. These attributes are derived from the key findings of the consultation and trail audit.

| STRENGTHS | OPPORTUNITIES |
|---|---|
| <ul style="list-style-type: none"> • Strong community interest and support for trails. • Local culture of outdoor recreational activities. • Large network of state conservation areas, State forests & Council/Crown bushland. • Regional and coordinated approach to Tourism. • GPS has a strong volunteering community who can help to support events and trail projects. In the last 12 months, 16.3% of GPS's population completed voluntary work through an organisation compared to 13.3% for the state of Victoria. • There is a large existing network of tracks and trails within GPS which require, in many cases, limited works and effective promotion to bring them to a high standard and help them become more accessible and available. • There is a broad spectrum of beautiful natural settings and experiences available that appeal to cyclists, walkers, runners, horse riders and general tourists. | <ul style="list-style-type: none"> • High/increasing participation in walking and cycling. • Improving the physical and mental well-being of the community through accessible and affordable trail opportunities for all abilities. • Enhanced community and visitor awareness, appreciation & stewardship of GPS trails & natural areas. • Provision of low cost, easily accessible recreation and physical activity opportunities. • Integration with existing and new local businesses/ industries to service trail use. • Enhancing inter-township connectivity through trails and active transport. • Enhanced community awareness, appreciation & stewardship of trails & natural areas. • Development/improvement of themed trail experiences to showcase the region (e.g. heritage). • Opportunities for Traditional Owner input into the trails network to grow cultural tourism and showcase Indigenous connections to country and their stories through infrastructure such as interpretive signage. • Increasing tourism & population numbers. • Synergies across Council, government & achieving multiple sub-aims identified in Golden Plains Shire Community Vision 2040. |
| WEAKNESSES | THREATS |
| <ul style="list-style-type: none"> • Lack of coordinated approach to providing information about trails within the region. • Inconsistent range of signage styles/condition. • Limited and inconsistent mapping and quality promotional material at Visitor Information Centres and on online platforms. • Different quality of supporting infrastructure along individual tracks and trails. • Poor maintenance of many existing trails with the need for formal on-going maintenance plans and processes to be established with volunteers, community groups and Council. | <ul style="list-style-type: none"> • Potential impacts upon environmental and cultural heritage values. • Limited capability of landowners to financially contribute to trail development & management. • Private land crossing key strategic trail corridors. • Inappropriate and unauthorised use of trails or damage to supporting infrastructure (e.g. rubbish dumping, vandalism, use by motorised vehicles) having negative impacts upon trail user experiences. • Competing funding priorities. • Volunteer burnout could occur. |

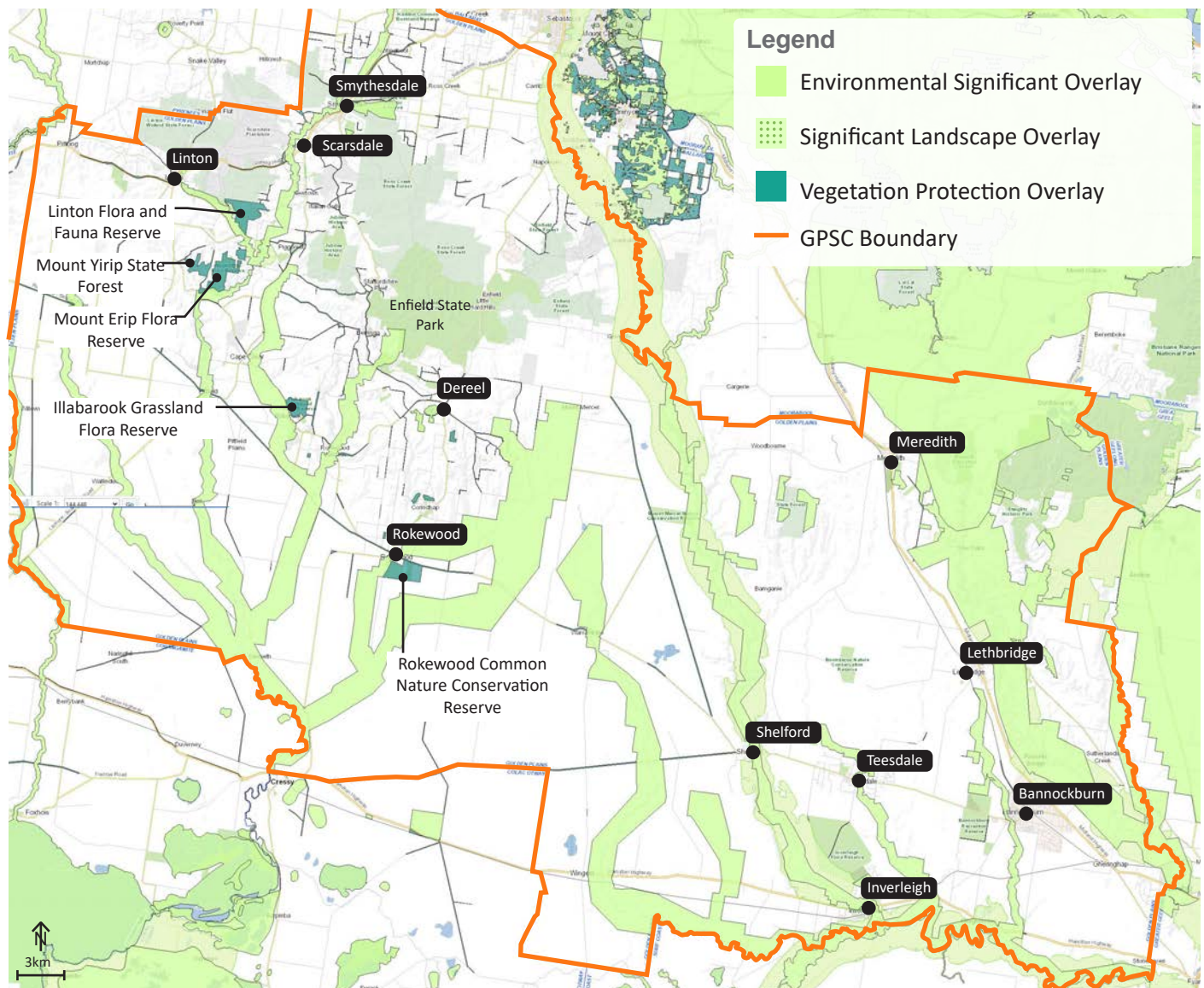
LAND-USE MAPPING

The following map provides vegetation mapping and potential constraints within the GPS, including:

- Environmental Significant Overlay
- Significant Landscape Overlay
- Vegetation Protection Overlay

These land-uses and owners have been considered in the development of the Future Trails Network with all Key Partners being identified to ensure the correct people and organisations are consulted with when implementing the strategies.

LAND-USE MAPPING



FUTURE TRAILS NETWORK

TRACKS AND TRAILS VISION

A common vision for the Tracks and Trails Strategy has been established, providing an overarching aim for Council, other organisations and the wider community to coordinate initiatives towards. The Tracks and Trails Vision for Golden Plains is:

“A SUSTAINABLE, ACCESSIBLE, AND CONNECTED NETWORK OF TRACKS AND TRAILS WHICH POSITIVELY IMPACT GOLDEN PLAINS’ NATURAL ENVIRONMENT, ECONOMY, AND COMMUNITY’S HEALTH AND WELL-BEING.”



PLANNING PRINCIPLES

Underpinning the GPS Tracks and Trails Vision are six Planning Principles.

- 1. Ensure sustainable trail development and management.
- 2. Establish safe town-to-town trail connections for active commuting and lifestyles.
- 3. Professionally manage trails and cultivate partnerships.
- 4. Activate trails through accessible, connected, high-quality trail experiences.
- 5. Enhance trail promotion for increased programs and visitors.
- 6. Foster community and Indigenous engagement in trail planning and design.



GOALS

What we want to achieve.

| | |
|--|---|
| | GOAL A: INTEGRATED PLANNING & MANAGEMENT Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources. |
| | GOAL B: QUALITY, SAFE, AND SUSTAINABLE NETWORK OF EXISTING TRAILS Existing trails are enhanced to provide high quality, safe, and sustainable opportunities for residents and visitors with a range of interests and abilities. |
| | GOAL C: SUSTAINABLE, RESPONSIBLE AND RELEVANT TRAIL DEVELOPMENTS New trail developments are strategic, well-considered, responsive to community need and considerate of key stakeholders. |
| | GOAL D: INFORMATION AND MARKETING Consistent and reliable trail information encourages recreational trail users to confidently, safely and sustainably explore the region’s natural areas. |
| | GOAL E: COMMUNITY, TOURISM & ECONOMIC DEVELOPMENT Trails contribute significantly to the region’s community, tourism and economic development. |

NEW TRAIL DEVELOPMENT OPPORTUNITIES

New trail opportunities have been identified through the findings of the community consultation, online survey and key stakeholder interviews, existing trails audit, demand, trends and population analysis and SWOT Analysis. These trail development opportunities are community driven initiatives that have the potential to provide economic, tourism, health and well-being benefits and encourage activation of trails within GPS.

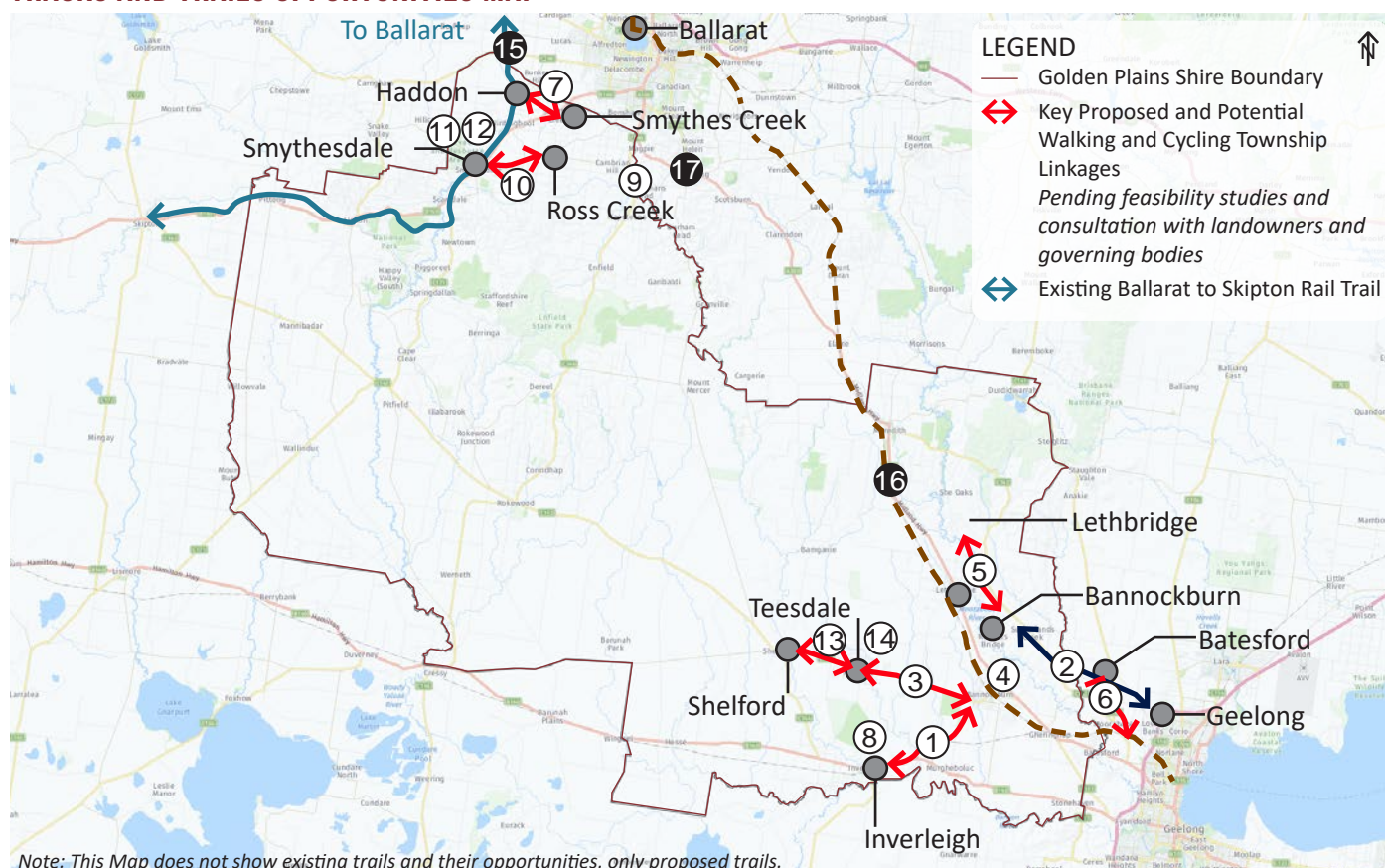
| REF | TRAIL NAME | OPPORTUNITY |
|-----|---|--|
| ① | Inverleigh to Bannockburn | Provide a key safe commuting and recreational connection between Inverleigh and Bannockburn townships via a multi-use trail set back off of the main road. |
| ② | Bannockburn to Geelong Principal Cycling Network | Connect Bannockburn to the Geelong Principal Cycling Network via Batesford. |
| ③ | Bannockburn to Teesdale | Provide a key commuting and recreational connection between Teesdale and Bannockburn townships via a multi-use trail set back off of the main road. |
| ④ | Bannockburn to Bannockburn Bushland | Connect Bruce's Creek trail to Bannockburn Bushland via Bannockburn Lagoon. |
| ⑤ | Bannockburn to Lethbridge | Provide a key commuting and recreational connection between Lethbridge and Bannockburn townships via a multi-use trail set back off of the main road. |
| ⑥ | Moorabool River | Support development of the Moorabool River Master Plan at Riverstone Estate, Batesford and explore potential to also develop a trail south-east along Moorabool River to Fyansford, Geelong. |
| ⑦ | Haddon to Smythes Creek | Connect Smythes Creek to Haddon via a multi-use trail and connect the trail into the Ballarat to Skipton Rail Trail in Haddon to extend connections to further townships. |
| ⑧ | Leigh/Barwon River Junction Trail extension | Explore the opportunity to extend Leigh/Barwon River Junction Trails to Berthon Park subdivision, Inverleigh Nature Conservation Reserve and Inverleigh Golf Club. |
| ⑨ | Yarrowee Creek | Explore the opportunity to develop a trail along Yarrowee Creek to connect into Ballarat Yarrowee Trail via Cambrian Hill and explore potential to be extended to Garibaldi. |
| ⑩ | Ross Creek to Smythesdale | Explore the opportunity to connect Ross Creek to Smythesdale and connect the trail into the Ballarat to Skipton Rail Trail in Smythesdale to extend connections to further townships. |
| ⑪ | Woody River Track | Explore the opportunity to formalise Woody River Track and include improved signage and waymarking (i.e. Smythesdale Campground to River Track). |
| ⑫ | Woody Yaloak Wetland Development Master Plan trails | Support development of the Woody Yaloak Master Plan loop around the proposed wetland and nature reserve from Woody Yaloak Recreation Reserve and explore potential to formalise and extend existing trail between Snakes Road and Whites Road further south. |

| REF | TRAIL NAME | OPPORTUNITY |
|-----|--|---|
| 13 | Teesdale to Shelford | Provide a key safe commuting and recreational connection between Teesdale and Shelford townships via a multi-use trail set back off of the main road. |
| 14 | Shaws Road to Native Hut Creek, Teesdale | New connection from the end of Shaw's Road in Teesdale to Native Hut Creek and lava bank. |

EXTERNAL TRAIL OPPORTUNITIES

| REF | TRAIL NAME | OPPORTUNITY |
|-----|---|---|
| 15 | Ballarat to Skipton Rail Trail to Centre of Ballarat. | Support the City of Ballarat in the extension of Ballarat to Skipton Rail Trail into Ballarat's town centre. |
| 16 | Ballarat to Geelong | Explore the opportunity to develop a rail trail along the live railway line that travels from Ballarat to Geelong through Elaine, Meredith, Lethbridge, Bannockburn and Batesford to provide a key recreation and commuting connection between all townships and connect the south-eastern towns of Golden Plains to northern Golden Plains and Ballarat. The linkages between townships such as Teesdale, Inverleigh and Shelford will further support this development. |
| 17 | Goldfields Trail | Explore the opportunity to connect into the Goldfields Trail which currently travels 210km from Bendigo to Bunninyong through Castlemaine, Daylesford, Creswick and Ballarat to draw additional overnight visitors into GPS. |

TRACKS AND TRAILS OPPORTUNITIES MAP



EXISTING TRACK AND TRAIL OPPORTUNITIES

As well as the proposed trail developments, it is required for the existing GPS tracks and trails network to be upgraded to ensure the existing trails provide high quality, safe and sustainable opportunities for residents and visitors with a range of interests and abilities.

The existing trail upgrades and opportunities have been outlined in 'Appendix E - Existing Trail Audits'. These upgrades have been captured, prioritised and assigned high-level cost estimates as part of the Action Plan in the Tracks and Trails Strategy.

Some of the key upgrades to the existing tracks and trails network include:

- Upgrading existing support infrastructure such as seating, shade shelters, stairs etc.
- Developing additional connections to nearby recreation and community facilities to provide key linkages, aid with trail activation, encourage physical activity and provide greener transport options.
- Resurfacing/repairing trail surfaces and infrastructure.
- Improving and installing new and consistent waymarkers, trail head and interpretive signs across the existing trail network.
- Completing existing trails that are incomplete.
- Promoting trails effectively via GPSC website and through track and trail related mobile apps and websites.
- Improving trail maintenance to ensure a high-quality experience is provided to encourage walkers and cyclists to return.
- Including all abilities access where possible to cater to all user types, disabilities and ages.

OTHER STRATEGIC CORRIDORS

SONGLINES

Songlines have been a prominent feature of Aboriginal cultures for over 60,000 years. They trace astronomy and geographical elements in ancient stories that have helped shape the landscape and have contributed to the laws by which Indigenous people have lived, and the origins of country. Songlines were first used as a form of communication across areas of Australia and have been passed from elder to elder over thousands of years. Many of the routes embedded in these songlines have turned into corridors which have formed Australia's historic and modern-day road, rail and trail networks. There may be significant opportunity across GPS to collaborate with Aboriginal people to integrate the recreational trails network with the stories associated with Songlines across the region.

APPENDIX A – CONTEXT

LITERATURE REVIEW

STATE LEVEL DOCUMENTS

ACTIVE VICTORIA (2022-2026)

The Active Victoria (2022-2026) is a strategic framework for sport and recreation for the State of Victoria which sets out a five-year plan for the Victorian Government's priorities. The framework's vision is to 'build a thriving, inclusive and connected sport and active recreation sector that benefits all Victorians'.

It aims to increase equitable participation in sport and active recreation, deliver quality infrastructure that is accessible, respectful, and inclusive, build the capability of the sport and active recreation workforce, implement good governance practices to ensure a safe and sustainable sector, support a pipeline of sporting events within the Victorian events calendar, and encourage Victorians to achieve success at the highest level through high performance.

The Strategy identifies that Sport and Recreation (including tracks and trails) make a valuable contribution to achieving a broad range of Victorian Government Objectives, including:

1. Establishing thriving places and communities that are safe, fair and inclusive
2. Supporting the health and well-being of all Victorians
3. Building Quality infrastructure
4. Developing a strong and innovative economy
5. Contributing to Victoria's transition to a net-zero emissions and climate resilient economy by 2050

The strategy has three key objectives including 'Connecting communities', 'Building value' and 'Enduring legacy' which are underpinned by key directions to achieve these, including:

Objective: Connecting Communities - 'All Victorians have access to high-quality environments and appropriate participation opportunities'.

Outcomes:

- Sustained Participation: More Victorians participate equitably in sport and active recreation.
- Infrastructure: Victoria has inclusive, accessible, and respectful places and spaces for sport and active recreation.

Key Directions:

- Increase and promote opportunities so Victorians can participate in ways that suit them
- Target efforts towards individuals and communities who participate less
- Improve community sport and active recreation infrastructure coordination to better meet demand, with a focus on areas and populations who need it most
- Deliver inclusive, multi-use and sustainable community sport and active recreation infrastructure

Objective: Building Value - 'The sport and active recreation workforce create positive experiences for people'.

Outcomes:

- Sector capability: The sport and active recreation workforce is highly skilled and leads a strong, sustainable industry.
- Good governance: Sport and active recreation is a safe, inclusive, and resilient sector.

Key Directions:

- Attract and retain a skilled sport and active recreation workforce (paid and unpaid)
- Promote more financially sustainable organisations that reduce duplication and inefficiencies in service delivery
- Implement frameworks to create safe and inclusive sport and active recreation settings
- Build insights through better use of evidence and data

Objective: Enduring Legacy - 'The sport and active recreation workforce create positive experiences for people'.

Outcomes:

- High performance: Victorians can achieve success at the highest level.
- Events: Victoria maintains a strong pipeline of sporting events within the Victorian events calendar.

Key Directions:

- Develop a world-leading suite of major stadium and state facilities

- Connected and co-ordinated pathways exist to pursue sport at the highest level.
- Invest in state infrastructure that can host international and regional events and support event content that boosts the Victorian economy.
- Partner to maximise leverage from investment in Victoria's major events.

The Framework also identifies that Active Victoria contributes to existing physical activity and climate change targets, including:

- By 2030 Victoria is aiming for 25 per cent of trips to be by foot or cycle (or other forms of active transport) (*Victoria's Climate Change Strategy*).
- By 2025 Victoria will achieve a 20% increase in sufficient physical activity prevalence of adolescents, and a 10% increase in sufficient physical activity prevalence of adults (*Victorian Public Health and Well-Being Outcomes Framework*).

BUSHWALKING VICTORIA STRATEGIC PLAN (2020-2024)

The Bushwalking Victoria Strategic Plan (2020-2024) outlines the State's key bushwalking objectives, including to:

- Promote bushwalking for all ages as part of a healthy lifestyle.
- Actively encourage more people to bush-walk by providing information on safety, responsible bushwalking and where to walk.
- Contribute expertise for community benefit.
- Pro-actively influence decisions that impact on bushwalking and bushwalkers in Victoria.
- Support the development of appropriate world class bushwalking experiences and facilities in Victoria.

VICTORIAN TRAILS STRATEGY (2014-2024)

The Victorian Trails Strategy (2014-2024) outlines key solutions to develop:

- A strategic framework for investment into trails that will generate increased economic and social benefit.
- The tools to support stakeholders plan, develop, maintain, promote and market trails.
- A central website where trail users can access high quality information on trails (and associated online tools) to both plan and book their trip.
- A network of trails that provide varied experiences to support tourism and/or retail businesses.
- Effective marketing of trails to increase awareness and visitation.

VICTORIAN CYCLING STRATEGY (2018-2028)

The Victorian Cycling Strategy (2018-2028) outlines key solutions to:

- Improve awareness and acceptance of cycling for transport.
- Increase participation of under-represented groups
- Support cycling to school.
- Plan for emerging technologies.
- Support for recreational cycling.

MUNICIPAL LEVEL DOCUMENTS

G21 INTEGRATED TRANSPORT STRATEGY (2021-2041)

The G21 Region Integrated Transport Strategy covers G21's five municipalities, including Golden Plains Shire, City of Greater Geelong, Surf Coast Shire, Borough of Queenscliff and Colac Otway Shire.

The Strategy identifies gaps, constraints and opportunities in the transport network to address the expected rise in population to 536,000 people by 2041 (70% increase from 2016).

The Vision for the G21 Integrated Transport Strategy is: "The G21 region is connected by a sustainable transport system which supports thriving communities and is safe and accessible for all".

The Strategy identifies GPS as the fastest growing Victorian municipality for five to eleven year olds, and a key growth corridor within the G21. It is expected that there will be 110,000 more cars on the roads in G21, and active transport use, including walking and cycling, will reduce by 1.9% to 13% in G21 by 2041. This will result in more trips taken and a significant growth in car dependency and congestion. For GPS this will mean an 171% increase in vehicle delay hours compared to 2016.

An eight Goals Action Plan has been developed to provide solutions to address the increased demand, those relevant to the Tracks and Trails Strategy include:

- Increase use of active transport within and between local areas.
- More foot and bike traffic in town centres.
- Added incentives to reduce car dependency.
- Create places people love.
- A climate-neutral transport system.
- Sweating the road space - meaning to only build new roads when it supports strategic objectives of the region, rather than just for the sake of increasing road capacity.

The G21 Integrated Transport Strategy has a key recommendation to separate cycling facilities or quietways from roads within towns and suburbs and increase active and public transport on local streets and in town centres.

GOLDEN PLAINS SHIRE ACTIVE AGEING AND INCLUSION PLAN (2020-2024)

The GPSC Active Aging and Inclusion Plan provides a framework to continue to support people with disabilities and other access challenges to engage with Council and access all areas of the organisation's operations. The plan identifies that residents and visitors with disabilities or those with reduced mobility have the right:

- To live independently and participate fully in all aspects of life
- To live in the community, with choices equal to others
- To the greatest possible independence through personal mobility and an adequate standard of living.

Key findings relevant to the Tracks and Trails Strategy include the need to:

- Reduce barriers to persons with a disability accessing goods, services and facilities.
- Improve accessibility to active recreation, consideration of the installation of additional seating at parks and open places, and to address the greater demand for intergenerational activities.
- Provide more active recreation programs and activities for older adults, to bring people together and reduce loneliness. Better utilisation of community centres for these programs and activities.
- Improve disability awareness in local sport, and inclusive club development. To recognise that sports are important for community interaction and health and well-being, but balance provision so that there is something for all ages.

GOLDEN PLAINS SHIRE COMMUNITY DEVELOPMENT STRATEGY (2015-2019)

The Community Development Strategy seeks to deliver the Vision:

"Our communities are great places to live and visit because of community members' active contribution. Golden Plains Shire is at the forefront in the provision of contemporary and innovative community development programs and initiatives."

In pursuit of the Vision, five areas of focus are set, including:

- Build Organisational Commitment through improvement of organisational positioning, commitment, resourcing and processes to further community development.
- Support Staff through increasing the capacity of council staff to use a community development approach.
- Maximise Existing Initiatives through strengthening and maximising the impact of Council's existing community development programs and initiatives.
- Develop new Initiatives through the increase the use of a community development approach across the organisation's work units and programs.
- Activate leadership and increase participation through the encouragement and support of local leadership and active participation in community groups, volunteer organisations and local projects.

GOLDEN PLAINS SHIRE COMMUNITY VISION 2040

The Golden Plains Shire Community Vision 2040 reflects the community's hopes, aspirations and priorities for the next 20 years. It provides the strategic direction and framework for the development of the Golden Plains Shire Council including by 2024, relevant visions include:

- We want good health and well-being for all.
- We want a diversity of quality rural and urban living alternatives that balances growth and retains a strong country feel.
- We want places, spaces and programs that support active and passive recreation and socialisation.
- We want access to services, facilities and activities for people of all ages and abilities.
- We want safe, connected pedestrian and transport infrastructure/services.
- We want to value and preserve our natural ecosystems, landscapes, features, open spaces, bushland and connection to cultural heritage.
- We want to embrace clean and green practices, including environmentally sustainable design, energy efficiency and green energy solutions.

- We want local shopping, goods and services including retail, hospitality, tourism and event options.
- We want to promote and improve the regional economy through partnerships, innovation and support for local producers, agriculture and businesses.

GOLDEN PLAINS SHIRE MUNICIPAL PUBLIC HEALTH AND WELL-BEING ACTION PLAN (2021-2025)

Municipal Public Health and Well-being Action Plan (2021-2025) is a guide for GPSC to work with the community to enhance health and well-being outcomes across the Shire. Key priorities relevant to the Tracks and Trails Strategy include:

- Supporting events and activities across the Shire to bring communities together and promote participation.
- Continue to advocate and explore transport options across the Shire.
- Provide, maintain and advocate for sustainable and accessible facilities that promote and enable healthy recreation, physical activity and social connection.
- Programs, initiatives and services to promote optimal health and well-being, including physical activity, healthy eating, mental health and social connection.
- Empower and build the capacity of residents and groups to get involved and contribute to communities.
- Provide and activate spaces and develop opportunities for communities to connect and participate.
- Value and provide inclusive opportunities for residents of all ages and abilities to meaningfully participate in community life.
- Advocate and plan for safe pedestrian, cycling and recreation paths and trails that reduce reliance on vehicles.
- Provide high quality public spaces and infrastructure.
- Support the development of young children and their families.
- Implement local approaches to address and mitigate climate change and its impact on health.

GOLDEN PLAINS SHIRE PATHS AND TRAILS STRATEGY (2013-2017)

The goal of the Paths and Trails Strategy was to provide strategic direction when assessing whether to repair/upgrade/construct a path or trail within the Shire over a five year period. The Strategy did not include prioritised action plan or significant investment and functioned purely as an informing document. The Paths and Trails Strategy aimed at achieving the following objectives:

- An active, vibrant healthy and connected community.
- A range of suitably designed and accessible paths and trails that are well used and maintained and adequately satisfy the various needs of the Golden Plains' community, now and into the future.
- A profile of paths and trails that Council and the community have the capacity to deliver, properly maintain and effectively manage.
- An equitable distribution of paths and trails across the municipality.

Some of the key items actioned relevant to the Tracks and Trails Strategy since the development of the Paths and Trails Strategy include:

- Development of trail from Moorabool River to Daruma Way along Midland Hwy in Batesford.
- Support the development of the Dereel Swamp Trail.
- Develop a path linking the lake to the recreation reserve and then the school - along Bruce's Creek or Brunel St and then through the reserve.
- Restore the existing Coolebarghurk Creek trail (now Ibis Walk)

Key items flagged in the Strategy relevant to the Tracks and Trails Strategy include:

Bannockburn:

- Feasibility of providing a trail along the Bannockburn-Shelford Rd linking the residential areas to the Business Estate.
- Feasibility of providing a trail along the railway line or Midland Hwy to Lethbridge.

Batesford:

- Develop a trail along the Moorabool River in the Riverstone Estate which links to the COGG trail.

Berringa:

- Continue to improve the quality and safety of the Rainbow Bird Trail and provide more maps and additional seating along the trail.

Dereel:

- Upgrade and properly maintain the Kuruc-a-ruc Trail.
- Liaise with the local community to continuously improve the quality and safety of the Rainbow Bird Trail including the provision of bike racks and seats.

Shelford:

- Give consideration to developing a walking/cycling trail between Shelford and Teesdale.

Teesdale:

- A walking/cycling trail between Bannockburn and Teesdale
- A trail connecting Teesdale town centre to the Inverleigh Flora and Fauna Reserve
- A path linking Turtle Bend Park to the hall and on to Chinaman's Lagoon

Napoleons:

- Explore the feasibility of developing a trail along the Yarrowee River to connect to Ballarat and Grenville/Garibaldi.

GOLDEN PLAINS SHIRE ROADS STRATEGY (2013)

The Road Strategy provides a framework to guide Golden Plains Shire in making best use of available road funding by establishing priority local roads for improvement and maintenance works, and recommendations for externally funded programs such as Auslink and Roads to Recovery.

Providing a best value local road network involves effectively managing eleven key inter-related components within the system. The Strategy identifies these as:

- Sealed Roads.
- Gravel Roads Maintenance.
- Truck Routes.
- Subdivision & Development Roads.
- Bridges.
- Road Signage & Delineation.
- Railway Crossings.

- Intersection Improvements.
- Formed Only/Unmade Roads (Farm Tracks).
- Road Improvements – Gravel & Narrow Sealed Roads.
- Widening Sections of Narrow Gravel Roads.

GOLDEN PLAINS SHIRE ENVIRONMENT STRATEGY (2019-2027)

The Golden Plains Shire Council Environment Strategy (2019-2027) sets the strategic direction for environmental sustainability in the Golden Plains Shire over the next eight years.

Relevant strategic directions of the Strategy include:

- Environmentally connected communities:
To create a culture where the Golden Plains Shire community is connected (to their environment), engaged (with Council), and empowered to improve their personal and collective environmental sustainability practices.
- Greener economies:
To foster and support environmentally sustainable industries, business, agriculture and tourism, by working in partnership with local business, government and community.
- Thriving natural environments:
To protect and enhance the natural environment by reducing environmental impacts and supporting ecosystems to thrive.
- Sustainable urban and rural design:
To provide a well-designed built environment that minimises environmental impacts, improves liveability and supports community resilience.
- Council Leadership:
To provide good governance and leadership through the integration of environmentally sustainable practices across Council and in the community.

GOLDEN PLAINS SHIRE TRANSPORT CONNECTIONS STUDY (2022)

The GPSC Transport Connections Study provides a benchmark of existing community and public transport connections that identify gaps and further develop opportunities to improve transport connectivity, accessibility, and therefore liveability.

Key needs identified in the Study include:

- Residents who lack independent access to private motor vehicles and are therefore transport disadvantaged in ability to access critical services.
- Residents with an ability to drive but are seeking alternatives to private motor vehicle use, to enable greater social and recreational trips.

Five opportunities were shortlisted that enable Council to achieve the vision of improved transport connectivity and accessibility, which will facilitate higher living standards, economic prosperity and social inclusivity for the community. Opportunities relevant to the Tracks and Trails Strategy include:

- Improve Existing Public Transport Network:
Advocating for improved public transport targeting the transport disadvantaged and latent demand for social and recreational trips.
- Moderate Infrastructure Enhancements:
Moderate infrastructure enhancements for existing transport services.
- Accessibility Enhancements:
Accessibility enhancements to improve connectivity for the transport disadvantaged.

GOLDEN PLAINS SHIRE OPEN SPACE STRATEGY (2013-2017)

The goal of the Open Space Strategy was to provide strategic direction when assessing the future provision of open space across GPS over a five year period. The following objectives were identified:

- An active, vibrant healthy and connected community.
- A profile of open space that Council and the community have the capacity to deliver, properly maintain and effectively manage.
- A range of suitably designed and accessible open space areas that are optimally used and adequately satisfy the various needs of the Golden Plains' community, now and into the future.
- An equitable distribution of open space across the municipality.
- The protection, conservation and enhancement of open space areas with environmental and heritage values

Key actions relating to the Tracks and Trails Strategy include:

- Develop a position paper on the provision of camping facilities in the Shire.
- Develop and implement a signage policy/program including directional, interpretive, management and informational signage.
- Continue to implement the Bruce Creek Reserve Masterplan.
- Review the provision of carparking areas and public toilets at the parks in Bannockburn and the main access points to the trail along Bruce's Creek.
- Investigate the feasibility of developing camping areas along or near the Rainbow Bird Trail.
- Liaise with the Dereel Campfire Conservation Group to develop the Dereel Swamp area.
- Investigate the feasibility of establishing a formal camping area near the Dereel Swamp.
- Upgrade the camping ground at the Lions Park, Haddon.
- Update the facilities and enhance the maintenance of Lethbridge Lake.
- Provide directional signage to the bush trails in Linton.
- Develop the Police Paddocks.
- Provide camping areas and facilities at strategic locations throughout the Rokewood district.
- Provide clarity around the availability of camping along the Rail Trail in Smythesdale.
- Consider alignment of the Rail Trail in the development of the wetlands in Smythesdale (area on the Snake valley Rd along the Woody Yaloak River). Promote access from the Rail Trail to the wetlands. Include picnic facilities at the wetlands.

GOLDEN PLAINS SHIRE SPORT AND ACTIVE RECREATION STRATEGY (2020-2030)

Council partnered with Sport and Recreation Victoria to develop a new Sport and Active Recreation Strategy to inform its policy, planning and delivery of sport and active recreation programs, infrastructure and services from 2020 to 2030.

The aim of this strategy is to:

- Inform Council's policy and planning frameworks.

- Develop the delivery of sport and active recreation infrastructure, programming and services for the period 2020 to 2030.
- Improve liveability, and health and well-being outcomes for all residents.
- Reflect the needs of the community.

GOLDEN PLAINS SHIRE ASSET PLAN (2022-2032)

The GPSC Asset Plan (2022-2032) identifies that Council's approach is to be prudent in its investment decisions using a holistic life cycle approach to asset management. This means that Council will aim to plan its assets so that they will continue to support quality living, economic development and the environmental integrity of Golden Plains Shire in the long term.

The Asset Plan identifies that there are 162km of footpaths and other trails within Golden Plains Shire Council.

In planning and providing infrastructure requirements in the next 10 years, the Asset Plan identifies that Council will aim to:

- Optimise asset life through timely and effective maintenance
- Continue to replace ageing infrastructure
- Maintain current levels of service
- Manage the impacts of growth and land use change
- Comply with legislative requirements
- Provide long-term affordable services

GOLDEN PLAINS SHIRE ECONOMIC DEVELOPMENT, TOURISM AND INVESTMENT ATTRACTION STRATEGY (2022-2032)

The Strategy aims to guide economic development so Golden Plains Shire has a productive and exciting decade, with development that meets the Vision 2040.

Four focus areas have been identified for Golden Plains Shire, including:

1. Focus Area One: Small Towns And Enterprise.
2. Focus Area Two: Productive, Sustainable.
3. Focus Area Three: Escape The City.
4. Focus Area Four: Shire-Based Health And Education.

Key actions identified that relate to the Tracks and Trails Strategy to achieve these Focus Areas include:

- Establish a Tourism Reference Group with representation from state, regional and local bodies (for example, Visit Victoria, Brand Geelong) and industry leaders from different tourism sectors.
- Refresh branding and marketing around townships, food and wine, nature and recreation, heritage, arts and crafts, and events/festivals, including an updated Visit Golden Plains website.
- Support the staging of local events that champion local providers and products.
- Support Aboriginal tourism products and experiences developed through the Greater Geelong and the Bellarine Our Country; Our Plan - Aboriginal Product Development Strategy.
- Advocate for State and Commonwealth investment for upgrades to historical sites and parks/reserves.
- Prepare a tourism wayfinding and signage strategy to facilitate successful road travel between townships/destinations and enhance the visitors and their connection with the people, the place and the stories of Golden Plains.
- Establish a welcome hub/tourist kiosk in each township with brochures, signage and other information for visitors.
- Facilitate partnerships between tourism sectors to create experiential tourism packages (for example, accommodation, wine tasting and farmgate experience).
- Develop a set of high-quality digital and print maps/brochures for different tourism sectors and experiences (for example, Moorabool Valley Taste Trail/wineries, the Three Trails).

GOLDEN PLAINS SHIRE PLAY SPACE STRATEGY (2019-2029)

The Golden Plains Shire Council Playspace Strategy 2019-2029 is a 10-year plan that sets out the Council's vision for a network of playspaces that are inclusive, accessible, and enjoyable for all members of the community.

The Strategy provides a guide of the hierarchical classifications and provision standards for playspaces. Of key relevance to the Tracks and Trails Strategy, the guide

outlines the following provision standards for walking and cycling playspace access for each hierarchical scale:

- Bicycle parking is optional for township and local urban scale playspaces and is required for sub-regional playspaces
- Township, local and sub-regional playspaces must be accessible by path from nearby footpath network
- Township and sub-regional playspaces must be served by a shared-use trail and local urban playspaces are optional
- Local urban and sub-regional playspaces must include a park perimeter path, this is optional for township playspaces to include a perimeter path.
- Township, local and sub-regional playspaces must include an accessible path to seating, shade and equipment

Priority playspace developments across GPSC include:

Sub-regional playspaces:

- "The Heart" Bannockburn - A new destination playspace to serve urban Bannockburn and surrounding areas
- Smythesdale - New playspace to cater for residents of the wider north-west area of GPSC

Township playspaces:

- Upgrade one central playspace to a better quality to serve Townships of 500+ residents with community facilities, and the surrounding localities in the following locations:
 - Linton, Smythesdale, Napoleons, Dereel, Meredith, Lethbridge, Ross Creek and Teesdale

Local Play Spaces:

- Consider the development of an additional local scale playspace in Bannockburn to provide a satellite playspace either outside of walkable distance to existing playspace or within smaller communities with existing playspaces.

Key Principles and directions relating to tracks and trails outlined in the Playspace Strategy include:

- Ensure future street design makes it easy to navigate on foot or by bike; encourages social interactions and people to be on the street, to walk and play.
- Develop trails as green, playful corridors that invite people and encourage play.

- Ensure adequate public space is provided in walking distance of homes for social /family recreation, trails and environmental opportunities.
- Landscape main streets to feature street trees and suitable paths for walking, wheeled toys, cycling and mobility devices.
- Ensure places and spaces are physically accessible.
- Landscape and plant trees along shared trail corridors.
- Provide a larger skate park and potentially a BMX dirt jump area with more graded challenges in Bannockburn. This will address the increasing number of older children, add diversity to the existing offer and minimise potential conflicts.

LOCAL LEVEL DOCUMENTS

COMMUNITY PLANS

The following Community Plans were reviewed and considered in the development of the Tracks and Trails Strategy:

- Bannockburn
- Barunah Park
- Batesford
- Berringa/Staffordshire Reef
- Cape Clear/Illabarook/Rokewood Junction
- Dereel
- Enfield
- Garibaldi
- Haddon
- Inverleigh plan on a page & Inverleigh Community Plan
- Lethbridge
- Linton
- Mannibadar
- Maude/Steiglitz/She Oaks
- Meredith
- Napoleons
- Rokewood/Corindhap
- Ross Creek/Smythes Creek
- Scarsdale
- Shelford
- Smythesdale
- Teesdale
- Wallinduc

BANNOCKBURN GROWTH PLAN (2021)

The Bannockburn Growth Plan identifies three growth areas to accommodate projected population growth rates including South East, North West and South West Bannockburn.

Key Precinct outcomes relating to Tracks and Trails were identified for each of the growth precincts, including:

Bannockburn South East Precinct

- Plan for a well-serviced community.
- Establish a community meeting place with a local activity centre and community infrastructure in a central location. Support medium density housing in proximity to the meeting place.
- Create an integrated open space network.

- Identify a linear open space network connecting Bruce's Creek, the constructed waterway corridor and the railway corridor in the south.
- Plan for active transport opportunities.
- Enhance the use of Bruce's Creek as an active transport corridor.
- Provide new active transport links throughout the precinct.

North West Development Plan Area

- Improve connectivity over Bruce's Creek.
- Provide a bridge on Milton Street and shared path crossing points over Bruce's Creek to allow access to the Bannockburn.
- P-12 College, the Recreation Precinct and the Bannockburn Town Centre.
- Plan for active transport opportunities.
- Enhance the use of Bruce's Creek as an active transport corridor and provide new active transport links throughout the growth area.

Bannockburn South West Precinct

- Plan for active transport opportunities.
- Enhance the use of Bruce's Creek as an active transport corridor and provide new active transport links throughout the precinct.
- Integrate transport and land use planning.
- Provide a range of transport opportunities and minimise conflicts between growth and a potential second arterial road.
- Improve connectivity over Bruce's Creek.
- Provide road and shared path crossing points over Bruce's Creek to allow access to the existing town and the South East Precinct.
- Plan for industrial expansion.
- Expand the Bannockburn Business Park and plan for appropriate buffers between residential and industrial uses.
- Maintain sightlines by providing an urban structure that protects key sightlines from the precinct to the Bannockburn Flora and Fauna Reserve.

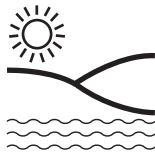
SURROUNDING LGA DOCUMENTS

The following surrounding Council documents have been reviewed, as suggested through key stakeholder interviews with Ballarat Shire Council, Moorabool Shire Council and Corangamite Shire Council.

- Moorabool Shire Council Hike and Bike Strategy (2015)
- Moorabool Shire Council Facilities Strategy Plan (2015)
- Moorabool Shire Council Female Friendly Sport and Recreation Participation and Infrastructure Strategy (2022-2032)
- City of Ballarat West Precinct Structure Plan (2016)
- City of Ballarat Open space strategy (2008)
- Moorabool Shire Council Age Well Live Well Strategy (2022-2025)
- Corangamite Shire Council Recreation and Open Space Strategy (2016-2026)
- Corangamite Shire Council Trails Management Policy (2019)
- Geelong Principal Cycling Network
- Greater Geelong Cycle Strategy - Volume 1 (2008)
- Ballarat Cycling Action Plan (2017-2023)
- Rivers of the Barwon / Barre Warre Yulluk Action Plan

SOCIAL AND TOURISM TRENDS

Society, and the tourism sector, are continually evolving. Trail planning and management needs to consider the changes that are occurring and lie ahead. Understanding trends will help ensure that the GPS tracks and trails network appeals to future users. Key relevant trends are highlighted over the following pages.



POPULARITY OF NATURE-BASED TOURISM AND ECO-ACCOMMODATION

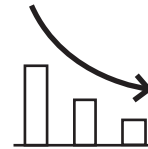
As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as 'nature deficit'. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more important than ever before, as holidays provide the opportunity for people to take the time to reconnect with the natural world. Nature-based tourism, where people can immerse themselves in the natural environment, is a key tourism draw card. Recreational trails enable people to 'escape crowds' and reconnect with the natural environment, however, this must be curated to ensure that visitation is sustainable and does not lose the basis of its appeal. It is important that trails provide true nature-based experiences which are distinct from urban activities.

Consumer interest in ecotourism has sustained strong demand for appropriately located eco- accommodation in the Australian marketplace, particularly those that cater to the luxury market.



INCREASING PARTICIPATION IN INDIVIDUALISED ACTIVITIES

Increasingly busy, time fragmented lifestyles mean that people are becoming more involved in individualised recreational activities (such as walking, jogging, cycling, yoga and gym) rather than traditional, structured sports. Trail activities can generally occur at any time of day, individually or in groups. It is important for governments and planning agencies to be aware of this shift to ensure that reserves, trails and associated infrastructure can sustainably cater for projected increases in demand.



LOSS OF BIODIVERSITY & HERITAGE

Around the world, valuable ecosystems and heritage sites are under pressure from urban expansion, unsustainable tourism practices and agricultural clearing, and the effects of climate change. It is important that trails are planned for in suitable areas and that threats to the loss of biodiversity and heritage are effectively mitigated and managed.



PUBLIC CRITIQUE OF PARKS MANAGEMENT

Management of natural areas is increasingly under analysis and in the public eye in areas from commercialisation through to fire and weed management. Building connections and understanding within the community continues to be critical. This includes encouraging local community use and stewardship of parks and reserves and balancing the desires of locals who may wish to be able to visit quiet, undisturbed sites.



INCREASED INTENSITY AND FREQUENCY OF BUSHFIRES

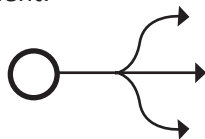
The Australian climate is changing, and warmer and longer fire danger seasons are likely. The GPS region is likely to become hotter and drier in the future. Rising temperatures and extreme weather events (i.e., bushfires), which are attributed to climate change, impact directly on trail management procedures and safety protocols. It is important that the region's trails are subject to regular risk mitigation measures.



INCREASINGLY HIGH STANDARDS & EXPECTATIONS

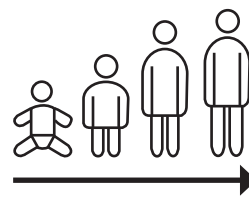
Today's society places high expectations upon community facilities including recreational infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures. Trail managers are required to exercise due diligence relating to trail planning, maintenance and management.

There is increasing pressure to provide high quality trail experiences which meet expectations and are compliant with Australian Standards, manage risk, and protect the natural environment.



NEED FOR LONG-TERM STRATEGIC PLANNING

The community, businesses and governments are increasingly realising the need for, and value of, long-term strategic planning. Long terms strategies are becoming more common and actions to manage tourism, not just drive growth, are emerging.



AGEING PEOPLE ARE INCREASINGLY ACTIVE

Populations across Australia, and the world, are increasingly ageing. Australians between 60-64 years are a standout group for their elevated participation rates in trail-based activities, particularly bushwalking. Opportunities for recreation and physical activity will need to be diversified and expanded to meet the needs of the growing cohort of older Australians. For example, trails that clearly identify their level of difficulty so that potential users can assess their suitability.

As the 'baby boomer' population retire from the workforce there is potential to engage this generation in activities such as bushwalking and cycling, and also to embrace their skills and experience through volunteer roles associated with the stewardship of trails and natural areas.



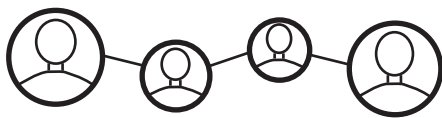
ATTRACTING AND RETAINING VOLUNTEERS

Organisations are finding it increasingly difficult to attract and retain volunteers. This is due to a range of factors such as increasingly busy lifestyles, increasing standards/ processes and competing priorities.



TECHNOLOGY ADVANCEMENTS

Use of trails is continually diversifying in line with technology advancements. Social technologies have created online communities (e.g. Strava) and fitness tracking technologies (e.g. Fitbit), and users are able to share their experiences in various formats (e.g. YouTube, Instagram, Relive). Technology is allowing people to 'virtually' walk trails across the world and discover new places. For example, the promotion of trail experiences in GPS utilising the 'Google Trekker' to upload routes onto Google Street View.



DESIRE TO STAY CONNECTED

In a world of increased connectivity, individuals, communities, governments, and businesses are immersed into the virtual world to a much greater extent than ever before. There is a growing dependence on online services as people explore and connect in virtual spaces. Digital communications, user generated content and imagery will continue to play a larger role in travel planning and decision making. The blur between work and leisure, with working remotely and semi-retirement becoming common, means many visitors need to stay connected to work while they travel.



E-BIKES

Bikes, and the ways people use them, are changing rapidly as technology advances. The latest electric bikes (e-bikes) can generate tremendous power. Sales of e-bikes are increasing every year, and the technology behind them is advancing rapidly. E-bikes make cycling more accessible to riders who may be less experienced and/or physically fit, and increase ride duration for more experienced riders. This is likely to increase rates of participation and trail usage. It is important that trail planning and management is responsive to this change.



GLOBALISATION AND LOCALISATION

While globalisation is not disappearing, there is also a concurrent shift towards localisation occurring across society - from politics to food and social connections. Many people have adopted a more local way of life and are seeking connectedness and fulfilment in their local area. Communities have become increasingly appreciative of their local natural areas. The rise of localisation has been heightened through the COVID19 pandemic during times of travel restrictions, working from home and social distancing.



PEOPLE SEEKING EXPERIENCES OVER PRODUCTS, AND TRANSFORMATIONAL TRAVEL

There is a consumer, societal, demographic and cultural megatrend towards the rising demand for experiences over products and the rising importance of social relationships. Experiences rather than things/products are the key to travel. Stories help create the experience and personalise and customise it, to make a place relevant to each individual. Visitors want to connect with locals, know they are welcome and feel their trip was positive for the community. For example, the strong trends toward 'live like a local' and 'fostering connections'. Visitors are increasingly seeking an experience that encourages personal reflection and change, such as a long-distance hike or long-distance road trip to celebrate a life milestone such as significant birthdays, overcoming illness, or retirement.



RECOGNISING TRAILS AS ACHIEVING NUMEROUS POLICY OBJECTIVES

Governments (federal, state and local level) and companies are increasingly utilising recreational trails to achieve various policy objectives, such as to help address a range of issues from childhood obesity through to social inclusion, as well as economic development, tourism and conservation.

Trails can be used a tool to engage wider sectors of the community. Programs involving trail-based activities can stimulate interest in topics such as active lifestyles, protection of natural areas, wider social inclusion. A great example occurring across various sites in Australia is the program operated by the First Hike Project which takes young refugees on weekend hiking and camping to provide connection to their new country. These opportunities should not be looked at in isolation, particularly when objectives of such initiatives can support each other.

TOURISM AND VISITOR ECONOMY

The below GPS Tourism and visitor statistics have been sourced from REMPLAN.

TOURISM OUTPUT

In Golden Plains, tourism output is estimated at \$20.694 million, which is 1.2% of total output. The largest sub-sector in Golden Plains is Manufacturing with tourists expenditure supporting \$6.972 million.

TOURISM EMPLOYMENT

In Golden Plains, tourism supports an estimated 104 jobs, which is 2.2% of total employment. The largest sub-sector in Golden Plains is Accommodation & Food Services with 34 jobs supported by tourists expenditure.

TOURISM WAGES AND SALARIES

In Golden Plains, tourism supports the payment of wages & salaries to local workers with a total value estimated at \$4.920 million. This represents 1.5% of total wages & salaries.

TOURISM VALUE ADD

Value added reflects the marginal economic value that is added by tourism related activities, which is estimated by subtracting expenditure on intermediate goods and services from tourism output (gross revenue). Estimating the value added helps to understand Tourism's contribution to Golden Plains' Gross Regional Product.

In Golden Plains, the value added by tourism is estimated at \$7.866 million. This represents 1% of total value added by all industries.

VISITOR EXPENDITURE

Domestic day visitors to Golden Plains are estimated to spend an average of \$53 per trip. For those domestic visitors who stay overnight, the average spend per night is estimated at \$137, and for international visitors it is \$121. It is important to note that these estimated rates of expenditure reflect averages across many types of visitors. For instance, some visitors stay in paid accommodation, while others will stay with their family or friends.

VISITOR EXPENDITURE PER DOLLAR

This report details how, on average, a dollar spent by a visitor to Golden Plains benefits local industries. The industry sector in Golden Plains which captures the most value from visitor expenditure is Manufacturing. It is estimated that this sector captures \$0.337 for every dollar spent by visitors to Golden Plains.

The top five areas of expenditure per dollar include

- Manufacturing (\$0.34)
- Accommodation & Food Services (\$0.16)
- Retail Trade (\$0.14)
- Arts & Recreation Services (\$0.11)
- Administrative & Support Services (\$0.08)

APPENDIX B – CONSULTATION

CONSULTATION PROCESS

The development of the Tracks and Trails Strategy was informed by community consultation and stakeholder engagement. This process was organised and managed through the development of a Consultation & Engagement Plan. A series of consultation mechanisms were used to engage with the wider community and key stakeholders. These mechanisms included:

- Online Community Survey
- Internal Stakeholder Meetings
- Key External Stakeholder Meetings
- Community Trails Workshops
- Targeted stakeholder interviews

Information was provided to stakeholders and the wider community through an informative flyer. The flyer was distributed via email to the stakeholder database, and via Council's Facebook.

The following pages provide the key themes, ideas and outcomes received through the consultation stage of the project which have been used to inform the Tracks and Trails Strategy's recommendations.



GOLDEN PLAINS SHIRE
TRACKS AND TRAILS
STRATEGY
COMMUNITY
CONSULTATION

ABOUT THE STRATEGY
Golden Plains Shire Council is seeking feedback from the community about the future of tracks and trails within Golden Plains.
The Tracks and Trails Strategy (the strategy) aims to guide direction for future advocacy and investment in a trail network to encourage safe, active transport.
The Strategy will identify improvements to existing infrastructure and propose new tracks and trail connections in and between communities to improve the liveability and recreational opportunities within the Golden Plains Shire.
Consideration will be given to other trail-based activities such as horse riding and mountain biking.
The \$60,000 Golden Plains Shire Tracks and Trail Strategy Project was funded by \$30,000 from the Victorian Government's Local Sports Infrastructure Fund's Planning Category and \$30,000 from Council.
Residents are invited to have their say via one of the in-person or online workshops or via the online survey.
For further information, please visit: goldenplains.vic.gov.au/consultations.

HOW YOU CAN GET INVOLVED
In-Person Community Workshops
Drop-in to one of the below workshops

- **The Well, 19 Heales Street, Smythesdale**
Wednesday 15 February, 2023 from 5.30 until 6.30pm
- **Bannockburn Cultural Centre, 25-27 High Street, Bannockburn**
Wednesday 16 February, 2023 from 5.30 until 6.30pm

Online Community Workshop
An online virtual workshop will be held. Please scan the QR code to register your interest to receive the workshop meeting link.

Tuesday 21 February, 2023 from 5.30 until 6.30pm

Online Survey
Take a 10 minute online survey. Scan the QR Code to complete the online survey or visit: goldenplains.vic.gov.au/consultations.

The survey will be open from Monday 30 January until Sunday 26 February, 2023.

SMYTHESDALE COMMUNITY WORKSHOP

Date: 15/02/2023

Time: 5:30pm-6:30pm

Location: The Well - Smythesdale Business, Health and Community Hub

Vision for GPSC Tracks and Trails:

- A network of trails that is balanced across the entire Shire in terms of location and difficulty (grade 1 to grade 5).

Existing trails not identified prior to consultation:

- Rokewood Lagoon Loop.
- Chinaman's Track in Enfield Forest.
- Devil's Kitchen Tracks.
- Gordon Carr Walking Track.
- Woody Yaloak River Trail, Smythesdale.
- Staffordshire Reef Trail.
- Jubilee Mine Site Interpretive Walk.
- Koala Bend to Frasers Hill.

Potential trails and links:

- Potential to link into the Goldfields Heritage Trail. This could follow the Rainbow Bird Trail to Rokewood and through to Cressy.
- Link from Bannockburn to Teesdale along roadside.
- Link from Inverleigh to Teesdale through Inverleigh Nature Conservation Reserve.
- Link between Kuruc-a-ruc Trail and Rainbow Trail along Colac-Ballarat Rd.
- Link to Fraser Hill from Smythesdale Recreation Ground (new walking trail to be marked).
- Potential trails in Linton State Forest. Jennings Rd to Kelly Rd, past the cemetery to the Linton Firefighters Memorial. Area between Mortchamp Rd and Bryants Rd.
- Walking track along river (Woody Yaloak) between Snake Valley Rd and Whites Rd, could extend further south.
- Linkages between each tourist info board in each town.
- A link on Kuruc-a-ruc Trail turning left at Farley Rd through bushland connecting to Dereel Swamp.

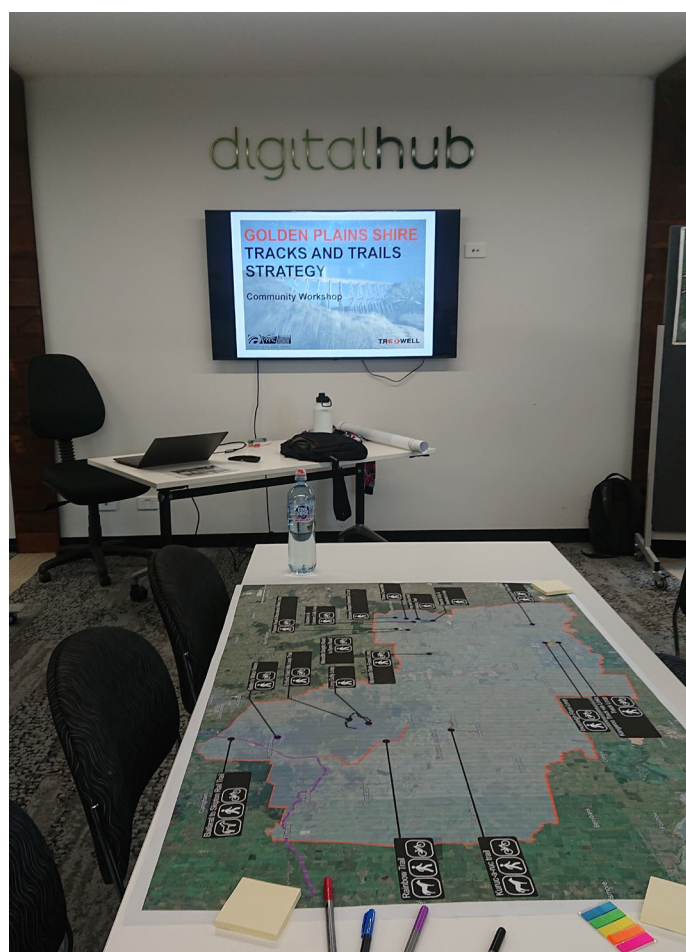
Existing Track and Trail Improvements:

- Formalise trails in Fraser's Hill located immediately west of Smythesdale Recreation Reserve.
- Linton – Requires promotion of existing trails and trail signage.

Sticky note workshop exercise:

- Identify Gold Rush period relics/sites in townships for potential World Heritage Listing.
- Residents do not know what is in their own backyard.
- Trails require better access and amenities for horses including parking for horse floats and water for horses.
- Opportunity to promote existing walking groups in each town and advocate for additional groups.
- Horse troughs needed along trails.
- More carparking needed at trail access points shire wide.
- Better signage needed including signage to townships, access points, historical information, caution signs, emergency numbers, location signs, defibrillator locations.
- Surface types are not suitable for prams, wheelchairs etc.
- Lack of availability of hard copy tracks and trails maps.
- Smythesdale Walking Group has approx. 8 5km routes.
- More way markers need to be installed along existing trails.
- The Rail Trail between Scarsdale and Linton is currently unrideable.
- Woody Yaloak Primary School would like to conduct an end of term ride to Nimmon's Bridge but cannot currently do this due to trail condition and poor maintenance.
- Why is the Dereel Lagoon Walk not for horse riding? (Parks Vic land)
- 4WD tracks in Enfield Forest make for great horse riding tracks.
- Rail Trail mapping should indicate suitable parking horse floats and water points for horses.
- A horse-riding map overlay should be developed for the Rail Trail map.

- Rail Trail parking at all road access points.
- Mounting points for horse riders at frequent locations along the Rail Trail.
- Great potential for trails within Enfield State Forest (Parks Vic).
- Kuruc-a-ruc surface on Savage Hill Rd is not suitable for horse riding and requires an upgrade.
- Better mapping required for Rainbow Bird Trail.
- Forest trails, 4WD tracks and fire tracks in Enfield State Forest. Increase awareness but do not formalise.
- Redefine Koala Bend Trail to Frasers Hill and onto the Equestrian Centre.
- A lot of trail potential in Linton State Forest. Area has a lot of history and natural features, but requires promotion and awareness.



Smythesdale Workshop Session

BANNOCKBURN COMMUNITY WORKSHOP

Date: 16/02/2023

Time: 5:30pm-6:30pm

Location: Bannockburn Cultural Centre, 27 High St,
Bannockburn VIC 3331, Australia

Vision for GPSC Tracks and Trails:

- Develop and promote high quality trails that are maintained to a high standard and provide connections between towns.

Existing trails not identified prior to consultation:

- Leigh River walking and equine trails.
- Wabdallah Park, Milton St Bannockburn.
- Lethbridge Lake has a short perimeter trail leading to the recreation reserve.
- Walking track from Lethbridge to Clyde Park.
- Bannockburn to Batesford, path already exists in Batesford next to Midland Highway.

Potential trails and links:

- Potential to extend the Bannockburn to Scarsdale Rail Trail to Geelong. This is expected to increase usage by 500% in 5 years (Cr Gavin Gamble).
- New connection from the end of Shaw's Road, Teesdale to Native Hut Creek. There is a lava bank located on the northern side of Native Hut Creek which could be a point of interest.
- Lethbridge requires more off-road tracks and trails which provide links within the town. The town has new residential areas which currently have trails which lead nowhere, resulting in people walking dangerously close to the road.
- Inverleigh Nature Conservation Reserve has lots of potential for trail development and improvement.
- Bannockburn to Geelong trail along the road or railway.
- Connecting mixed use trails to Geelong from Bannockburn.
- Rail Trail to connect Bannockburn and Lethbridge.
- Investigate connecting Lethbridge to Bannockburn following Bruce's Creek. Starting at Lake through to Scanlon Rd.
- Trail along Tall Tree Rd through to Shelford-Teesdale Rd (Popular bike route).

- More accessible trails throughout the shire.
- Inverleigh to Teesdale via Inverleigh-Teesdale Rd.
- Bannockburn to Teesdale, via road reserve. Existing community plan since 2009. Environmental study has been done.
- Lethbridge to Bannockburn, Teesdale Track. From train station, alongside English Rd.
- Shelford to Teesdale, on road reserve north side of road.

Existing Track and Trail Improvements:

- Complete formal trail along Bruce's Creek behind Bannockburn P-12 College. The existing trail finishes just short of the BBQ, picnic and viewing area.
- Provide sufficient supporting infrastructure. Specifically more rubbish bins.
- Extend Trails, improve maintenance and address issues with horses damaging popular walking trails in Inverleigh.

Sticky note workshop exercise:

- Walks in the Bannockburn require clearer signage, clearer waymarking.
- Want for Park Run track to extended to a full loop with BBQ and toilets provided.
- Wabdallah Reserve tracks should be made more accessible to the elderly , mobility challenged and parents/carers.
- Bring back the Council run Trailblazers program.
- Collaborate with neighbouring Councils and their similar strategies.
- Issues with signage for existing trails, access to maps and trails inventory on Council's website.
- More tracks along English Rd for safety reasons for bike riders and walkers.
- Suggested additional access points to Bruce's Creek Trail and the addition of gym equipment and more BBQ facilities.
- Improvement needs to be made to steep access road to Bruce's Creek Trail off Milton's St.
- Potential for tracks and trails within Bannockburn Bushland Reserve. Existing management tracks/fire roads and DEECA insurance issues.
- Possibility to extend Bruce's Creek trail to Lethbridge.

- Inverleigh Conservation Reserve Track on east boundary has surface issues with large rocks.
- A hard surface bike path from Bannockburn to Meredith.
- Put shoulders on some roads for cyclists or widen some roads.
- Potential for trail along railway from Lions Park.
- Potential for town walk in Teesdale using existing trails.



Bannockburn Workshop Session

KEY STAKEHOLDER CONSULTATION

INVERLEIGH OPEN SPACE GROUP

Leigh River Trails:

- Main priority is to keep the area as natural as possible with natural surface finishes.
- Ensure all flora planted is Indigenous to the area and sourced responsibly.
- Supportive of community programs and using the area for educational purposes with local school groups etc.
- Issues in the past with erosion due to flooding and proximity to the creek. Group has been trying to manage this through planting suitable trees and the relocating rocks on river bank.
- Trail surface has become damaged due to horse riding and informal MTB jumps/obstacles. Both cyclists and horse rider are welcome to use the trail but need to be aware of trail conditions and rules, for example not riding horses on the trails in wet weather, and not displacing soil to build bike jumps.
- Group has plans to further develop trail to connect to upcoming housing estate being built nearby.
- Ideally the trail would be extended onto the opposite river bank but group has encountered issues regarding landownership.
- Group receives great support from volunteers and community members. Council also assists with the provision of plants and money for mowing and slashing.
- Possibility for additional signage (e.g., Waymarking, interpretation and trailhead).
- Group has a good relationship with surrounding private land owners e.g. neighbouring farm has assisted in the past with relocation of rocks and use of machinery.

TEESDALE GRASSY WOODLANDS GROUP, TURTLE BEND COMMITTEE, CHINAMAN'S LAGOON GROUP, INVERLEIGH CONSERVATION RESERVE, TEESDALE MECHANICS INSTITUTE, TEESDALE COMMUNITY CO-ORDINATOR

- Each reserve has various tracks and trails within them which assist to minimise damage to vegetation.

- The gravel surfaces for tracks and trails within Turtle Bend Reserve are preferred by the community.
- There are issues with the main entrance driveway e.g., pot holes due to erosion, creating a safety hazard for users. The community would like to see this sealed to avoid further erosion and maintenance requirements.
- Criticism of paths within Teesdale include surface maintenance such as the recent works conducted on paths near the war memorial and playground. A bitumen surface is preferred for these paths as they are popular among younger children learning to ride bikes.
- Responses to a recent community plan survey showed the community's interest in paths beyond the main road of Teesdale into new housing estates and to connect the berry farm between Teesdale and Shelford which includes facilities such as a restaurant.
- Potential for a gravel surface path along the main road to Bannockburn and continuation past housing estate (eastern end of town). Point raised about management of weeds on any future trail with a gravel surface. Water ford crossings could be used to reduce cost. This is Community priority, and it will connect Teesdale (and potential Lethbridge) to the P-12 school in Bannockburn.
- Teesdale Grassy Woodlands is on Council owned land and receives a fair amount of Council support. There are still erosion issues present, particularly due to its proximity to a valley. Fire access paths are not wide enough in some cases and pose safety issues in case of a bushfire. Horses riding is popular within the woodlands and throughout the shire.
- Chinaman's Lagoon is on DEECA land. It requires maintenance on the southern and western sides due to erosion on the embankments. It also needs to be resurfaced due to sandy soil in the area.
- The Inverleigh Reserve (1,067 hectares) is on Parks Victoria land and has a network of access roads but no specific walking trails. The heavy rock surface finish on boundary track is not suitable for cars/bikes. The reserve is open to 4wd's and motorbikes but there are management issues to keeping motorised vehicles on reserved tracks and damage to endangered plants.
- The Hall Committee has proposed an idea to develop a walking track around Teesdale with interpretation signs from Chinaman's Lagoon to the hall using existing footpaths and low traffic roads. Will require waymarking and trailheads at the hall or Turtle Bend.
- Seal paths and driveway around the Teesdale Mechanics Institute Hall.
- Issue with safety and access to bus stops could be solved by linking them into to tracks and trail network.

SPORT AND RECREATION VICTORIA

- Smaller trails, such as loops can be easier to gain funding for and staged trails can be more difficult.
- To aid with funding try to develop trail hubs to support trails of a suitable hierarchical level and include supporting amenities such as toilets, showers, bike wash, repair stations and potentially playspaces.
- Provide strategic justification for the development of additional track and trails assets.
- Aim to draw tourist from neighbouring LGA's such as Ballarat and Geelong into GPSC.
- Important to prioritise management and maintenance of not only new tracks and trails but also existing ones.
- Look into opportunities to track the amount of usage of the Shire's tracks and trails through trackers, and the impact the trails are having on visitation and participation.

BALLARAT SHIRE COUNCIL

- New housing and residential developments are getting increasingly closer to the Ballarat/GPS boarder. Need to consider how tracks and trails will connect or be impacted by this growth.
- Ballarat to Skipton rail trail is the main linking trail between the two Shire's. There are plans to extend this into Ballarat's CBD which will provide a more connected trail and capture a broader user group.
- Review the following Ballarat Shire Council Strategic documents/plans:
 - Ballarat West Precinct Structure Plan (2016)
 - Ballarat Open Space Strategy 2008 (soon to be updated)

MOORABOOL SHIRE COUNCIL

- There are not many existing connecting tracks and trails between Moorabool Shire Council and Golden Plains Shire Council.
- Moorabool Shire Council will be developing a Hike and Bike Strategy and Recreation and Leisure Strategy in the next financial year which will consider cycling routes and walking tracks.
- Moorabool Shire Council has a gap on their website in regard to walking and cycling assets within their Shire.
- Council have not yet consulted community groups in regard to walking and cycling.
- There are popular cycling routes located in the west of the Moorabool Shire Council near the Brisbane Ranges National Park.
- Review the following Moorabool Strategic documents/plans:
 - Moorabool Shire Council Recreation and Leisure Strategy (2015-2021).
 - Moorabool Shire Council Hike and Bike Strategy (2014).
 - Moorabool Shire Council Female Friendly Strategy (2022).
 - Moorabool Shire Council Age Well Live Well Strategy (2022-2025).

DEPARTMENT OF ENERGY, ENVIRONMENT AND CLIMATE ACTION (DEECA)

- Supportive of the GPSC Tracks and Trails Strategy.
- Will need to consider the consent requirements required to develop and extend tracks and trails including but not limited to crown land, heritage and native consents.
- In the past Golden Plains have been excellent at working through the consent process with DEECA.
- There will be a mixture of both Parks Vic and DEECA managed areas.
- Responsibility and management of trails needs to be reviewed as many of these are outdated and incorrect. Needs to be noted in strategy to repair this and involve Council in some locations that are only managed by Landcare Groups.

CORANGAMITE SHIRE COUNCIL

- Currently developing a Cycling Strategy and an Infrastructure Strategy.
- Only trail that currently crosses the border of the two Shires is the Ballarat to Skipton Rail Trail.
- Recent flooding has caused extensive damage to the rail trail within the Corangamite Shire and works have been planned to repair this.
- Review the following Corangamite Strategic documents/plans:
 - Recreation and Open Space Strategy (2016-2026).
 - Trails Management Policy (2019).

GOLDEN PLAINS SHIRE ASSET MANAGEMENT TEAM

- The Federation Bridge over Leigh River in Inverleigh is currently closed due structural damage caused by flooding in February 2023.
- Golden Plains Shire Footpath strategy is being developed.
- The Golden Plains Shire Growing Places Strategy is currently being developed.
- Need to consider on road assets within road reserves.
- Review the following Golden Plains Shire Council Strategic documents/plans:
 - Golden Plains Shire Asset Plan (2022-2032).
 - Bannockburn Growth Plan (2021).
 - Each town has its own Structure Plan.

GOLDEN PLAINS SHIRE ROADS, DRAINAGE AND TOWN MAINTENANCE

- There is not currently a high budget for the maintenance of tracks and trails within GPSC.
- There is no current list of trails or GIS data for tracks and trails within the Shire which makes it difficult to organise maintenance.
- Support the development of the Tracks and Trails Strategy and are looking forward to the recommendations and prioritised trails.
- GPSC have adopted areas of the Barwon River near Batesford and this could be explored as has lots of potential.

- Acknowledge that current maintenance of trails is poor.
- Existing and future trails require more promotion.
- Review the following Golden Plains Shire Council Strategic documents/plans:
 - Environment Strategy (2019-2027).

GOLDEN PLAINS SHIRE ROADS, ENVIRONMENT & OPEN SPACE

- Align with relevant legislations.
- Consult and involve Traditional Owners including Wadawurrung and Eastern Maar People.
- Review Strava heat maps to identify areas of high usage.
- Review the following Golden Plains Shire Council Strategic documents/plans:
 - Environment Strategy (2019-2027).
 - Moorabool River Master Plan (once available)
 - Management Plans (e.g. Teesdale Reserve)
 - Municipal Public Health and Well-being Plan (2021-2025)
 - Climate Emergency Plan (2022-2032)

ONLINE SURVEY KEY THEMES

To ensure the Tracks and Trails Strategy meets the needs of the community, residents were invited to share their thoughts on the existing tracks, trails, linkages, and future opportunities via an online survey. The Tracks and Trails Strategy online survey was open from Monday 30th January to Sunday 26th February 2023.

Residents received a letter in the mail informing them about the future advocacy and investment in a trail network to encourage safe, active transport and were able to provide feedback online, by email or post.

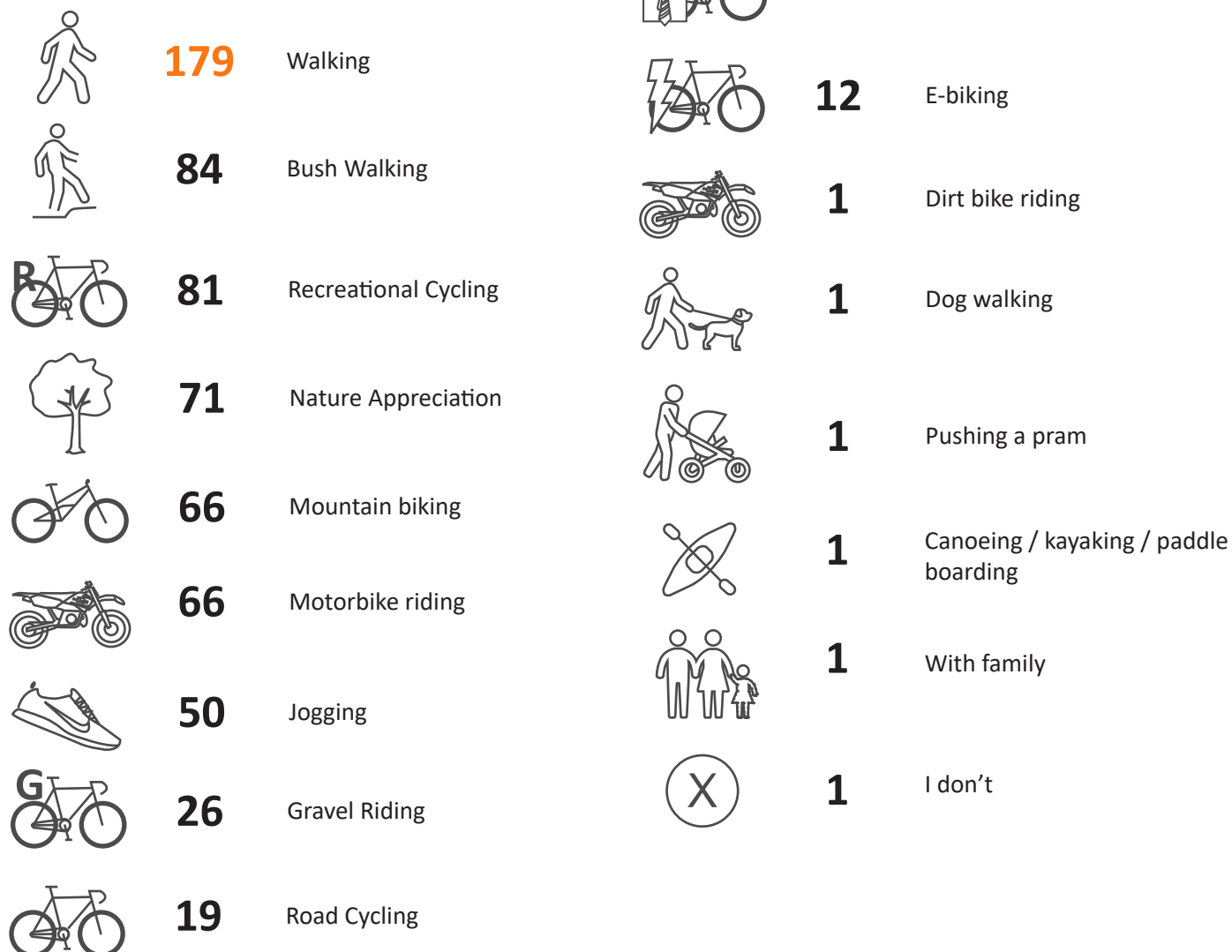
Throughout the consultation period, there were 197 online submissions. The below infographics summarise some of the key results captured through the online survey process.

Total participants

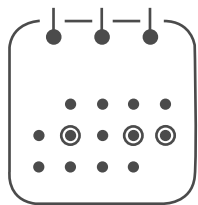


What type of activities do you partake in?

Participants could answer more than once.



How often do you participate in these trail-based activities?



30.5% A few times per week
20.8% A few times per month
19.8% Daily
18.3% Monthly
8.6% Weekly
2% Not at all

Respondents were asked to rate the following trails on a scale of poor to excellent.

Boden's Water Races, Ross Creek

52.1% Unknown
41% Didn't respond
6.8% Good
0.9% Poor

Long Gully Loop, Enfield

54.7% Unknown
40.2% Didn't respond
2.6% Good
1.7% Poor
0.9% Excellent

Buninyong MTB Southern Loop, Scotsburn

56.4% Unknown
39.3% Didn't respond
1.7% Good
0.9% Excellent
1.7% Poor

Bald Hills Loops Trail, Enfield

56.4% Unknown
41% Didn't respond
1.7% Good
0.9% Poor

Ballarat to Skipton Rail Trail

34.2% Unknown
31.6% Didn't respond
26.5% Good
3.4% Excellent
3.4% Poor
0.9% Very Poor

Kuruc-a-ruc Trail

51.3% Unknown
44.4% Didn't respond
4.3% Poor

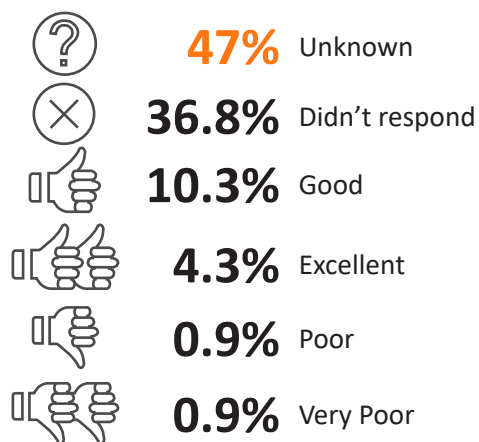
Rainbow Bird Trail, Scarsdale

52.1% Unknown
41% Didn't respond
5.1% Good
1.7% Poor

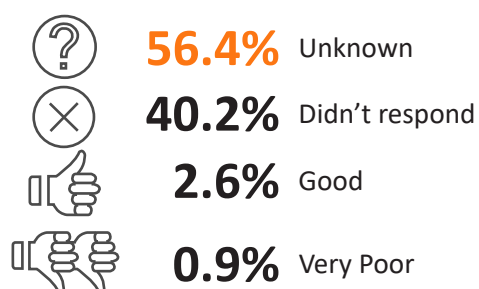
Possum Road and Moorabool River Loop, Meredith

56.4% Unknown
43.6% Didn't respond

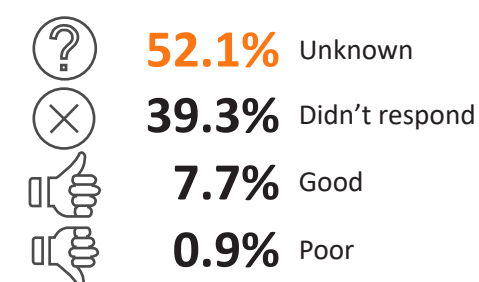
Bannockburn Bike Park



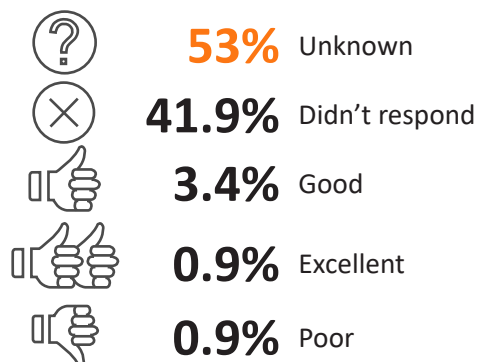
Hay and Burchell Walking Trail, Steiglitz



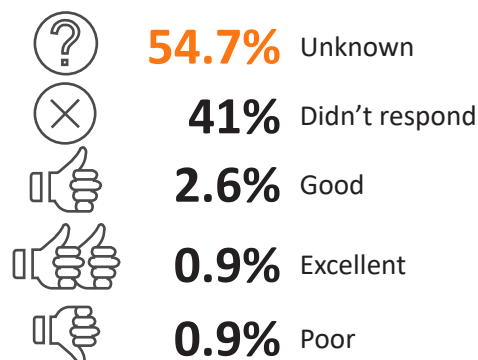
Brisbane Ranges Extended Circuit, Steiglitz



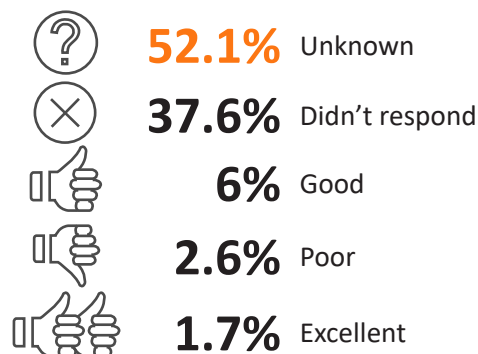
Deadman's and Grahams Gully Loop, Steiglitz



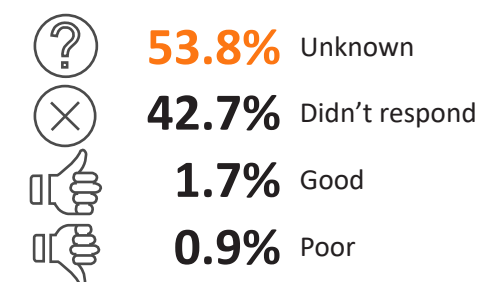
Three Creeks Walk, Steiglitz



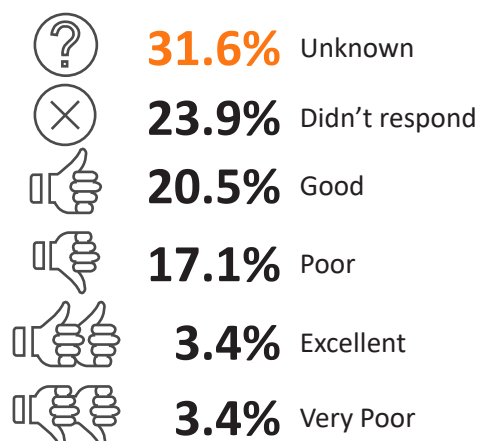
Anakie Gorge Loop, Staughton Vale



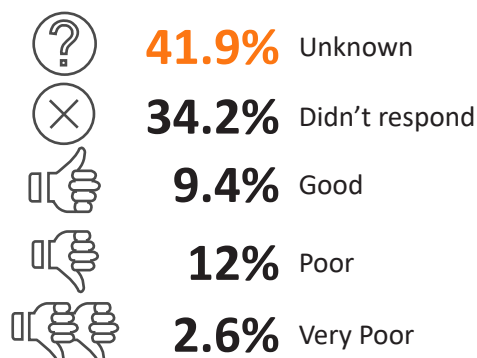
Little River Gorge Loop, Staughton Vale



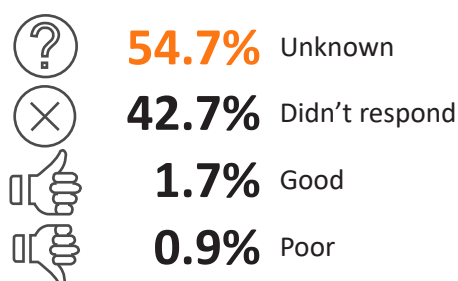
Flora Loop, Inverleigh



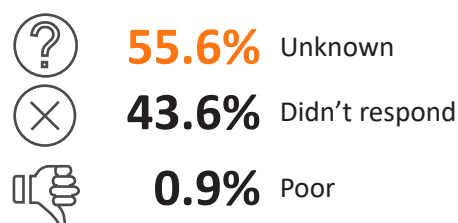
Kangaroo Tracks via Links Track Loop, Inverleigh



Meredith State Forest Loop

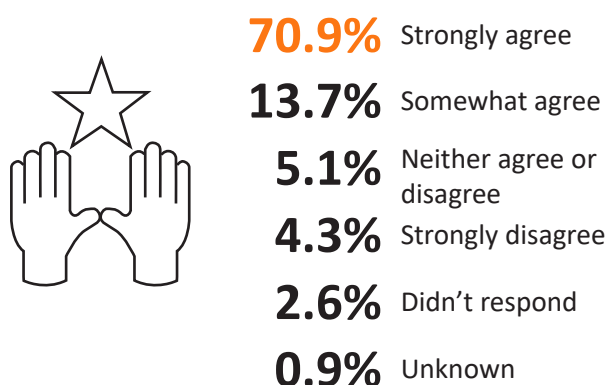


Meredith Steiglitz Road to Byrne Road

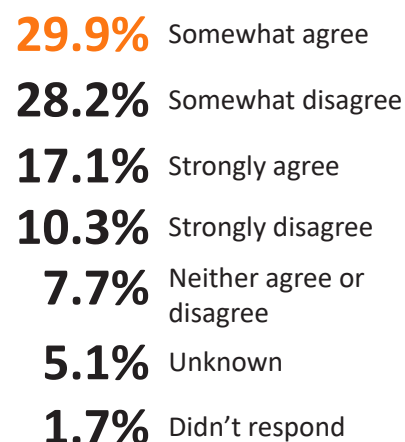


Residents either agreed or disagreed to the following questions relating to recreation tracks, trails, linkages, and associated infrastructure located within Golden Plains.

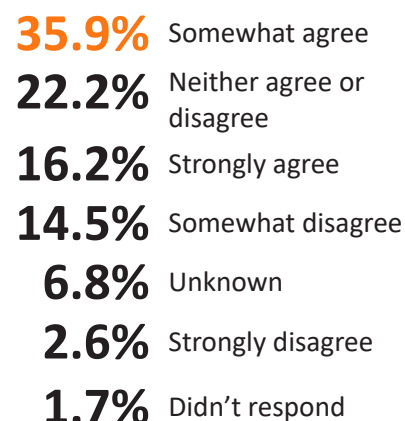
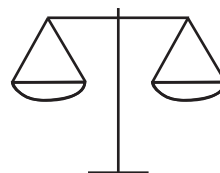
Are highly valued by local residents



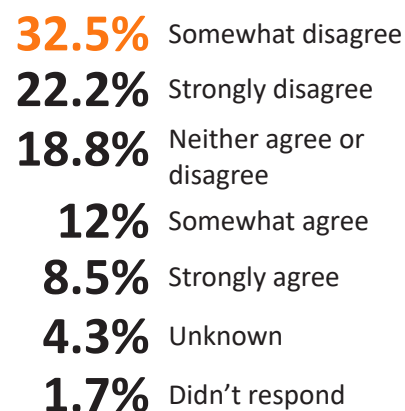
Cater to the needs of local residents



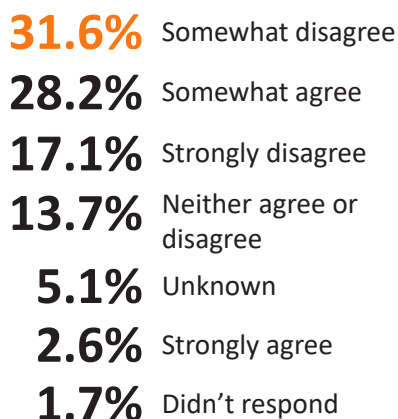
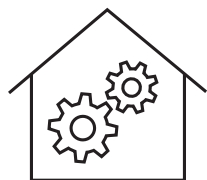
Balance recreation and conservation values of natural areas



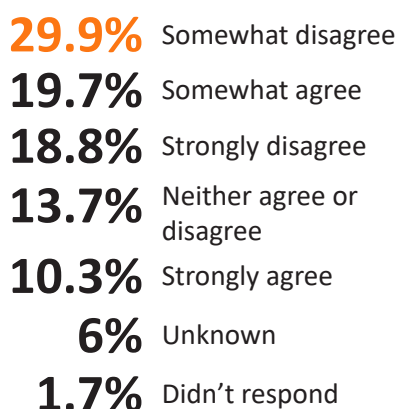
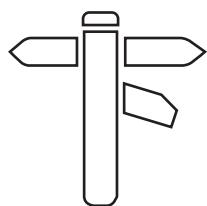
Are accessible (i.e. for people of all abilities)



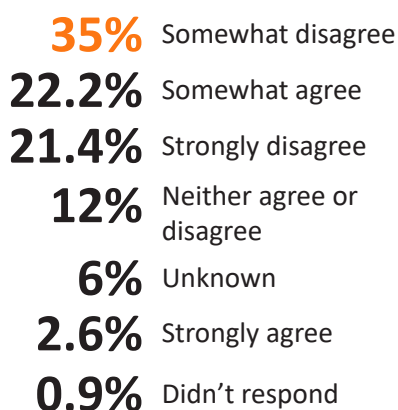
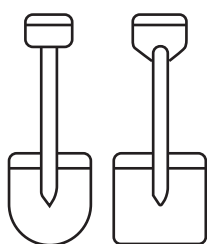
Are supported by quality infrastructure (i.e. car-parking, amenities)



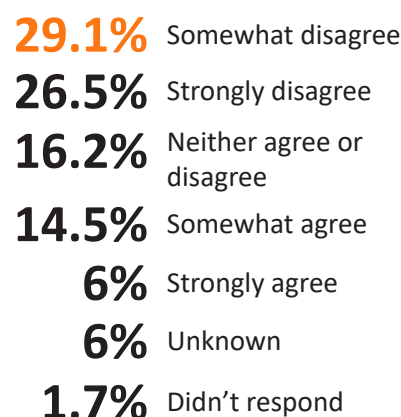
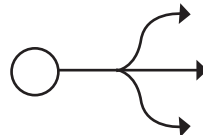
Are well signed



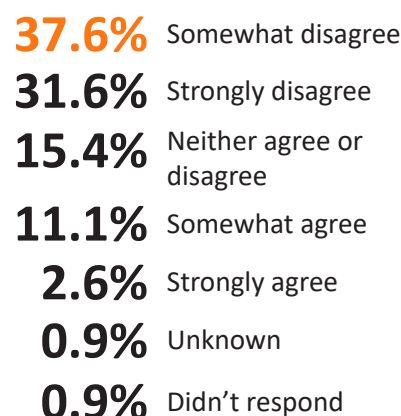
Are well maintained



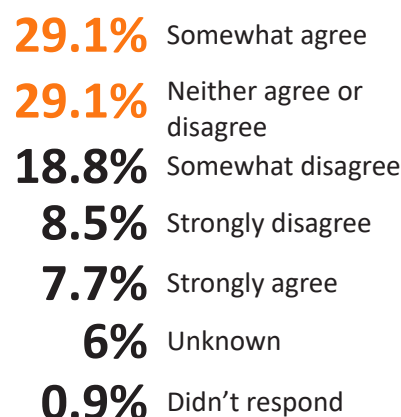
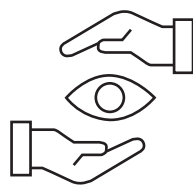
Are well connected



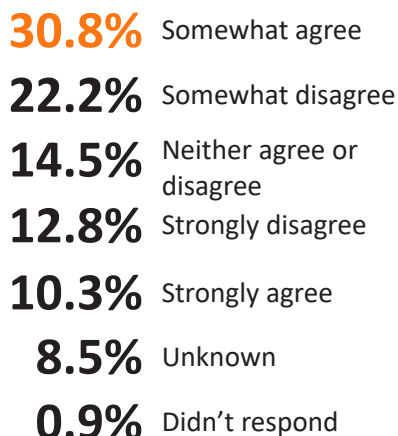
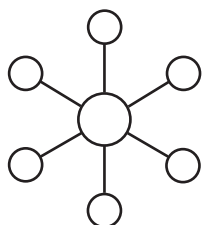
Are well promoted



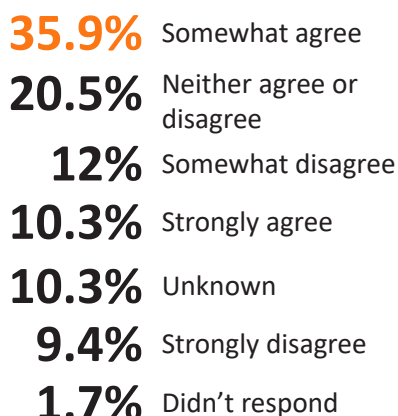
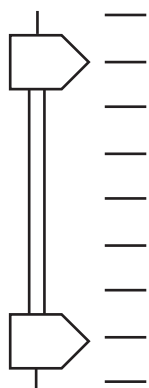
Are safe



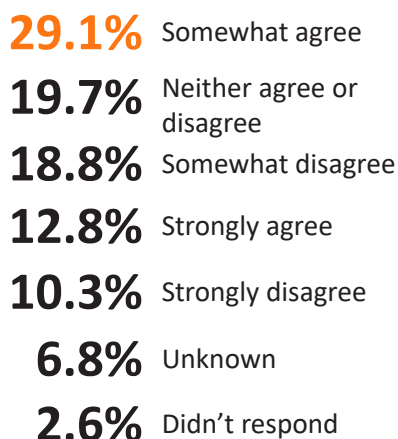
Cater to a diverse range of users (walkers, cyclist, horse riders, paddlers etc.)



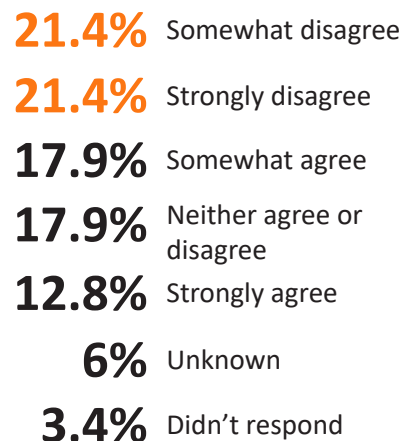
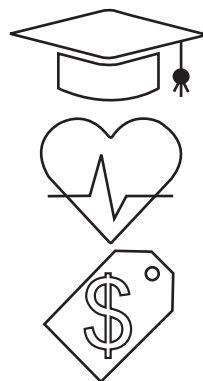
Provide a range of experiences (skill level, intensity, difficulty)



Are quality tourist attractions (destination for tourists, day-trippers and residents)



Link to important community facilities (i.e. schools, health services, shopping precincts)



Respondents were asked to provide the name of any other tracks, trails and linkages used for walking and other trail-based activities. A summary of these has been included below.

Bannockburn

- Bannockburn Bushland Reserve/Wabduallah Reserve
- Bruce Creek, Bannockburn
- Bannockburn Town Walking Trails
- Bannockburn Recreation Reserve / Golf Course Loop

Teesdale

- Teesdale Grassy Woodlands / Don Wallace Reserve
- Chinaman's Lagoon, Teesdale
- Bike/walking path, Shelford-Bannockburn Road, Teesdale
- Turtle Bend

Inverleigh

- River Track, Inverleigh
- Inverleigh Nature Conservation Reserve
- Leigh River and Barwon Junction River Trails, Inverleigh

Lethbridge

- Bruce Creek, Lethbridge
- Lethbridge Recreation Reserve

- Lethbridge Lake
- Gum Drive

Ross Creek

- Ross Creek Recreation Reserve Nature Loop
- Motorbike enduro loop from top of State Forest Road

Dereel

- Rainbow Bird Trail, Dereel
- Dereel Lagoon
- Scotchman's Road bike track

Haddon

- Haddon Common Bushland Reserve

Meredith

- Police Paddocks, Meredith
- Ibis Walk, Meredith
- Bamganie State Forest

Smythesdale

- Smythesdale Bush (bike riding)

Maude

- Maude Recreation Reserve Trails

Steiglitz

- Steiglitz Historic Walk
- Friday's Trail, Brisbane Ranges National Park

Newton

- 'Via Brown Road Smythesdale', between Browns Road & Strickland Rd, Newtown

Respondents were asked to list their favourite three paths, trails, and linkages which they have used within the last 12 months. The top three trails from all respondents have been identified.

- 31 Ballarat Skipton Rail Trail
- 29 Leigh River tracks
- 25 Inverleigh River Trail
- 16 Inverleigh Flora and Fauna Reserve
- 15 Bannockburn Bush Reserve
- 13 Bannockburn Bush parkrun
- 10 Anakie Gorge Loop walk
- 12 Steiglitz trails
- 12 Teesdale Grassy Woodlands
- 9 Bruce's Creek
- 8 Inverleigh Common
- 7 Barwon/Leigh Junction
- 7 Bodens Water Race
- 6 Inverleigh township
- 5 Rainbow Bird Trail (Dereel)
- 4 Wubdullah Reserve
- 3 Chinaman's Lagoon
- 3 Common Road
- 3 Deadman's loop
- 3 Don Wallace Reserve & Grassy Woodland Teesdale
- 3 Kuruc-a-ruc Trail
- 3 Lethbridge Township
- 2 Meredith Police Paddocks

2 Ross Creek Nature Trail

2 Burchill Trail

2 Inverleigh township

2 Doctors Road

Other trails which received one vote included:

- Bannockburn Creek
- Bannockburn to Steiglitz via Parker Road on road bike
- Bannockburn township
- Barrabool Views Estate to school/town
- Beards Gully walk
- Bike track main road Teesdale
- Browns Rd Smythesdale
- Buninyong loop
- Buninyong MTB Southern Loop Scotsburn
- Bush behind water basin,
- Carrah track Inverleigh Reserve
- Clarksdale Bird Sanctuary
- Dereel Lagoon
- Devils Kitchen
- Enfield Forest Tracks
- Flagstaff hill to pittong
- Grampians Peaks Trails
- Geelong
- Gregory Drive loop
- Haddon Common Bushland reserve
- Kangaroo Track
- Lethbridge Lake
- Lions Park Bannockburn
- Maude Township
- Meredith paths/trails
- Meredith state forest loop
- Meredith steiglitz Road walk
- Mt Buninyong
- Native hut creek trail teesdale
- Newtown Dam Track
- Nimmons bridge to Linton
- Old Shelford Rd
- Lawson's park to Bells bridge
- Steiglitz Bircher Trail
- Teesdale Bike Track on the Bannockburn Shelford

Road

- Teesdale to Bannockburn essential services easement (north of road)
- Teesdale township bike path
- Three trails, Haddon to Rokewood (Ballarat–Skipton Rail Trail, Kuruc-a-ruc Trail and Rainbow Bird Trail)
- Track along main road in Teesdale (Bannockburn-Shelford Rd)
- Turtle Bend
- Unsealed roads around my town
- Victoria Park
- Yarrowee Trail by Ballarat City
- You Yangs

Residents were asked to describe the three most frequently used paths, trails, and linkages they use to access community facilities such as schools, healthcare services, shopping, and sporting facilities.

Responses highlighted in orange were mentioned numerous times, the number of responses have been identified for these, all other responses received one mention.

Inverleigh

- River Walk along the Leigh including Federation Bridge is used a lot by students going to and from School (17 mentions)
- Common in Inverleigh to the Main Street (3 mentions)
- Inverleigh River track to access shops, picnic area, playground, parks, hall, and police station (5 mentions)
- Common road to Inverleigh township
- Common road to Inverleigh sport field
- Midland Highway footpath
- Inverleigh between the centre of town and the golf course
- Inverleigh Flora and Fauna Reserve
- Hamilton Highway, Inverleigh
- Cycle tracks on Common Rd, Inverleigh
- Lookout to pub
- Vic park area to river
- Common Rd footpath
- The fire track to the west of River Gum Drive to bush and golf

- Common Road path, over the highway bridge, to access Inverleigh shops, sports, school and kinder
- Victoria Park and around any of the blocks there
- Track behind the school down to Lawson's Park and under the road bridge to reach the toilet and Playground.

Meredith

- Meredith town trails

Lethbridge

- Lethbridge town trails (2 mentions)
- Connecting trails not available in Lethbridge (4 mentions)
- Footpaths in Lethbridge
- East side of Lethbridge to school

Bannockburn

- Bruce's Creek to access groceries, rec centre and picnic spot (6 mentions)
- Ballarat to Skipton (2 mentions)
- Wabdallah between Milton street and the Somerset Estate (2 mentions)
- McPhillips Road to go shopping
- Milton Street to get to school
- Gemma's Bush reserve
- Bannockburn Bushland Reserve
- Ballarat Skipton Rail Trail daily cycling to purchase newspaper
- Bannockburn roads
- For shopping, I have to drag my bike over the railway line at the Nth end of Lowndes road then ride down the concrete path along McPhillips road to the shops etc. This connects me to the services in town
- Arboretum off McPhillips Road
- Footpath on Geelong Road from Somerset Estate to Bannockburn
- Moreillon Boulevard

Teesdale

- Walk/bike track along the main road in Teesdale (Bannockburn-Shelford Rd) links to general store, school, kindergarten, pharmacy and Turtle Bend (9 mentions)

- Track around Don Wallace Reserve & Grassy Woodland Teesdale (2 mentions)
- Shelford to Teesdale
- Footpath from the end of Shaws Road to Main shop in Teesdale
- Need additional paths
- Sutherland Street Creek crossing to access Teesdale Doctors
- Teesdale Reserve
- No linkages in Teesdale
- Teesdale to Bannockburn and return via e-bike on main road for supermarket and other shops and service

Enfield

- The tracks in Enfield

Greenville

- Walk on freeway to Grenville Hall, but this is not overly safe

Linton

- Linton to the Recreational Reserve
- Mortchup Road Reservoir to Linton Primary School

Smythesdale

- Ballarat Skipton Rail Trail to town

Newtown

- Woody Yaloak River Trails (2 mentions)
- Aisbett Road to link to Woody Yaloak River

Ross Creek

- There is a distinct lack of paths, trails and linkages around the Ross creek and smythes creek area (2 mentions)
- Sebastopol Smythesdale Road from Kirks Road to Ross Creek Recreation Reserve/Shop
- Post Office Road walk and ride with the kids to go to school and also to visit the park and shop
- Sebastopol-Smythesdale Road which is dangerous

Residents were asked, what their vision for the future of the Golden Plains Shire tracks and trails network is? Some of the key responses have been identified below.

“Better safer tracks will lead to fitter kids and fewer cars at school Better safer connections will enhance people touring between towns, using cafes as they pass.”

“Coherent, planned and maintained network across GPSC Separate walking and cycling activities from car/truck traffic”

“Connect the towns to each other through cycle paths / bike trails so that it is not necessary to ride on the roads. The roads often have heavy transport which is dangerous as the roads are also narrow with no paved edge.”

“Continual maintenance. Pest control. Better advertisement of the walks. Continuation of the walk at the northern end of the Leigh River.”

“I would like to see more accessibility for all abilities, wheelchairs, and prams.”

“For less reliance on cars to commute into township zones, on dedicated paths safe from fast moving vehicles and machinery.”

“I do believe the recreational horse rider gets frequently overlooked so would like to see a more active approach in creating trails for this sector. The Enfield State Forest has plenty of scope for more trails.”

“I would like to see the current tracks well maintained and well signed posted.”

“Maintenance is the top priority to enable as many people as possible to access and use tracks safely. Attention needs to be given to the provision of quality tracks that can be used by people with special needs, such as parents pushing prams.”

Respondents were asked to identify and briefly describe (e.g., location, key features, approx. length) any paths, trails and active transport linkages to schools, healthcare, shopping, and sporting facilities you would like to see created. Some responses have been summarised below.

Connections between townships

- A trail connecting Bannockburn with the Geelong cycling network.
- Off road trails connecting major townships such as Bannockburn and Smythesdale .
- Ross Creek to Smythesdale.
- Bannockburn to Teesdale - bike/walk/horse friendly.
- A bike path along the railway line between Lethbridge and Bannockburn.
- A bike/walking track between Inverleigh and Bannockburn.
- A trail from Inverleigh into Geelong.
- A walking/cycling track from Grenville - Garibaldi to Ballarat.
- Extension of Rail Trail in Ballarat to town centre to connect from Ballarat centre to Haddon, Smythesdale, Scarsdale, Linton and Skipton.
- Make a walk/cycle circuit between Teesdale, Inverleigh and Bannockburn.
- Teesdale to Shelford.
- More walking/bike paths/trails to link Ross Creek-Smythes Creek with neighbouring towns.
- Smythesdale linkage to southern Ballarat through Ross Creek.
- I'd love to see a bike network that goes to Meredith and beyond to Bunninyong.
- Sebastopol and Smythesdale link to the Ross Creek Recreation Reserve.

- Safe trail from Anakie through to Steiglitz and nation parks, and to local town of Meredith and Bannockburn, Lethbridge and such. For walkers bikes and horses.
- The railway reserve in Bannockburn provides an excellent opportunity for an integrated path/trail network that can connect shopping areas, rural living areas and residential areas. It should be utilised.

Other Connections

- A Meredith town loop trail, incorporating the cemetery and local shops and cafes. This block is used already by a lot of locals and is quite dangerous as there is no walking paths at all.
- Extend the Leigh river trail up beyond the junction of the Barwon river.
- Ross Creek linked to the Rail trail.
- A trail from Bannockburn lagoon to the Bannockburn bush and golf course trail loop.
- A footpath from Flemings Road, Grenville to the Grenville hall, extending to the Grenville Avenue of honour.
- Extend Leigh River walks to Berthon Park subdivision and allow all ability access.
- Bike path from Scarsdale school to Glens Road.
- Footpaths linking Common Road to walking track at Inverleigh lookout.
- A safe path link from Bells Bridge along the Winchelsea Road to the township.
- A safe inclusive track leading from the pedestrian path near the general store along the side of Lawsons Park and around under the bridge to access the toilets and playground near the pub.
- Would like to see some of the older Government Roads that have been leased or illegally closed by farmers reopened to make for better trails.
- River side trails linking one place to another. Road side trails, Better parking i.e. Linton reservoir etc. More free camping places like Smythesdale i.e. Linton next to reservoir, Rokewood reservoir etc. Better signage i.e. Smythesdale camp ground to river track.
- More connective paths in Lethbridge.
- A dedicated rail trail running alongside the train line from the east and west of Inverleigh in to the township. This allows children to ride to school safely without the concern of 100km back roads and fast vehicles/machinery on gravel tracks.
- Trail along Yarrowee Creek, from Redan, Cambrian Hill, Napoleons and beyond. This would highlight the work of the local landcare groups including Napoleons Enfield Landcare group Napoleons Trail highlighting local historical features / past infrastructure; important Indigenous landmarks.
- Victoria park needs to be better linked into the tracks.
- We need better connection from the Moorabool valley side of Lethbridge to the township. There is not a safe place to cross the highway as the old school crossing no longer exists.
- Bruce's Creek all the way to the industrial estate up to Bannockburn bush at Old Base Road. It would mean you could safely ride or run to the bush and enjoy it more.
- A safe path to a mountain bike Park close to Bannockburn (within 5 km) featuring a range of trails and challenges from flow trails to advanced.

Residents were asked to provide any other comments they would like to make in relation to walking and/or active transport linkages and routes within the Golden Plains Shire. Some of the key responses have been identified below.

"I think there needs to be more hydration facilities."

"If we can have access to the VicTrack land, there are already 'trails' along the fence lines on either side of the railway line."

"Better advertisement, didn't know about a lot of the trails mentioned in this survey but hope to explore more of them."

"Areas need to be linked but before that trails need to be created and upgraded where people live."

"Creation of paths along larger roads that are unsafe to walk/ride would encourage people of all ages to exercise and travel using these facilities."

"Encourage young people to get on their bikes and ride around. Encourage cycle touring opportunities. Perhaps have some basic free camps areas or cheap paid camp sites with more facilities for cycle touring."

"Local communities need access to local walking trails as not all can access trails further from home. For those that can, more advertising needs to occur to increase awareness of tracks particularly in the North."

"Ensuring new and current tracks are maintained and the sides are mowed, etc. Upkeep doesn't seem to happen often as needed in all areas."

"The signage on the rail trail is very poor and we often come across dirt bikes on the trail which is dangerous for all users."

"Current tracks need to be well maintained. Parts of the Ballarat Skipton Rail Trail are unsafe due to the poor condition of the track. The tracks need to be well sign posted. This applies to the rail trail and the Rainbow Bird Trail, especially in the bush areas where poor or no signage can lead to walkers losing their way - not safe. The areas the tracks pass through need to be free from blackberries and other noxious weeds. Concerns here for conservation and tourism."

"Creating and maintaining new tracks will be expensive. Maintenance costs and staff will need to be built in from the start so that they do not fall into disrepair. Council will need to justify the expense through savings to the community in other areas such as health benefits and carbon emission reduction."

"I know that other areas in Victoria that have great networks such as the East Gippsland Rail Trail, have a large increase in tourism which brings money to the town and also creates opportunities for new businesses to arise such as cafes, wineries etc. along the network."

APPENDIX C - TRAIL PLANNING AND STANDARDS

BEST-PRACTICE TRAIL GUIDELINES



The publication Sustainable Recreation Trails Guidelines (2016) provides guidelines for the planning, design, construction and maintenance of recreational trails.

- Natural areas can be enhanced through the development of sustainable trails which protect biodiversity and raise environmental awareness.
- Community well-being can be enhanced through well-designed and managed trails which improve access & support physical activity.

Accessible trails:

Accessibility is determined by:

- Proximity to populations / visitor attractions
- Proximity to transport facilities (i.e. roads)
- Existing or proposed linkages to other trails
- Presence of existing trail support facilities
- Nature of the terrain and landforms
- Access for emergency vehicles



Sustainable Trails

It is important to develop the right trail in the right area, the right way and for the right reasons.



The Australian Mountain Bike Trail Guidelines (2019) provides for a consistent approach to planning, designing, constructing and managing sustainable mountain bike trails across Australia. They support trails which align with landholder & rider expectations & minimise environmental impacts.

As highlighted in the Australian Mountain Bike Trail Guidelines (2019), it is important to develop the right trail, in the right area, the right way and for the right reasons.

It is acknowledged that the word sustainable may mean different outcomes from different perspectives, such as: trail user sustainability, social sustainability, economic sustainability, environmental sustainability, management resources, and land use.

Sustainable trails:

- It is fundamentally important that recreational trails are socially, economically and environmentally sustainable.
- It is vital that high quality recreational trail experiences are developed in landscapes that can support such activities.

EIGHT STAGE TRAIL PLANNING PROCESS

The Western Australia Government in 2019, published a Trails Development Series, Part A to D comprehensively detailing the trail planning process for all types of recreational trails. It is referenced in many contemporary trail planning guidelines and strategies across Australia.

Trails are like any other asset or facility development and as such, are subject to a formal planning and approval process. A robust trail development process moves trail development away from a purely design and construction approach to a more considered and planned approach. Working within a standardised methodology is especially important for trails with numerous stakeholders and those in high conservation areas. Building rigour into the development process will ensure that project proposals are transformed into professionally built and sustainable assets.

The Trail Development Process encompasses a constant evaluation, review and improvement process as trails are being developed, maintained, extended or renewed.

1. PROPOSAL

The proposed area is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. Or the proposal may identify suitable areas.

2. FRAMEWORK

A project outline is developed by the project steering group (stakeholders), including: project objectives, project management model, stakeholder roles, target market, requirements, standards, execution, and ongoing trail management model.

3. SITE ASSESSMENT

A broad scale study of the area is undertaken which identifies constraints, soil types, vegetation etc.

4. CONCEPT PLANNING

Opportunities are identified and conceptual trail plan is prepared including infrastructure requirements. Broad trail corridors are physically flagged in the field.

5. CORRIDOR EVALUATION

Detailed assessment of trail corridor.

6. DETAILED DESIGN AND APPROVALS

Detailed trail design is produced and physically flagged in the field, including: trail classifications, technical trail features, construction types and specifications. Planning for the use of Sustainable Trail Building Techniques to mitigate potential environmental impacts.

Approval processes may include: environmental approvals (refer Legislative Context in Section 02), Development Application (DA), Construction Certificate (CC), and/or Complying Development Certificate (CDC). Where works are proposed within a road reserve, formal approval must be obtained as required under Section 138 of the Roads Act 1993.

7. CONSTRUCTION

Trail is constructed in line with the detailed design.

8. MANAGEMENT

The Trail Management Plan is implemented detailing maintenance and monitoring requirements.

TRAILS HIERARCHY

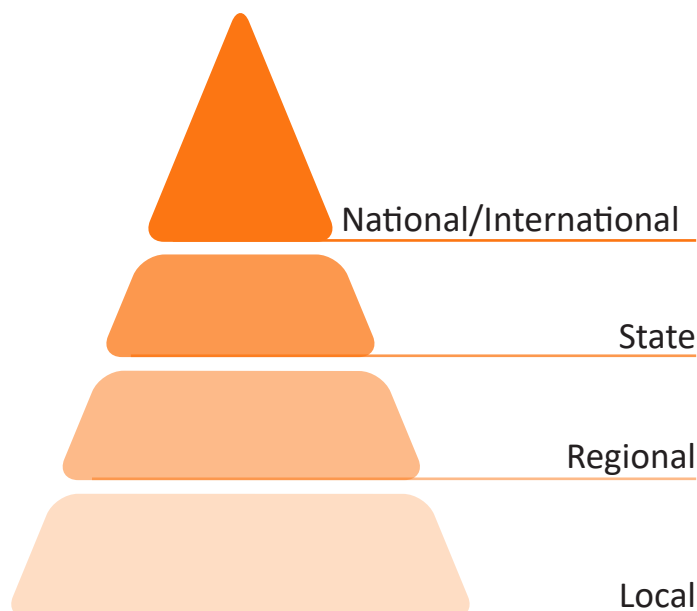
A successful trails network requires trails of different levels of significance in order to meet the needs of different user group/market segments.

The trails hierarchy provides a guide for the level of infrastructure required for trails to meet the needs of their intended users and to ensure that an appropriate standard of facilities is provided.

A trails level on the hierarchy indicates the partnerships required to successfully manage the trail, the level of promotion likely to be appropriate and the infrastructure which can be expected by users.

The following hierarchies have been developed from the from Victoria's Trails Strategy 2014-2024.

| HIERARCHICAL LEVEL |
|--|
| INTERNATIONAL/NATIONAL: World-class trail experiences located within the natural and cultural landscapes, with the highest standard of management & promotion. Attract visitors to Australia. |
| STATE: Significant trail experiences which represent Victoria's varied landscapes, with a high standard of management & promotion. Attract visitors to Victoria. |
| REGIONAL: A major trail or trail network that services a population centre or large regional community, with facilities and services of a standard and appeal that could attract visitors from outside the region. |
| LOCAL: A trail that services the local community and provides facilities suited to local use. Some local trails may have potential for development to regional status. |



+ HIERARCHY

The trails hierarchy provides a guide for the level of infrastructure required for trails to meet the needs of their intended users and to ensure that an appropriate standard of facilities is provided.

INTERNATIONAL/NATIONAL TRAILS

| CHARACTERISTICS | ATTRIBUTES | EXAMPLES |
|--|---|--|
| <ul style="list-style-type: none"> • World-class trail experiences located within the natural and cultural landscapes, with the highest standard of management and promotion. • Support high yield trail-based tourism products including accommodation. • Destinations, attracting international and interstate visitors. • May include major trail hubs that attract high international and interstate use, high level competitions and event. | <ul style="list-style-type: none"> • Exemplars of the competitive strengths of VIC and Australia as a trail destination. • Uniquely representative of VIC's natural and cultural landscape values. • High priority government support at the state level for trail development and management and listed as a priority with state plans and strategies. • Support viable high yield trail-based accommodation and associated products and services. • Higher levels of interstate visitation than state significant trails and significant international visitation, interest and appeal. • Directly and indirectly provide economic benefits to the state. | <p>Australian Alps Walking Track (ACT)</p> <p>Overland Track (TAS)</p> <p>Great Ocean Walk (VIC)</p> |

STATE TRAILS

| CHARACTERISTICS | ATTRIBUTES | EXAMPLES |
|---|--|--|
| <ul style="list-style-type: none"> • Significant trail experiences which represent VIC's varied landscapes, with a high standard of management & promotion. • Support a range of trail-based products and a motivator for intrastate and interstate visitation. • May attract some international visitors. • May include some major trail hubs & attract high level competitions and events. | <ul style="list-style-type: none"> • Representative of the region's and/or VIC's natural and cultural landscapes. • Government support at a regional level within regional plans and strategies. • Support viable trail-based and associated regional tourism products, services and programs. • Significant intrastate and interstate visitation, interest and appeal. • Directly or indirectly provide economic benefits to a region and/or the State | <p>Murray to Mountains Rail Trail (VIC)</p> <p>Cape Schank Boardwalk (VIC)</p> |

REGIONAL TRAILS

| CHARACTERISTICS | ATTRIBUTES | EXAMPLES |
|---|---|---------------------------------------|
| <ul style="list-style-type: none"> • Trails and facilities used by people across a wider region, including intrastate visitors, for recreation, transport, health and well-being. • Generate significant economic benefits to the region. • May include trail hubs accommodating various trail experiences across a region. • Important regional recreational and tourism assets and when combined with other regional scale trail resources they can be state recreation or tourism assets or resources. | <ul style="list-style-type: none"> • May be located within close proximity to residential areas and/or connected to community services and open space areas. • Representative of the region's natural and cultural landscapes. • Provide access to a diversity of trails of varying difficulty, length and type. • Provide opportunities for different trail-user groups for active recreation, health and well-being. • Be recognised across the region as a popular trail and/ or trail network and frequented by people from the surrounding region. | <p>Ballarat to Skipton Rail Trail</p> |

LOCAL TRAILS

| CHARACTERISTICS | ATTRIBUTES | EXAMPLES |
|---|---|---|
| <ul style="list-style-type: none"> • Trails and facilities used by residents for recreation, transport, health and well-being. • Mainly attract local users primarily for independent trail-based recreation activities. • Generate economic benefits to the local area. | <ul style="list-style-type: none"> • Many are closely located to residential areas and are often connected to community services and open space areas. • Representative of the local natural and cultural landscapes. • Provide access to trails which are generally accessible by users of varying fitness and/or shorter in length. • Provide opportunities for groups for active recreation, health and well-being. • Be recognised by local residents as a trail and/ or trail network and frequented by people from the local area. | <p>Bruce's Creek Bannockburn Park Run Steiglitz Historic Walk</p> |

RISK MANAGEMENT

AS ISO 31000:2018 Risk Management Guidelines is an International Standard which provides principles and generic guidelines on risk management. This International Standard should be used as the basis for risk assessments relating to recreational trails.

Users of trails are exposed to various risks, many of which can be identified through a risk assessment process. It is important to ensure that a trail, at a minimum, provides for a reasonable standard of safety and that the level of difficulty and skills required to ensure safe use of the trail are clearly communicated.

The level of intervention required will be based on the overall risk level determined and the classification of the track (i.e. Grade 1 - 5 for walking trails) that is desired.

1. Risk Management is a four-step process involving:
2. Identify hazards
3. Assess risks
4. Control and manage risks
5. Review

Trail Management Plans should be regularly updated and include assessment of risks and identification of appropriate mitigation measures. The following Risk Assessment Matrix can be used to determine the overall risk rating for trail users.

| CONSEQUENCES | | | | | | |
|--------------|--|--|--|--|---|--|
| | Health & Safety | | Corporate Financial Loss | | Natural Environment | |
| | Fatality or permanent disability or cost of injury more than \$100,000 | | \$10 million to \$100 million | | Catastrophic & irreversible environmental damage. Full clean up not possible. | |
| | Serious Injury or illness resulting in more than 31 calendar days absence from work or cost of injury between \$10,000 and \$100,000 | | \$1 million to \$10 million | | Major but reversible environmental damage. Full clean up extremely difficult and expensive | |
| | Significant injury or illness > 7 days to < 31 calendar days absence from work or cost of injury between \$1,000 and \$10,000 | | \$100,000 to \$1 million | | Significant local impact on or off work site requiring longer term clean up | |
| | Moderate injury or illness < 7 calendar days absence from work or cost of injury between \$100 and \$1,000 | | \$12,000 to \$100,000 | | Moderate environmental impact. Issue affects more than just the worksite. Quick clean up possible | |
| | Minor injury or illness first aid needed not time lost or cost of injury less than \$100. | | Up to \$12,000 | | Minor environmental damage. Contained on worksite. Quick clean up possible. | |
| | Social/ Cultural/ Heritage | | Community/ Government/ Reputation/ Media | | Legal | |
| | | | | | Ongoing serious social issues. Significant damage to structures/sections of cultural significance | |
| | | | | | Ongoing social issues. Permanent damage to sections of cultural significance | |
| | | | | | Attention from media and/or heightened concern by local community. Criticism by Local Government | |
| | | | | | Minor medium term social impacts on local population. Mostly repairable | |
| | | | | | Minor adverse local public or media attention or complaints | |
| | A | | B | | C | |
| | Catastrophic /Fatality | | Major/Serious | | Significant | |
| | EXTREME | | EXTREME | | HIGH | |
| | EXTREME | | HIGH | | HIGH | |
| | HIGH | | HIGH | | MEDIUM | |
| | HIGH | | MEDIUM | | MEDIUM | |
| LIKELIHOOD | D | | E | | | |
| | Likely (may happen at some time) | | Unlikely (could happen) | | Very Unlikely (probably wont happen) | |
| | HIGH | | HIGH | | MEDIUM | |
| | HIGH | | MEDIUM | | MEDIUM | |
| | LOW | | LOW | | INSIGNIFICANT | |
| | LOW | | INSIGNIFICANT | | INSIGNIFICANT | |

Risks associated with trails in the GPS region are likely to include:

- Fall heights, cliff edges, falling objects
- Unpotable water
- Bites/stings (e.g. snakes and spiders)
- Trips, slips and falls
- Unstable land formations (e.g. erosion)
- Trail user conflict
- Traffic (e.g. road crossings)
- Impacts on sensitive environments
- Unsafe built elements
- Getting lost in remote environments
- Unpredictable water bodies
- Subsidence or sinkholes due to historic diggings/gold mining activities
- Bushfire, flooding
- Alpine weather conditions (e.g. ice on trails, rapidly changing conditions)

By understanding the potential risks and finding ways to minimise their impacts, trail managers can confidently respond should an incident occur. Key components of risk management are related to ensuring that:

- Users are aware of the risks involved in the trail they choose to use
- The level of risk is kept consistent with that outlined in the trail information
- The trail manager is in a position to adequately and rapidly respond to hazards such as bushfire and flooding.

Ongoing trail and infrastructure maintenance require ongoing allocations of financial and human resources. The costs associated with maintenance will vary depending on track characteristics such as slope, weather, soil types, construction standards and usage patterns.

Trails can also be subject to natural events such as flooding and bushfires which can destroy trail surfaces and infrastructure. Future maintenance costs can be alleviated through effective design and construction of tracks, and proactive management involving a regular maintenance schedules in-line with the trails classification, which determine the appropriate inspection and maintenance intervals.

Inspections should be undertaken at a frequency in line with the inspection interval for the trails classification level. For example, Class 1 walking trails require a high duty of care and so inspection intervals of 30 days or less are recommended.

Whereas a Class 4 trail is recommended to be inspected every 6 - 12 months and after major natural events such as floods and fires.

Hazard inspections should include assessments of:

- The condition of the track surface noting erosion or damage, slippery rock or clay sections and obstructions/trip hazards
- The condition of built elements
- Adequacy of signage
- Consideration of overhanging limbs or overgrown vegetation
- Fall heights and trip hazards.

EMERGENCY+ MOBILE APP

The Emergency+ mobile app is considered the best practice emergency location system across Australia and is endorsed by state and territory governments. To increase the safety of reserve users, it is recommended that trailhead signage advises users to download the (free) Emergency+ mobile app. The app guides users as to when they should call Triple Zero (000) and who to call in different non-emergency situations. It also helps dial the number and shows the phone's GPSC coordinates for the caller to read out to the operator. The app is available in numerous languages.






TRAIL CLASSIFICATION SYSTEMS

Trail classifications allow land managers to develop trails that are appropriately designed for the anticipated trail users and to provide suitable levels of facilities and management.

Trail grading systems are a primary means of informing people about the features of trails and assists in their marketing and promotion.

Grading systems are designed to assist people to make informed decisions on route selection to ensure they match their skill level to the difficulty of the trail.

WALKING, RUNNING AND ALL ABILITIES

| CLASS | DESCRIPTION | TRACK CONDITIONS | EXPERIENCE LEVEL | RISK MITIGATION |
|--|---|---|---|---|
| Class 1  | No bushwalking experience required. Flat even surface with no steps or steep sections. Suitable for wheelchair users with assistance. Walks no greater than 5km. | Generally, a broad, hardened surfaced track suitable for wheelchair use. Width: 1200mm or more. Well maintained with minimal intrusions. Grades in line with AS1428. Steps must have alternate ramp. | Users need no previous experience and are expected to exercise normal care regarding their personal safety. | Inspection interval: 30 days or less. |
| Class 2  | No bushwalking experience required. The track is a hardened or compacted surface, may have gentle hill section or sections and occasional steps. Walks no greater than 10km. | Generally, a modified or hardened surface. Width: 900mm or more. Well maintained with minimal intrusions. Generally, no steeper than 1:10. Minimal use of steps. | Users need no previous experience and are expected to exercise normal care regarding their personal safety. | Inspection interval: 90 days or less. |
| Class 3  | Suitable for most ages and fitness levels. Some bushwalking experience recommended. Tracks may have short steep hill sections a rough surface and many steps. Walks up to 20km. | Generally, a modified surface, sections may be hardened. Width: Variable and generally less than 1200mm. Kept mostly clear of intrusions/obstacles. Gradient may exceed 1:10 but generally no steeper than 1:10. Steps may be common. | Users need no bushwalking experience and a minimal level of specialised skills. May encounter natural hazards such as steep slopes unstable surfaces and minor water crossings. Users responsible for their own safety. | Inspection interval: 6 months or less. |
| Class 4  | Bushwalking experience recommended. Tracks may be long, rough, and very steep. Directional signage may be limited. | Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely. | Users require a moderate level of specialised skills such as navigation skills. May require maps & navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards. | Inspection interval: 6 to 12 months. |
| Class 5  | Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. Walks may be more than 20km. | Limited modification to natural surfaces and track alignment may be indistinct in places. Minimal cleaning. Debris along the track. | Users require a high degree of specialised skills, may require maps and navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards. | Inspection interval: 6 to 18 months. |
| Class 6 | Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. No defined track. | No modification of the natural environment. | Experience in the outdoors and a high level of specialised skills/equipment required. Need to be self-reliant, particularly for first aid/weather hazards. | Tracks will not be managed for public risk. |

MOUNTAIN BIKE TRAILS




The International Trail Marking System is used universally on ski fields and has been adapted by the International Mountain Bicycling Association (IMBA) for mountain bike trails.

The Australian Mountain Bike Management Guidelines (2019) adopted the IMBA system with some additions and further interpretations, as outlined below.

| CLASSIFICATION | DESCRIPTION |
|---|--|
| Very Easy  | Wide trail, no obstacles. Suitable for beginners |
| Easy  | Wide trail, some obstacles. Suitable for beginners with off-road bikes. |
| Easy with intermediate Sections  | Single trail, some obstacles. Suitable for mountain bike riders. |
| Intermediate  | Single trail, obstacles. May include steep sections. Suitable for skilled mountain bike riders. |
| Intermediate with Difficult Sections  | Challenging & variable, some steep climbs/descents, loose surfaces, & unavoidable obstacles. Suitable for competent mountain bike riders. |
| Difficult  | Dangerous & unavoidable obstacles, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders. |
| Extreme  | Dangerous, severe trails & unavoidable obstacles, extreme levels of risk, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders. |

HORSE RIDING TRAILS

The Horse Trail Difficulty Rating System includes a description of horse trail classifications, as outlined below.

| CLASSIFICATION | DESCRIPTION |
|---|--|
| Easy  | Most suitable for novices seeking a relatively short distance trail requiring a basic level of skill and horse & rider fitness. Most likely to be fire roads or wide single tracks with a gentle grade (not exceeding 10%) and a relatively obstacle free, hardened natural surface. Likely to be shared-use. |
| Intermediate  | Most suitable for riders seeking a short to medium distance trail requiring moderate levels of skill/fitness. Most likely to be a combination single trail and/or fire road with obstacles, variable surface, and a moderate slope. Likely to be shared-use. |
| Difficult  | Suitable for riders seeking a very challenging trail requiring a high level of skill, fitness, and basic navigation skills. Most likely to consist of challenging single trail and/or fire road with many obstacles, variable surface, and steep sections. Some trail routes may not be marked at all. Likely to be shared-use, however may located in remote areas where encounters with others may be minimal. |

GRADING SYSTEMS

Designed to assist people to make informed decisions on route selection to ensure they match their skill level to the difficulty of the trail.

E-BIKES ON TRAILS

While traditional bike technology is likely to continue to stabilise, the rapid emergence of the e-bike is likely to have a profound impact on recreation trail use. As technology improves the bikes will become a much more common feature on trails, making cycling activities more accessible to more people. Being able to cycle at higher average speeds, cover longer distances and ride up hills more easily makes e-bikes an attractive option for both commuting and recreation, including mountain bike riding.

Adapting regulations to address the requirements of managing this constantly evolving and increasingly popular technology will be an ongoing challenge for trail managers into the future. State legislation for e-bikes is also likely to evolve over time as usage and management considerations change.

A power-assisted pedal cycle is a bicycle that:

- Is designed to be propelled solely by human power, and
- Has one or more auxiliary (electric) propulsion motors attached to assist the rider.

This means that it must be possible to propel the bicycle only by the rider pedalling it. The primary driving force should be the rider, and the motor simply provides support, such as when going uphill or cycling into a headwind, or to cycle at a speed they cannot maintain solely by pedalling.

VICRoads outlines the differences between power-assisted bicycles and non-powered assisted bicycles, and the respective registration and licensing requirements for their use on roads or road-related areas in VIC.

VicRoads defines power assisted cycles as bicycles that are identical to a pedal powered bicycle, except they have an auxiliary motor. Power assisted bicycles have two definitions in Victoria:

- A bicycle with one or more auxiliary motors attached which has a combined maximum ungoverned continuous rated power output not exceeding 200 watts.
- An electrically power-assisted cycle (EPAC). These are pedal cycles with an electric motor that has a maximum continued rated power of 250 watts. The power-assistance progressively reduces as the speed increases and cuts off once a top speed of 25 kilometres per hour is reached. EPACs require the rider to pedal to access the power.

Power assisted bicycles that meet the above definition are allowed to be ridden in Victoria as they are classed as bicycles. Power assisted bicycles that meet these definitions are likely to have similar performance characteristics to pedal powered bicycles so the same road rules apply. These types of power assisted bicycles are not required to be registered nor the rider required to be licensed.

There is no standard approach to management of e-bikes in natural areas across Australia and many existing trail management policies and signs were established prior to e-bikes being available. For example, signs which prohibit the use of 'motor vehicles', which can be ambiguous.

Some land managers consider power-assisted pedal cycles - commonly known as e-bikes or pedelecs - up to the output of 250 watts, to be bicycles for the purpose of riding on management trails in parks. All conditions for cycling and bicycles in wilderness areas and nature reserves also apply to e-bikes.

It is recommended that Council's management of e-bikes aligns with Parks Victoria, allowing e-bikes to ride on trails where bikes are permitted.



Image: Adobe Stock

CYCLING INFRASTRUCTURE STANDARDS

The design and implementation of bicycle infrastructure is guided by National and State based infrastructure standards. These include:

- Cycling Aspects of the Australian Roads.
- Austroads Guide to Traffic Management Part 10: Traffic Control & Communication Devices.
- Australian Standards AS1742.9.
- Australian Standards AS2890.3 - Bicycle Parking Facilities.
- Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.

This guide describes the types of paths and their location, provides guidance on alignment, width and other geometric path and facility requirements, as well as information on the design of treatments such as path intersections and terminals. The Guide also provides an introduction to roadside design, detailed guidance on roadside safety (e.g. hazard identification, mitigation and treatment) and the use and design of safety barriers.

Paths are provided to meet the transportation and recreational needs of pedestrians and cyclists, and to provide safe and convenient routes and facilities for pedestrians and cyclists. The Guide makes note of the characteristics that contribute to a path network and serve the needs of both pedestrians and cyclists. These include paths that are safe, connected, legible, comfortable, convenient, universal, and pleasant.

AUSTROADS GUIDE TO TRAFFIC ENGINEERING PRACTICE - PART 14: BICYCLES

This guide incorporates the agreed national guidelines for provision of road and path facilities for cyclists. The document provides an overview of planning for cyclists in relation to the different levels of government and includes discussions on the role of cycling in transport and integrated land use planning. It details the technical requirements for designing roads and paths for safe and efficient cycling.

The document also covers a wide range of design guidelines for cyclists including:

- The choice of bicycle facilities.
- The design of road and road/path intersections.
- Traffic control devices.
- Pavement design.

- Provision for bicycles at structures.
- Provisions associated with the construction and maintenance of roads and paths in relation to cycling.
- Requirements for bicycle parking and other 'end of trip' facilities.

CYCLEWAY DESIGN TOOLBOX - DESIGNING FOR CYCLING AND MICROMOBILITY

This toolbox provides practitioners with a range of design tools, being a comprehensive suite of best practice designs across a range of typical on - and off-road environments that can be tailored to their specific environment. It can be used to justify the planning, design and delivery of high-quality cycling infrastructure by demonstrating the positive impact on level of service for people cycling.

There are five internationally-recognised design principles that cycling-friendly infrastructure needs to meet:

1. **Safe:** Ensure that bicycle riders and other road users are provided with safe facilities.
2. **Connected:** Enable bicycle riders to reach their destinations easily via routes that are connected across the network.
3. **Direct:** Provide people cycling with the most direct route.
4. **Attractive:** Deliver safe and attractive surroundings that help to deliver well designed public spaces.
5. **Comfortable:** Ensure that riders of all ages and abilities can ride at a speed they are comfortable.

TRAIL NAMING CONVENTIONS

Trail names play an important role in facilitating:

- Visitors to identify and understand the nature of the trail
- Management to promote and maintain the trail
- Emergency services to access the trail and identify specific locations

Trail names are to be determined by the land manager with respect to the following considerations:

CONSISTENCY

Trail naming should be consistently approached throughout the network. A trail's name needs to be clearly determined to prevent confusion for management and users. For example, many trails are not formally promoted or recorded within GPS and it has become evident through community consultation that many of the trails have several colloquial names.

RELEVANCY

A trail's name should reflect the distinct natural and/or cultural features of the trail. Interpretive signage may be used to reinforce the relevance of the trail's name whilst educating users. For example, the name 'Steiglitz Historic Walk' demonstrates that the trail will showcase features associated with historical features within the township.

REPRESENTATION

Trail names can be used to represent basic information about the trail such as location, key features and characteristics. Non-representative trail names can be misleading. For example, it would be reasonable for potential trail users to expect that 'Ibis Middleton Walk' is not suitable for bike riders, however, this is not the case. Renaming the trail as 'Ibis Middleton Trail' would be more representative. An example of a representative trail name is the 'Bannockburn Park Run'. This demonstrates to users that the trail is suitable for runners or walkers only (not bicycles).

DEFINING TRAIL NAMES

The following definitions will assist in determining trail names which are consistent, relevant and representative to support trail promotion.

Circuit/loop trail:

A trail which starts and ends at the same location. This can be communicated through the trail name and/or a corresponding symbol.

Linear trail:

A trail which starts and ends at different locations. This can be communicated through a corresponding symbol.

Walking trail:

A trail which permits the use of people on foot (walkers or runners).

Bridle trail or horse trail:

A trail which permits the use of horse riding.

Mountain bike trail:

A trail which permits the use of mountain bike riders, and usually requires a specialised mountain bike.

Cycle trail:

A trail which permits the use of bike riders, and does not require a specialised bike.

Universal access trail:

A trail which is accessible for persons with a disability with assistance. (I.e., Grade One in the Australian Walking Track Grading System)

Single-use trail:

A trail which permits only one user type (e.g., walk, bike, horse ride).

Shared-use trail:

A trail which permits use by any combination of trail users (e.g., walk, bike, horse ride)

SIGNAGE CONSIDERATIONS

There are a range of different types of recreational trail signage. These can be classified into the following:

- Trailhead
- Waymarking
- Directional
- Interpretive
- Management/warning

The requirements of each type of sign are outlined on the following pages. Note: These signage types are specific to recreational trails. It is important for the design and content of trail signage to also align with Council's strategies.

Key elements for consideration when developing signage for recreational trails are outlined below:

Adherence to Council's Design Guidelines

- All signage design is to be developed in line with Council's approved design guidelines to ensure continuity throughout the shire.

Adherence to Recognised Standards

- Information conveyed will comply with recognised Australian standards, thereby ensuring a high quality and safe experience for all trail users.

Consistency and Uniformity

- All signs will conform to accepted standards and will maintain a consistent theme along the entire trail.

Quality Information

- Quality on-trail information is provided as well as brochures and mapping. It is important that users are confident in the information provided.

Location

- Design and placement of signs is determined with consideration to the user's approach speed, impact on the scenic amenity and ability to be seen without obstruction of trees etc.

Visually Attractive and Simple

- Signs are visually attractive, easy to comprehend and suitable to the natural surroundings.

Materials

- Signs are designed to be resistant to factors such as vandalism and extreme weather events.

1. TRAILHEAD SIGNS

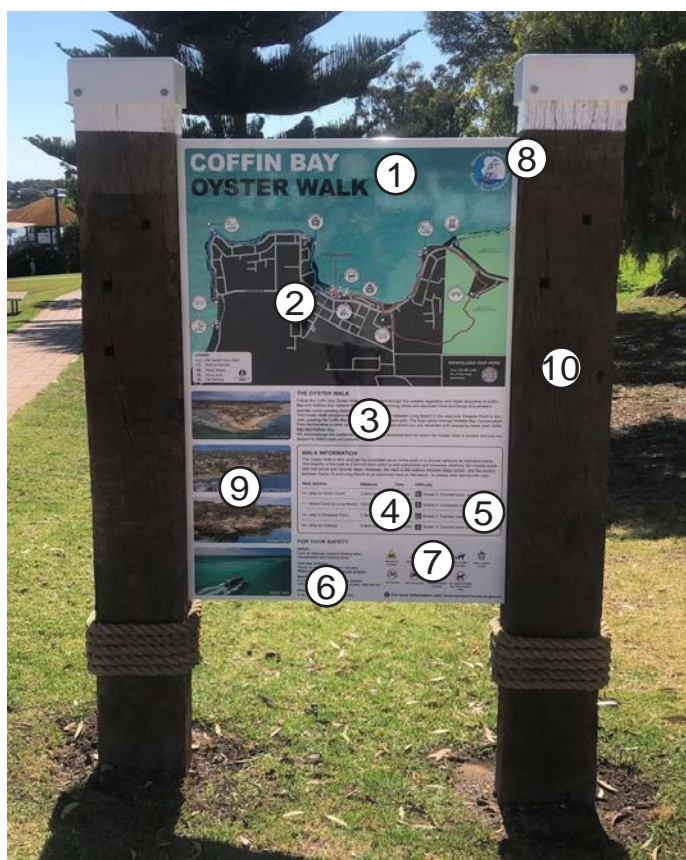
A trailhead sign is the primary sign at the location where a user can access a trail and/or a network of trails. A trailhead is an important point of reference and is the appropriate location for associated trail infrastructure such as amenities, car parking and picnic facilities. As outlined in the best practice example below, it is important that trailhead signs are professionally displayed, simple to comprehend & include:

- Trail network name & map (if applicable)
- Trail name
- Trail map
- Trail grade/classification
- Trail distance & estimated time
- Trail type (loop, linear)
- Permitted trail user type/s (e.g., walk, bike, horse)
- Safety information (e.g. code of conduct, emergency contact information)
- Trail manager
- Website and/or QR code with further information

In addition, trailhead signs can be used to enhance the trail experience through providing specific historical, cultural, geological and/or environmental features that can be found along a trail as well as to promote other recreational trails in the region.

Many trail users take digital photographs of the trailhead sign to refer to whilst using the trail or scan a QR code which provides the trail map on a smart phone (appropriate only where mobile network coverage is available).

Trail Head Case Study - Oyster Walk, Coffin Bay, SA



- ① Trail Network Name
- ② Navigation mapping including trail alignments, key trail support infrastructure (e.g. toilets, water supply, carpark, and picnic facilities).
- ③ Introduction to the area including interpretation
- ④ Individual trails and key information (distance, time, classification, permitted user types).
- ⑤ Trail classification system (generic)
- ⑥ Environmental sensitivities
- ⑦ Safety/management information, advice, trail user conduct, bush fire safety, land manager / emergency contact details.
- ⑧ Land manager identification and branding.
- ⑨ Interpretation and photography
- ⑩ Unique and weather resistant structure

2. WAYMARKING SIGNS

Waymarking signs provide trail users with reassurance that they are following the correct alignment. The amount of waymarking necessary is dependent on the type of trail and the target user group; difficult trails designed for experienced users often require less waymarking signage although these users tend to rely more on detailed signage at the trailhead. Waymarking signs are required at the beginning of a trail and at regular intervals along the route as well as at trail intersections. Where one section of alignment is used for multiple trails, all trails should be waymarked on the same signpost with corresponding colours or symbols, as shown in the following figure.

Waymarking Case Study - Bungendore Park, WA



- ① Loop or trail section name (remaining trail distance can be included)
- ② Loop or trail section directional arrow
- ③ Loop or trail section colour identification
- ④ Unique and weather resistant structure

3. DIRECTIONAL SIGNS

Directional signage is for directing users to or from the trailhead and other features, such as a nearby town, road or car park facility. These signs are particularly relevant at intersections where users are required to choose between a number of routes. It is usually appropriate to indicate the distance to/from the identified feature/s. Directional signage from a trail to a town can have positive economic impacts as users are more likely to impulsively visit the town if they are aware of its close proximity.

Directional Signage Case Study - Bright, VIC



- ① Trail Type/Name
- ② Location map
- ③ Loop or trail section directional arrow
- ④ Loop or trail section name and information (remaining trail distance can be included)
- ⑤ Unique and weather resistant structure

4. INTERPRETIVE SIGNS

Interpretive signage conveys educational material about the natural and/or cultural heritage features along a trail. This signage is designed to attract more users to the trail, engage trail users and provide for a well-rounded trail experience. Interpretive information can be provided at a trailhead and at points of interest along a trail.

Interpretive Case Study - Oyster Walk, Coffin Bay, SA



- ① Interpretive Sign Name
- ② Interpretive Sign Content Title
- ③ Written interpretive information
- ④ Interpretation and photography images
- ⑤ Land manager identification and branding.
- ⑥ Unique and weather resistant structure

5. MANAGEMENT/WARNING SIGNS

Management/warning signage is used to advise trail users of dangers, risks or management policies such as trail user conduct, the temporary closure of a trail, bushfire threats or change of land management. The sign should clearly inform users of the risk and advise a precautionary action. These signs play an important role for both users and land managers in the risk and safety management of a recreational trail.

Management Sign, Kinchina Conservation Park, SA



- ① Trail type and conduct
- ② Code of practice and trail rules and recommendations
- ③ Trail warnings
- ④ Flora and fauna warnings
- ⑤ Fire warnings and restrictions
- ⑥ Emergency contact information

ACCESS FOR ALL

To increase rates of physical activity and the use of trails across the region, it is imperative that all people can access the trails network. If trails are designed inclusively, the benefits of trails will have greater positive impact within the local community.

Trails provide opportunities for physical activity which should be available to all people including both physical and non-physical disabilities. While the development of accessible trail infrastructure is important, it is also vital that trail-related programs and events are accessible for all.

Physical activity programs and events which are inclusively designed and raise awareness of issues in the wider community can significantly help improve participation rates and connections among the community.

While not all trail classification systems account for universally accessible grades, it is important that universal design practices are integrated where possible in all trail developments and programs. The 'Australian Walking Tracks Grading System' outlines the requirements for all ability access (Grade 1) including people in wheelchair's and mobility scooters, and the Break the Boundary 'Australian Adaptive Mountain Biking Guidelines' outline the requirements for adaptive mountain biking trails.



Bannockburn Parkrun image: facebook.com/bannockburnbushparkrun/

PROGRAMS, EVENTS AND ONLINE PLATFORMS

Programs and events play an important role in promoting active participation, influencing the level of usage for trails and related infrastructure and contributing to the region's economy. Modern day programs and events are often integrated with online interactive platforms (e.g. phone apps). There is a wide range of platforms available which provide the opportunity to increase active participation in local communities by allowing trail users to track their activity, share their experience and compete with other users. Many platforms also provide incentives to get active (and to use their platform), such as challenges where users compete with others across their local community, or even across different states and countries. Key popular online platforms include mapmyfitness, Strava & Trailforks.

In the past GPS has contained regular walking groups. These groups have since ceased and the reinstatement of old/new groups with a focus on being active and enjoying the regions tracks and trails can aid in improving well-being, physical health and connectedness of the community. This could include social groups, bushwalkers, trail runners and mountain bikers who can increase activation, promotion and stewardship of the regions tracks and trails.

The following current programs, events and online platforms have been identified within GPS and are important considerations for trail planning.

BANNOCKBURN PARKRUN

Parkrun is a global organisation that hosts free, weekly, timed 5-kilometre running events in local parks and open spaces. The primary goal of Parkrun is to encourage community participation in physical activity, promote a healthy lifestyle, and create a sense of belonging within local communities.

There are Parkrun events held weekly across Australia. The Bannockburn Parkrun is held every Saturday at the Bannockburn Recreation Reserve and is free for all ages and abilities. The Bannockburn Bush parkrun started on 14 October 2017, following a successful Council Community Grant application and a year of dedicated community members sourcing a suitable site and generating community interest. Since 2017 the event has grown immensely with large numbers partaking in the run each weekend through the help of community volunteers. The events Facebook page has over 1,200 likes and 1,300 followers.

CRIME PREVENTION

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on planning & design to reduce opportunities for crime. VIC Police promotes the use of these strategies and provides Safer by Design courses which are accessible to Council staff. Use of these principles reduces the likelihood of essential crime ingredients (law, offender, target, opportunity) from intersecting in time & space. All CPTED strategies aim to create the perception or reality of capable guardianship. The four key strategies of CPTED are:

TERRITORIAL RE-ENFORCEMENT

Community ownership of public space sends positive signals to the community. Places that feel owned and cared for are likely to be used, enjoyed and revisited. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers and criminals rarely commit crime in areas where the risk of detection and challenge are high. Effective guardians are often ordinary people who are spatially 'connected' to a place and feel an association with, or responsibility for it.

Territorial re-enforcement uses actual & symbolic boundary markers, spatial legibility & environmental cues to 'connect' people with space, to encourage communal responsibility for public areas & facilities, and to communicate to people where they should/not be and what activities are appropriate.

SPACE/ACTIVITY MANAGEMENT

Space/Activity Management strategies are an important way to develop and maintain natural community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

SURVEILLANCE

People feel safe in public areas when they can see and interact with others, particularly people connected with that space, such as shopkeepers or adjoining residents. Criminals are often deterred from committing crime in well-supervised places.

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of layout, orientation and location; the strategic use of design; landscaping and lighting – it is a by-product of well-planned, well-designed and well-used space.

Technical/mechanical surveillance is achieved through mechanical/electronic measures such as CCTV, help points and mirrored building panels. It is commonly used as a 'patch' to supervise isolated, high risk locations.

Formal (or Organised) surveillance is achieved through the tactical positioning of guardians. An example would be the use of on-site supervisors, e.g. security guards at higher risk locations.

ACCESS CONTROL

Access control treatments restrict, channel & encourage people/vehicles into, out of and around areas. Way-finding, desire-lines & formal/informal routes are important crime prevention considerations. Effective access control can be achieved by using physical & symbolic barriers that channel/group pedestrians into areas, therefore increasing the time & effort required for criminals to commit crime.

Natural access control includes the tactical use of landforms and waterways features, design measures including building configuration; formal and informal pathways, landscaping, fencing and gardens.

Technical/Mechanical access control includes the employment of security hardware. Crime, Design and Urban Planning: From theory to Practice Formal (or Organised) access control includes on-site guardians such as employed security officers.

Formal (or Organised) access control includes onsite guardians such as employed security officers.

CODE OF CONDUCT

Establishing a Code of Conduct for each trail and/ or the entire trail network is an appropriate way to manage the impacts of trail use on other trail users, the natural environment and trail infrastructure. The essential messages conveyed by various codes of conduct seek to promote environmentally sound and socially responsible trail use. The Code of Conduct should be displayed on trailhead signage and accessible online, and may include:

- Permitted trail use (e.g. walk, bike and/or horse).
- Environmental/heritage impacts & mitigation measures (e.g. do not feed wildlife, take rubbish away, respect culturally significant places).
- Risks of using the trail/s (e.g. bushfire risk, risk of falling rocks) & mitigation measures/safety advice (e.g. bushfire awareness).
- Emergency procedures & contact details (e.g. fire, ambulance, police).
- Trail managers contact details (e.g. Council).
- Trail user etiquette.

TRAIL STEWARDSHIP AND LEAVE NO TRACE

By caring for the trails they use, trail stewards promote and encourage others to do the same - which benefits everyone in the long-term via more sustainable and low-impact usage.

The Seven Leave No Trace Principles are:

1. Plan and prepare.
2. Travel and camp on durable surfaces.
3. Dispose of waste properly.
4. Leave what you find.
5. Minimise campfire impacts (be careful with fire).
6. Respect wildlife.
7. Be considerate of other visitors.

APPENDIX D - TRAIL MANAGEMENT AND FUNDING

GOVERNANCE & MANAGEMENT

Trails across GPS are subject to management by a variety of trail managers, with some being a collaborative effort between a public authority & a community group. For example, the Leigh River and Barwon River Trails is an example of a successful partnership with community groups (Inverleigh Open Space Group) who advocate for and manage some elements of the trails. Some other trails across the LGA are in Conservation Areas or State Forests. In some cases, a trail can traverse multiple land tenures and be managed by an overarching body.

As trail development, management and maintenance is often a collaborative effort, it is important that a clear governance model is established to ensure the ongoing sustainability of the trails network. An important step in this process is to identify the partners involved and clearly define the roles and responsibilities of each stakeholder. Key partners for the GPS Trails Network are identified in the Action Plan in the Tracks and Trails Strategy. With so many potential partners it is important to clearly identify the roles and responsibilities of each party and to establish and agree upon appropriate service levels.

The Management Plan of each trail needs to identify partners in management and/or maintenance and clearly define roles and responsibilities. This could be agreed upon through a Memorandum of Understanding, a formal partnership agreement or a trail licensing agreement through Council which can assist landowners to manage risk and liability.



Roles and Responsibilities

It is important to clearly identify roles & responsibilities and to establish agreed appropriate service levels.

KEY CONSIDERATIONS

There is no one-size-fits-all management and funding model which addresses the ongoing requirements for recreational trails. Each trail or trail network has its own context and stakeholders which need to be considered in determining the opportunities, constraints and most appropriate capital and operational funding sources. For example, the requirements for the proposed development and operation of a major cross-tenure, state-level trail such as the Ballarat to Skipton Rail Trail will differ significantly from the requirements of upgrading an existing, local-level trail such as Bruce Creek Trail.

The relevant management and funding model should be determined in 'Stage 2: Framework' of the 8-Stage Trail Development Process and clearly articulated through a Trail Management Plan. These are to be reviewed and updated as new opportunities or constraints arise.

Ongoing management requirements (beyond the trail development phase) are a particularly important consideration to ensure that any trail project which attracts capital investment can also be sustainably maintained with appropriate resources available.

An effective trail management model must:

- Have clear governance and accountability
- Be legally allowed under State and National regulations and legislation
- Support and maintain the visitor experience
- Be supported by funding sources with potential to create self-generated revenue streams to enable investment back into the trail
- Recognise the strengths and expertise offered
- Allocate and define roles and responsibilities.

There are various models which could be applied to trail management, as outlined over the following pages.

ROLES AND RESPONSIBILITIES

The roles and responsibilities involved in trail management are to be agreed upon and documented in a Trail Management Plan. The allocation of roles and responsibilities should be formally documented, such as in a Memorandum of Understanding (MoU).

Two of the key roles in trail management are the trail owner and the trail operator. These can be defined as:

- **Trail Owner:** the entity that owns the physical structure of the trails and is usually the owner or manager of the land the trails are on. The trail owner carries the liability for the health and safety of all trail users.
- **Trail Operator:** the entity that maintains the trails to the agreed standards of the owner.

Responsibilities involved in trail management include:

- **Planning and Coordination**
Trail network planning; consultation and collaboration; policy development.
- **Advocacy, Funding and Partnerships**
Advocating for the trail or trail network; partnering with stakeholders; capital investment; revenue generation; funding attraction.
- **Trail Development**
Trail planning and design; impact assessment; trail construction.
- **Trail Management and Maintenance**
Trail inspections and maintenance; hazard control measures; invasive species management; vegetation management; volunteer attraction/management; trail user compliance; management of funds; legal responsibility/duty of care.
- **Information Provision**
Information collation; map creation and updates; brochure design and updates; website design and updates; social media; promotional material approval; brochure distribution; monitoring online information sources.

SOLE AGENCY TRAIL MANAGEMENT

By default, the manager of the land a trail is located on is the entity responsible for trail management. Many trails are managed solely by the land manager, which is often a local or state government agency, such as GPSC or ParksVic. This model places all roles and responsibilities with the land manager. While community groups and members may be consulted regarding management initiatives, they do not take on any responsibility for trail management.

Trail managers are often eligible to apply for external grant funding for capital investments, however, this often does not extend to trail operation and maintenance.

A key disadvantage of this management model is that land managers, such as local governments, often have numerous parcels of land and recreational assets to manage which results in management of the trail being one of many competing priorities for budget allocations and management efforts. This model does not recognise or embrace the opportunities and additional skills and resources which may be available through partnerships.

TRAIL MANAGEMENT PARTNERSHIPS

Trail management partnerships can bring many benefits to both trail users and managers, and optimise use of resources available for trail management and maintenance.

Partnerships may involve two or more stakeholder groups, such as the land owner/manager, state and local government agencies, trail user/stewardship groups, funding providers/sponsors and other interest groups.

Owners and operators are often the same entity, however, they can also be different organisations.

Various partnership approaches are outlined in the Institute of Public Works Engineering Australasia's (IPWEA) Practice Note 10.6 Parks Management - Paths Trails and Tracks (2021), including:

- Volunteer/User Group Support
- Committee of Management
- Memorandum of Understanding (MoU)
- Incorporated Society/Association, Trust or Public Company
- Public-Private Partnership

These approaches are not necessarily mutually exclusive.

VOLUNTEER/USER GROUP SUPPORT

Increasingly, trail managers are establishing and/or partnering with community programs, such as volunteer Trail Care groups, to leverage community volunteer support, skills and enthusiasm for trails. Such programs engage with the trail user community and foster a sense of pride and responsibility for the trail network. These organisations often assist with trail user education and reinforce positive trail behaviours.

Through these arrangements, trail managers benefit from hours of volunteer resources which would otherwise need to be allocated through budgets, and empowered trail users who take on roles as stewards of the trail/trail network and the surrounding environment.

The establishment of a Trail Care program needs to consider liability and insurance requirements for use of tools and tasks required to be undertaken by volunteers. Management of the volunteer program must be allocated to a member of staff and budgeted for.

In some cases, the development of a Trail Adoption Agreement can help to formalise roles and responsibilities, and empower volunteers to work more autonomously.

COMMITTEE OF MANAGEMENT

Councils can appoint a committee of local citizens to exercise a function on behalf of Council with respect to a park, reserve, hall or facility or undertaking under the control of the Council, and delegate to the Committee the care, control and management of the work or activity, and the expenditure of such monies as the Council may vote.

Advisory committees are different to Committees of Management, and are established to provide advice and recommendations to Council.

The roles and responsibilities of such a Committee could include:

- Strategic management of the trail and its ongoing development.
- Development and implementation of relevant planning and policy governing the trails operation.
- Ensuring standardisation of the trail.
- Advocacy and submission to Council and other external organisations for budgeting and external funding for future development, operation and marketing of the trail.
- Ensure the quality of the trail and its facilities are maintained to the agreed service level.
- Aid in the development process of the trail.
- Operate within and be accountable for approved budgets.

MEMORANDUM OF UNDERSTANDING

Collaborative trail management approaches can be agreed upon and documented through an 'umbrella agreement' known as a Memorandum of Understanding (MoU). This allows for two or more partnership bodies to clearly understand the terms of the agreement, including roles, responsibilities, and processes for income and expenditure.

INCORPORATED SOCIETY/ASSOCIATION, TRUST OR PUBLIC COMPANY

A common partnership model for trail management is for an incorporated society/association, trust or public company to be established to provide support for management and marketing of the trail.

An incorporated society/association is operated for the benefit of its members in line with its constitution.

A trust operates under the rules of a trust deed, and trustees are appointed. Funds generated are used for the purpose of the trust to be fulfilled. The trust may or may not be charitable.

A public company has appointed directors (some who may receive a directors' fee) and the purpose is to operate in a business-like manner making profits and either re-investing in the trail project or declaring dividends to project investors.

As a separate entity to Council, such organisations may be eligible to access a different range of funding sources, and are usually responsible for their own insurances and finances.

PUBLIC PRIVATE PARTNERSHIPS

With this approach, the land manager/s work with the private sector to invest in income generating infrastructure which the private sector then operates, usually under a lease or term contract arrangement. This is a relatively common model used in the operation of recreation facilities (such as private sector management of recreation/aquatic centres) and is likely to be most effective for trails which offer a significant tourist/business opportunity.

The specific business model for such a partnership would need to be determined in close collaboration between partners to ensure the arrangement will be mutually beneficial.

Business models to be considered for such a partnership may include fee for use/user pays, user subscriptions/annual pass, sponsorships/contributions from beneficiaries.

TRAIL MANAGEMENT CASE STUDY

Governance and Management Case Study - Rotorua Trails Trust, New Zealand

The Rotorua Trails Trust works to enhance the value of existing trails in the region by linking them together and improving them, for multi-use where possible.

This includes better links with trails in the surrounding districts and with national networks. The trust works with various landowners and stakeholders including Councils, Government agencies, recreational and environmental groups.

The Trust is an advocate for new and better trails and new uses of trails. The Trust develops and manages the trails network, and seeks funding, sponsorships and contracts to resource this.

The Trust members are all volunteers and are continuing the work - and achievements - of the Rotorua Mountain Bike Club and trail builders over the last quarter century. The Club has already developed a superb range and quality of trails in the Whakarewarewa forest as to make Rotorua 'the world's best all-year-round mountain biking centre'. The Trust is working towards extending these trails and improving the network, as achieved through volunteer working bees & working days.

The Trust has also recently hired staff members & uses contractors to help manage the trails.

More information: www.rotoruatrailstrust.co.nz



Volunteer Working Bee, Rotorua, NZ



MANAGEMENT MODELS

A wide range of different management models and funding sources have been implemented for recreational trails across Australia and internationally. The following examples are outlined over the following pages:

- Otago Central Rail Trail Charitable Trust, New Zealand
- The Bibbulmun Track Foundation, Western Australia
- Friends of the Riesling Trail, Clare Valley, South Australia
- Darling Downs Residents Association, Western Australia
- Rotorua Trails Trust, New Zealand
- Queenstown Trails Trust, New Zealand
- Break O'Day Trails Collective, Tasmania
- Dragon Trail Event, Tasmania
- NT Parks Fee Structure, Larapinta Trail, Northern Territory
- Ku-Ring-Gai Council Environmental Levy, New South Wales
- Recreation Trails Officer and Partnership, Sunshine Coast Council, Queensland.



OTAGO CENTRAL RAIL TRAIL CHARITABLE TRUST, NEW ZEALAND

The Otago Central Rail Trail Charitable Trust was formed in 1944 to help raise funds to develop the Otago Central Rail Trail. The Trust now actively works to help sustain and promote the Rail Trail and aims to facilitate greater public interest and involvement in the work including encouraging the support of local communities along the trail.

The 150km Rail Trail was opened in 2000 and is now supported by a wide range of local accommodation, tour, food, equipment and transport services.

The Otago Central Rail Trail's success in attracting visitors and improving the local economy is attributable to the

Trust's development, coordination and promotion of the trail, as well as contributions by the Department of Conservation, and collaboration of more than 70 local businesses.

otagocentralrailtrail.co.nz



THE BIBBULMUN TRACK FOUNDATION, WESTERN AUSTRALIA

The Bibbulmun Track Foundation is an incorporated, not-for-profit organisation established to provide support for the management, maintenance and marketing of the Bibbulmun Track. As an incorporated organisation, the Foundation is managed by a ten person volunteer Board of Management, bound by the Constitution.

Whilst the Western Australian State Government is the managing authority, the Bibbulmun Track Foundation is recognised as the primary focal point for community-based support and involvement, and has primary responsibility for promoting and maintaining the Track through the Newmont Boddington 'Gold Eyes on the Ground' volunteer maintenance program. The partnership, with key roles and responsibilities, is outlined in a Memorandum of Understanding.

bibbulmuntrack.org.au



FRIENDS OF THE RIESLING TRAIL, CLARE VALLEY, SOUTH AUSTRALIA

The Riesling Trail is managed by the not-for-profit group of volunteers known as the Friends of the Riesling Trail,

in collaboration with various stakeholders including Council, State Government and businesses.

The trail was instigated by the Clare Valley Winemakers with funding support from the South Australian Government through the Office for Recreation and Sport, as well as from South Australian Tourism. The mining company BHP donated a significant amount of steel to repair bridges and volunteers donated hundreds of hours to work on the trail.

Various grants have been received over time for development, maintenance and marketing. The South Australian Government regularly contributes to the maintenance costs of the trail.

rieslingtrail.com.au



DARLING DOWNS RESIDENTS ASSOCIATION, WESTERN AUSTRALIA

The Darling Downs Residents Association Incorporated is a not-for-profit volunteer organisation, which is primarily focused on engaging and supporting residents living within the Darling Downs Equestrian Estate, which is about 35km south east from Perth in the Shire of Serpentine Jarrahdale.

The Darling Downs Residents Association takes on the role of initiating, implementing and facilitating appropriate maintenance and developments for the public land within the Equestrian Estate, including the bridle trails. The DRRA and the Shire collaboratively maintain a Strategic Development Plan which is updated annually, and reported on quarterly. Financial support, in line with the Strategic Development Plan, is provided by the Shire.

This partnership is agreed upon through a Memorandum of Understanding which was initiated in 2017 and renewed in 2020.

ddra.org.au



ROTORUA TRAILS TRUST, NEW ZEALAND

Rotorua Trails Trust works to enhance the value of existing trails in the region by linking them together and improving them, for multi-use where possible. This includes collaborating with various landowners and stakeholders including Councils, Government agencies, recreational and environmental groups.

The Trust develops and manages the multi-use trails network, and seeks funding, sponsorships and contracts to resource this. The Trust is comprised of volunteers, and also hires staff and engages contractors to help manage the trails.

The Trust members are all volunteers who have accepted the challenge of extending and improving the trail network for mountain bike riders, walkers/trampers and horse riders.

rotoruatrailstrust.co.nz



QUEENSTOWN TRAILS TRUST, NEW ZEALAND

The Queenstown Trails Trust lead the development of Queenstown's trail network which commenced in 2004, in partnership with the Department of Conservation, the Queenstown Lakes District Council, the tourism industry and local cycling and walking groups.

Effective partnerships for planning and management of the trail network have been critical to its success including through:

Building an extensive trail network collaboratively across different land tenures.

Fundraising and income generation through grant funding, investments and events.

Partnerships with the Department of Conservation, local community and recreation groups, landholders and businesses for trail development, experience development and trail maintenance.

Queenstown is now a premier cycling and walking destination with a global reputation noted for its extensive and world-class trail networks.

queenstowntrail.org.nz



BREAK O'DAY TRAILS COLLECTIVE, TASMANIA

The Break O'Day Trails Collective have worked with Council to seek innovative approaches to financially sustaining the region's trail networks.

The Trail Ambassador Program is the primary revenue source for the trail network and has gained great levels of support. It provides 'exclusive' participation with promotional opportunities for ambassadors.

EFTPOS Donation Machines are located at the point of sale in a range of local businesses which provides an easy and accessible option for community members provide trail donations.

Rental of space at the trailhead to trail-related businesses (e.g. cafes, equipment hire, transport services) has created another revenue stream, which also helps to create high quality and supported trail experiences.

All funds raised through these streams are directly deposited into an account specifically for the Break O'Day Trails Collective for the ongoing maintenance and management of the trail network.

sthelensmtbtrails.com.au



DRAGON TRAIL EVENT, TASMANIA

The inaugural Dragon Trail Event in March 2021 was a three day cross-country event with 300 competitors riding an average of 50km a day through the Tasmanian Wilderness. Trails included those at Blue Derby and Bay of Fires Trails, as well as the Dreaming Pools Trail. The event was run by Geocentric outdoors, who involved local businesses for food, shuttle and accommodation services. Council provided support for approvals, infrastructure and services. All funds raised went directly to the Break O'Day Trails Collective to put towards the ongoing maintenance and development of the trails.

The event brought over \$83,000 to the local economy with 90% of competitors staying in St Helens for 2-4 days, around a third staying in Tasmania for more than 14 days, and 80% travelling with 2-4 people. Almost 40% of competitors spent \$51-99 per day and 100% said they plan to return to St Helens. 96% said they would recommend St Helens to friends and family.

(Break O'Day Council Annual Report 2020-2021)

dragontrail.com.au



NT PARKS FEE STRUCTURE, LARAPINTA TRAIL, NORTHERN TERRITORY

The Larapinta Trail, established in 2002, winds 223 kilometres across the Yepereny (caterpillar) Dreaming country of the Western Arrernte people, tracking the spine of the Chewings and Heavitree ranges through the Tjoritja/Western MacDonnell Ranges National Park. Since

it opened, the trail has evolved from a favourite local walk to a world-renowned trek with up to 5000 walkers each year.

In 2021, Northern Territory Parks established a user fee for the iconic Larapinta Trail through sale of walker permits purchased online.

The fee provides much needed revenue to effectively manage the cultural and biodiversity values of the area, and also helps with maintaining infrastructure, servicing the trail (including cleaning of facilities) and providing reliable water supplies.

The trail walking fee starts at \$25 for a two-day walk and caps at \$125 for 6+ days of walking. Camping fees are paid in addition to the walking fee.

depws.nt.gov.au



KU-RING-GAI COUNCIL ENVIRONMENTAL LEVY, NEW SOUTH WALES

Ku-Ring-Gai Council's Environmental Levy is levied at 5% of Council's total rate revenue. It funds around \$3 million worth of environmental programs and works every year. The levy has also secured an additional \$12 million in grants from other government agencies.

The average residential ratepayer in 2022 pays around \$80 as part of their annual rates, while the average business ratepayer pays around \$65.

The Environmental Levy delivers a range of environmental works and programs across the key themes of energy, water and catchments, biodiversity, sustainable transport and community recreation, and community engagement and environmental education. This has included the creation of cycle ways, provision of infrastructure for recreational pursuits (such as Jubes Mountain Bike Park) and the construction and maintenance of walking tracks. In 2019, Council was successful in its application for the permanent continuation of the Environmental Levy.

krg.nsw.gov.au



RECREATION TRAILS OFFICER AND PARTNERSHIP, SUNSHINE COAST COUNCIL, QUEENSLAND

Sunshine Coast Council employs a full-time Recreation Trails Officer who focuses on the development and activation of the region's recreational trail network. This role includes a wide range of responsibilities relating to trails such as strategic planning, stakeholder liaison, data collection/research and marketing/promotion.

Council's Recreation Trails Partnership Funding Program provides up to three-year funding towards operational expenses for community organisations whose operations or services contribute to the development, maintenance, and activation of publicly accessible trails and associated nature based recreation infrastructure within the Sunshine Coast, and whose activities are closely aligned to Council's vision for the future. Up to \$15,000 per annum is available to support the organisation's contribution to the region's trails.

sunshinecoast.qld.gov.au

TRAIL MANAGEMENT FUNDING SOURCES

It is important to recognise both the capital investment required for trail development/upgrade, as well as the ongoing operational costs associated with the trail. Funding for general trail maintenance is often more difficult to source as the outcomes are more difficult to quantify and are not seen as being as 'appealing' to funding bodies as new developments.

Potential sources of revenue for trails include:

- Rates and charges.
- State and Federal government grant funding.
- Private sector funding.
- User fees.
- Commercial operator fees.
- Sponsorship programs.
- Trail event proceeds.
- Fundraising/Donations.
- Merchandise and information sales.

RATES AND CHARGES

Rates and charges are a primary source of revenue for local governments. Trails are often managed with funds allocated from internal budgets, such as those generated through Council rates. This funding can be allocated to resources such as staff positions which undertake trail management and maintenance, as well as to procure required resources such as contractors, volunteers, tools and materials.

Levies are a mechanism for Councils to obtain additional funding for specific projects. A council may make a special rate for, or towards, meeting the cost of any works, services, facilities or activities provided or undertaken, or proposed to be provided or undertaken, by the council. Levying of funds through special rates could be considered for contributions to recreational trails. For example, the funds raised through Ku-Ring-Gai Council's Environmental Levy contributes to the provision of recreational trails. Levying of funds in addition to Council's rates would require comprehensive consideration with respect to legislation and broader implications.

STATE AND FEDERAL GOVERNMENT GRANT FUNDING

State and Federal Governments regularly operate funding programs which can be applied to trail developments. Due to the wide ranging benefits of recreational trails, trail projects may be eligible for funding through programs from different sectors of government. For example, through sport and recreation, health and well-being, environmental conservation, cultural heritage, community development or tourism and economic development etc. However, this funding is in most cases only applicable for use in the upfront capital investment for the development and enhancement of trails and associated infrastructure and not ongoing trail management and maintenance.

PRIVATE SECTOR FUNDING

Commercial and private sector funding is often used by organisations to assist with trail developments and ongoing operations. Opportunities such as facility naming rights and in-kind donations of labour and materials are a potential resource for new developments and upgrades, as well as specific funding programs. For example, the Australian Rail Track Corporation (ARTC) Community Partnerships program, Jetstar's Flying Start Program and Sunsuper's Community Grants Program.

USER FEES

Some trails raise revenue by charging a fee for use which contributes to the facility's management and maintenance costs. Various options may be offered to trail users such as one-off passes, seasonal passes/subscriptions, membership fees etc. Fees are also frequently imposed for use of other publicly-owned recreation assets such as swimming pools and recreation centres. User fees are usually only appropriate where an iconic and very high quality experience is offered. For example, user fees are charged through the sale of walker permits for iconic trails such as the Larapinta Trail (Northern Territory) and the Three Capes Track (Tasmania).

COMMERCIAL OPERATOR FEES

Commercial operators which provide services associated with recreational trails (e.g. tour companies, equipment hire, shuttle services, food/beverage providers) can be required to pay a fee to the trail manager, often in the form of a permit, licence or rent. This offers the opportunity for the operator's revenue sourced from trail users to contribute towards the ongoing funds required for a quality trail product. For example, Break O'Day Council rent key sites at the trailhead of the St Helen's Mountain Bike Trail Network to businesses which complement the trail network, such as cafes and bike hire.

SPONSORSHIPS

Sponsorship programs are an effective way to engage with the local business community, create a profile for the trail network and to raise funds for trail management and maintenance. Local businesses may be willing to contribute to trail networks in their local area if they can see the benefit that this brings their business and broader community.

In return for sponsorship funds, sponsors are promoted and gain recognition in their community. Providing different tiers of sponsorships with capped numbers (e.g. platinum, gold, silver, bronze) allows for exclusivity and supports a higher profile for those contributing larger funds. For example, the some trail stewardships offer the opportunity for local businesses to become financial partner and/or sponsor specific trail in the network. Such sponsorships are recognised on prominent signs and online.

TRAIL EVENT PROCEEDS

A portion of proceeds from trail-related events can be allocated towards trail management and maintenance. For example, the Dragon Trail Event in Tasmania helped raise funds for the Break O'Day Trails Collective for management and maintenance of the trail networks.

FUNDRAISING/DONATIONS

Fundraising initiatives such as programs, events, raffles and donation boxes/machines, offer the opportunity for the community to contribute to the management and maintenance of their local trail network. Using technology advancements, such as 'tap and go' EFTPOS machines, QR codes/smart phones, and online apps reduces the administration required. For example TrailForks, a global source of mountain bike trail information, has established a system called 'Trail Karma' which allows trail users to donate directly to their local trail association.

MERCHANDISE AND INFORMATION SALES

A common revenue source for iconic trails is the sale of trail merchandise (e.g. badges, stickers, hats, post cards, passports/stamps) and trail information (e.g. guidebooks, apps, maps). For example, the Bibbulmun Track Foundation sells merchandise through their website, with proceeds going towards maintaining the track. Items for sale include branded caps, rocktape, snake bite kits, tea towels, keep cups, water bottles, stickers, magnets and guide books.

APPENDIX E - EXISTING TRAILS AUDIT

EXISTING TRAIL AUDIT FINDINGS

The following pages present the information gathered through the audit of GPS's existing 36 trails and desktop study. The issues and opportunities for each trail have been identified, as well as their alignments, existing infrastructure, primary use, grade, length and ownership.

1 BANNOCKBURN BUSHLAND (SOUTH)



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|--------------------|
| Run + Walk + Cycle | Class 2 | 5km | TBC |

TRAIL DESCRIPTION

The Bannockburn Bushland provides an excellent trail setting due to its flat topographic nature, well maintained internal fire tracks and well-established vegetation to provide shade for runners/walkers. The Bushland is situated conveniently close to the Bannockburn township and is home to the popular Bannockburn Parkrun which is held every Saturday at 8am. The Parkrun loop is well waymarked and includes trail head signage, management and warning signage and seating.



TRAIL ISSUES

- N/A

TRAIL OPPORTUNITIES

- Install shade shelter.
- Install water access point.
- Connect via rail corridor to Bruce’s Creek and Bannockburn to allow residents to access the Bannockburn Bushland via active transport (bike, walk, run).

2 BANNOCKBURN BUSHLAND (NORTH)



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|--------------------|
| Run + Walk + Cycle | Class 3 | 3.63km | TBC |

TRAIL DESCRIPTION

Located in Bannockburn Bushland (North) is located north of Bannockburn-Shelford Road. The Bushland includes a Golf Course Loop which follows the Bannockburn Golf Club’s north-eastern boundary before turning east through the reserves dense bushland. The trail then tracks south where it connects back to the carparking area creating a loop trail. The trail is located in a flat topographical area providing a great base for a trail that can cater to a range of abilities. The trail lacks amenities, signage and should be promoted.



TRAIL ISSUES

- No trailhead, waymarking, management/warning or interpretive signage.
- No formal carparking area.
- No supporting infrastructure (e.g. seating, water, shade shelter etc).

TRAIL OPPORTUNITIES

- Enhance and maintain as a Grade 2 local trail.
- Install supporting infrastructure including signage, seating, water, and shade.
- Promote trail.
- Connect via rail corridor to Bruce’s Creek and Bannockburn to allow residents to access the Bannockburn Bushland via active transport (bike, walk, run).

3 WABDULLAH RESERVE, BANNOCKBURN



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|--------------------|
| Run + Walk + Cycle | Class 2 | 1.2km (total) | Parks Victoria |

TRAIL DESCRIPTION

Located 200m north-west of Bannockburn’s High Street, the Wabdullah Reserve provides key open green space within the city. The Reserve includes Class 2 trails which provide both commuting and recreational opportunities. Due to their popularity these trails should be improved through the inclusion of waymarking, supporting infrastructure such as seating, shade, and a more accessible surface finishes to areas to cater to all abilities.

TRAIL ISSUES

- No waymarking signage.
- No supporting infrastructure including shade shelter, seating, water points.



TRAIL OPPORTUNITIES

- Due to being a key route for many it is recommended to include waymarking signage.
- Provide shade shelter, seating and access to water.
- Opportunity to include a more formalised pathway to all or portions of the trail to cater to Class 1 users and all abilities.

4 BRUCE CREEK, BANNOCKBURN



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|---------------------|
| Run + Walk + Cycle | Class 1 | 2.2km | Golden Plains Shire |

TRAIL DESCRIPTION

A formal Class 1 trail located along Bruce Creek to the west of Bannockburn’s Main Street and Bannockburn P-12 College, this trail is highly popular with local residents for recreation and commuting purposes. The trail features an underpass under Bannockburn-Shelford Road connecting to south Bannockburn. The trails to the south have a more informal crushed gravel finish. There is potential and demand from the community to extend the Bruce Creek Trail north and south.



TRAIL ISSUES

- Formalised trail ends short of the view point, picnic table, shelter, and trailhead sign located to the west of Bannockburn P-12 College. This restricts all abilities access to these facilities.

TRAIL OPPORTUNITIES

- Extend formal concrete pathway trail to meet existing shade shelter, view point and seating area.
- Potential to extend trail both north and south to extend the experience and recreational opportunities for residents and visitors.
- Resurface trail to the south of Bannockburn-Shelford Road with concrete to bring to a Class 1 rating and provide a connection for all abilities.
- Improve waymarking and signage on trail.

5 RAINBOW BIRD TRAIL, DEREEL TO SCARSDALE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|----------------------|-----------------------|-------------------------|--------------------|
| Horse + Walk + Cycle | Class 2 | 35km | TBC |

TRAIL DESCRIPTION

The Rainbow Bird Trail connects numerous locations of historical and scenic appeal, including native bushland, woods, and old gold-mining districts. It starts out by using the Ballarat to Skipton Rail Trail before linking through Enfield State Park, Staffordshire Reef and Berringa to Dereel. The trail is well waymarked. At the time of audit the rail trail was closed close to Newtown meaning the trail could not be completed. This trail should be maintained regularly and promoted effectively due to it providing a connection between three townships.



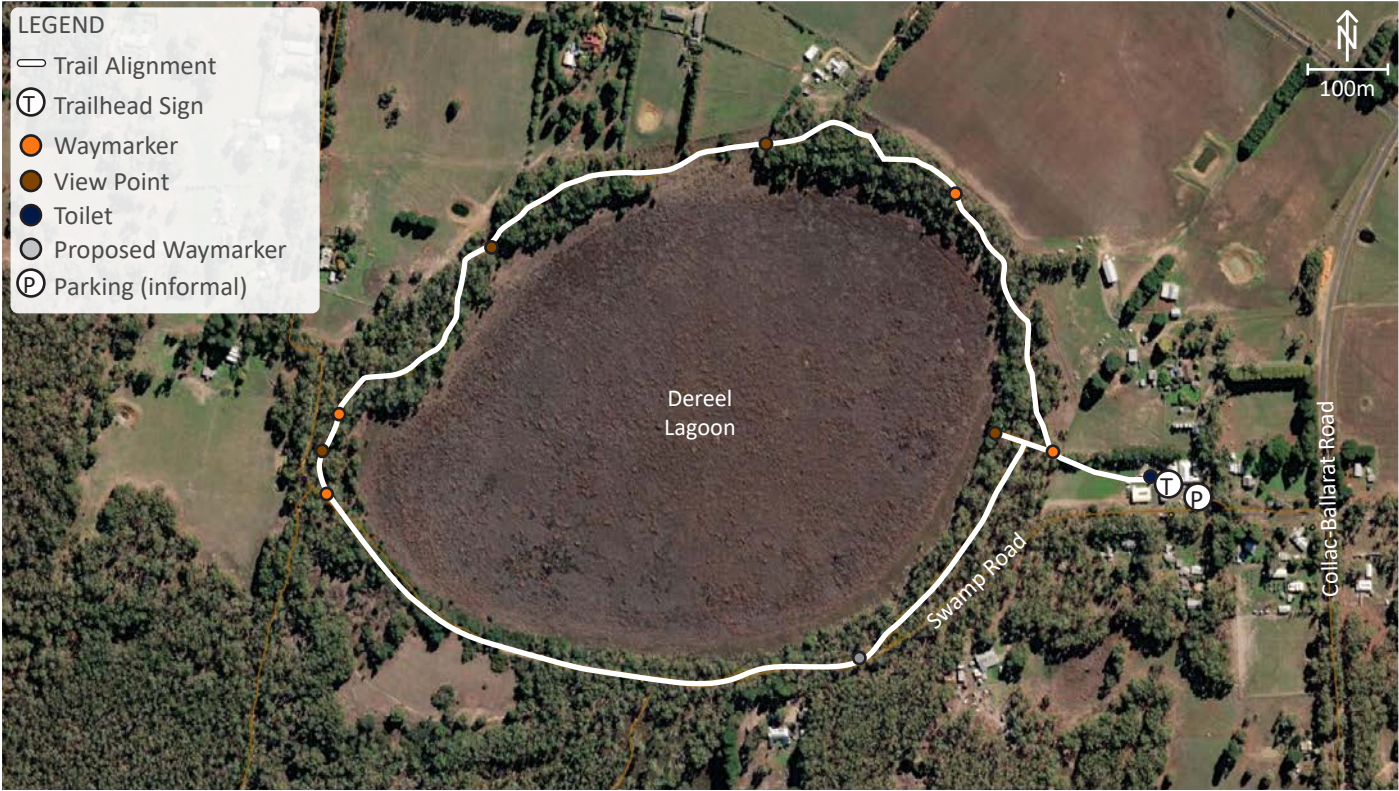
TRAIL ISSUES

- Sections of the rail trail closed close to Scarsdale/ Newtown meaning route cannot be completed (at time of audit).
- Fallen vegetation and poor maintenance in sections.
- Flooding to trail in sections north of Dereel.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Trail should be promoted effectively as it provides an active link between three townships.
- Install additional supporting infrastructure including seating, water points and interpretive signage.

6 DEREEL LAAGOON, DEREEL



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Grade 2 | 2.5km | Parks Victoria |

TRAIL DESCRIPTION

The Dereel Lagoon Loop provides a unique walking experience around Dereel’s large lagoon. Starting at the Dereel Community Hall, the trail includes toilet facilities, a trailhead sign and carparking. The trail features multiple viewing platforms and reassuring waymarkers to direct users. The trail does require maintenance to remove fallen trees and trim surrounding vegetation impeding on the trail. An additional waymarker is required along Swamp Road. This is a relatively unknown trail and it should be promoted more effectively.



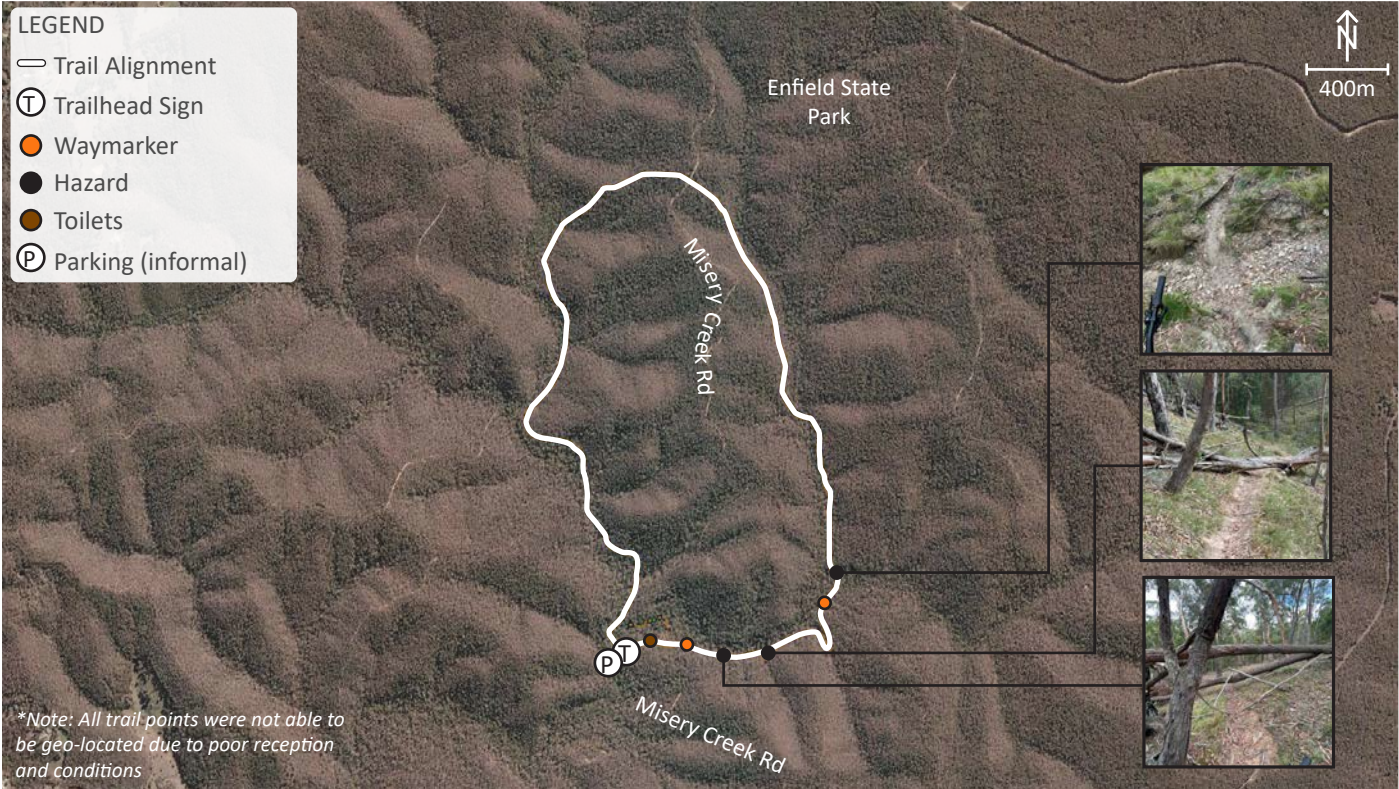
TRAIL ISSUES

- Surrounding vegetation overgrown in sections and impeding on path.
- Lacking signage directing users back on to trail on Swamp Road along the Lagoon’s southern bank.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Improve waymarking along Swamp Road to direct walkers back towards Lagoon.
- Improved maintenance/management plan.
- Develop a more trail alongside the playing fields to the carpark which will also provide a connection to the playground, toilet block, skatepark and community hall.

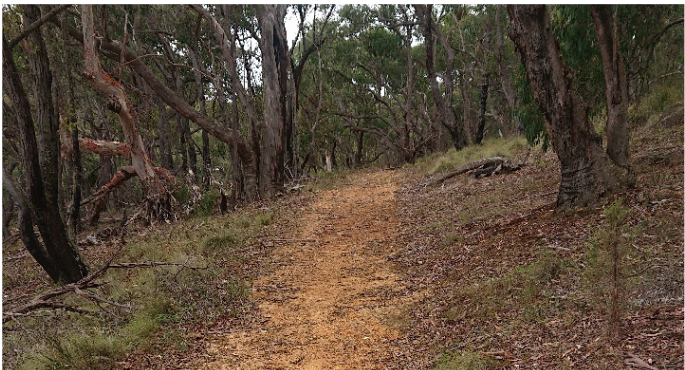
7 LONG GULLY LOOP, ENFIELD



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Class 3 | 7.1km | Parks Victoria |

TRAIL DESCRIPTION

The Long Gully Loop is a 7.1-km circular track located in Enfield State Park. It typically takes 1 hour and 53 minutes to complete and provides great birdwatching opportunities. The trail is of a Class 3 difficulty and has a well-established trailhead including a parking area, picnic seats, camping area, toilets and trailhead signage. Overall the trail is well waymarked and the signage is relatively new and in good condition. The trail requires maintenance as there are a number of fallen trees and rough sections which pose a hazard to users.



TRAIL ISSUES

- Hazards including fallen trees and rutted surfaces.
- Limited mobile reception.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Fallen trees to be removed.
- Trail should be promoted effectively.

8 SURFACE POINT LOOP, ENFIELD



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Class 3 | 1km | Parks Victoria |

TRAIL DESCRIPTION

Beginning at the same trailhead location as the Long Gully Loop and the Enfield Bald Hills Loop, this trail is the shortest of the three totalling 1km. The trail has excellent amenities available at the trailhead including parking, trailhead signage, camping locations, toilets, fire pits and seating. The trail is well sign marked with new waymarkers in good condition. There are a number of hazards located along the trail which need to be addressed including fallen trees and poor stair cases.

TRAIL ISSUES

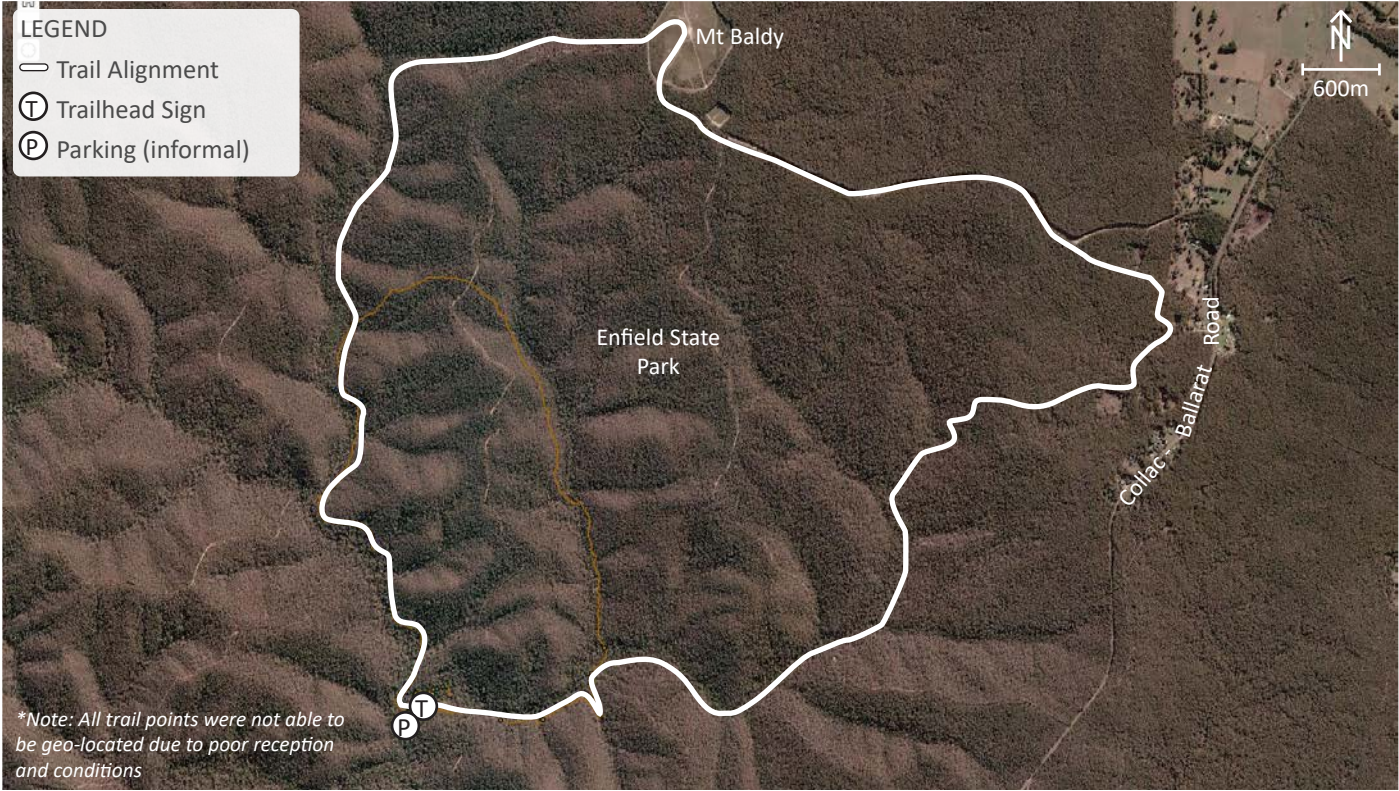
- Hazards including fallen trees and steep climbs with poor surfaces/stairs.
- Limited mobile reception.



TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Fallen trees to be removed and stairset to be reconstructed.
- Trail should be promoted effectively.

9 ENFIELD BALD HILLS LOOP TRAIL, ENFIELD



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|----------------|--------------------|----------------------|-----------------|
| Walk + Run | Class 3 | 15km | Parks Victoria |

TRAIL DESCRIPTION

Beginning at the same trailhead location as the Long Gully Loop and the Surface Point Loop, this trail is the longest of the three totalling 15km. Generally considered a moderately challenging route, it takes an average of 3 h 53 min to complete. The trail is well sign marked, however requires maintenance to bring it up to a safe standard.

TRAIL ISSUES

- Hazards including fallen trees and steep climbs with poor surfaces/stairs.
- Limited mobile reception.



TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Fallen trees to be removed and stairset to be reconstructed.
- Trail should be promoted effectively.

10 INVERLEIGH FLORA LOOP, INVERLEIGH NATURE CONSERVATION RESERVE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Class 3 | 10km | TBC |

TRAIL DESCRIPTION

The Inverleigh Flora Loop is a 10km circular trail located within the Inverleigh Nature Conservation Reserve. It requires an average of 2 hours and 10 minutes to complete and is typically regarded as a moderately difficult trail. The Reserve is open year-round and includes some deep sandy sections. It is recommended to upgrade and promote this trail due to its proximity to Inverleigh township and potential connections to the new residential development and the Leigh and Barwon River Junction Trails.



TRAIL ISSUES

- Deep sandy surfaces in areas.
- No waymarkers, signage or existing supporting infrastructure or amenities.

TRAIL OPPORTUNITIES

- Include a trailhead on Old Shelford Track nearby the Inverleigh Golf Club entrance off Common Road. This will provide a connection to the new Inverleigh Estate and link the trail into the proposed extended Leigh River and Barwon Junction River Trails (see Trail 15) and back to Inverleigh’s High Street.
- Improved maintenance/management plan.
- Trail should be promoted effectively.
- Install signage and supporting infrastructure.

11 KANGAROO TRACK VIA LINKS TRACK LOOP, INVERLEIGH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|----------------|--------------------|----------------------|-----------------|
| Walk + Cycle | Class 3 | 4.3km | TBC |

TRAIL DESCRIPTION

The Kangaroo Track via Links Track Loop is located within the Inverleigh Nature Conservation Reserve along with the Inverleigh Flora Loop Trail. This trail is a shorter loop located in the south-east corner of the reserve and is considered an easy route with an average of 56 min to complete. Similar to the Inverleigh Flora Loop, this trail includes deep sandy sections and limited existing waymarking. The trail has the opportunity to also link into the proposed trail head and Barwon/Leigh River Junction Trails.



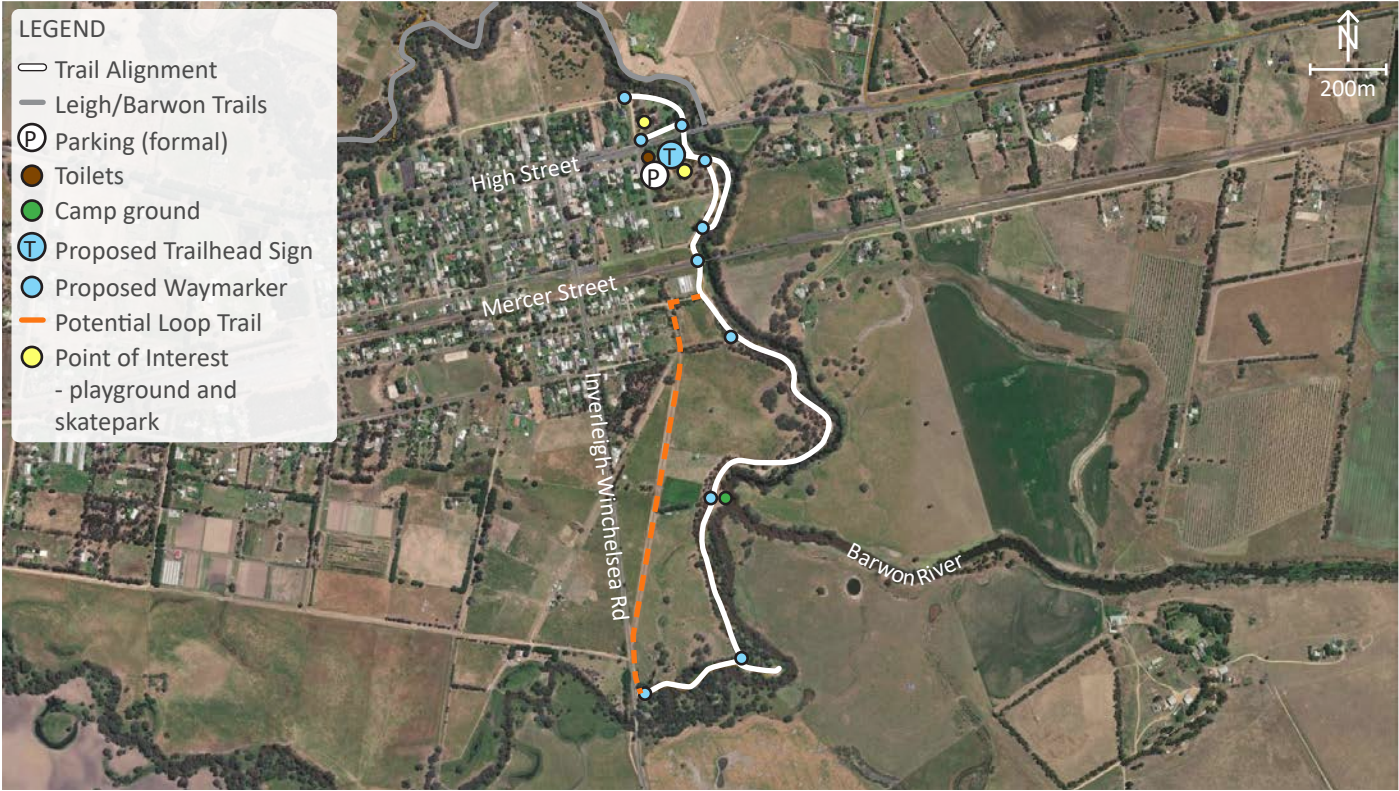
TRAIL ISSUES

- Deep sandy surfaces in areas.
- No waymarkers, signage or existing supporting infrastructure or amenities.

TRAIL OPPORTUNITIES

- Include a trailhead on Old Shelford Track nearby the Inverleigh Golf Club entrance off Common Road. This will provide a connection to the new Inverleigh Estate and link the trail into the proposed extended Leigh River and Barwon Junction River Trails (see Trail 15) and back to Inverleigh’s High Street.
- Improved maintenance/management plan.
- Trail should be promoted effectively.
- Install signage and supporting infrastructure.

12 RIVER TRACK, INVERLEIGH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 3 | 2.3km | Golden Plains Shire |

TRAIL DESCRIPTION

The Inverleigh River Track is an informal track that begins in the Yerram Yaluk Bun Park located off Hamilton Highway and follows the Barwon River both north and south for short distances. The trail is a key asset in Inverleigh and is heavily utilised by both local residents and visitors. The trail is currently a dirt track/ access road which experiences low traffic volumes. It is recommended to install wayfinding signage along the trail and supporting infrastructure including bench seating and interpretive signage. It is recommended to develop a trailhead in the Yerram Yaluk Bun Park and there is potential to develop it into a loop trail by linking the trail back along the side of Saleyard Road.



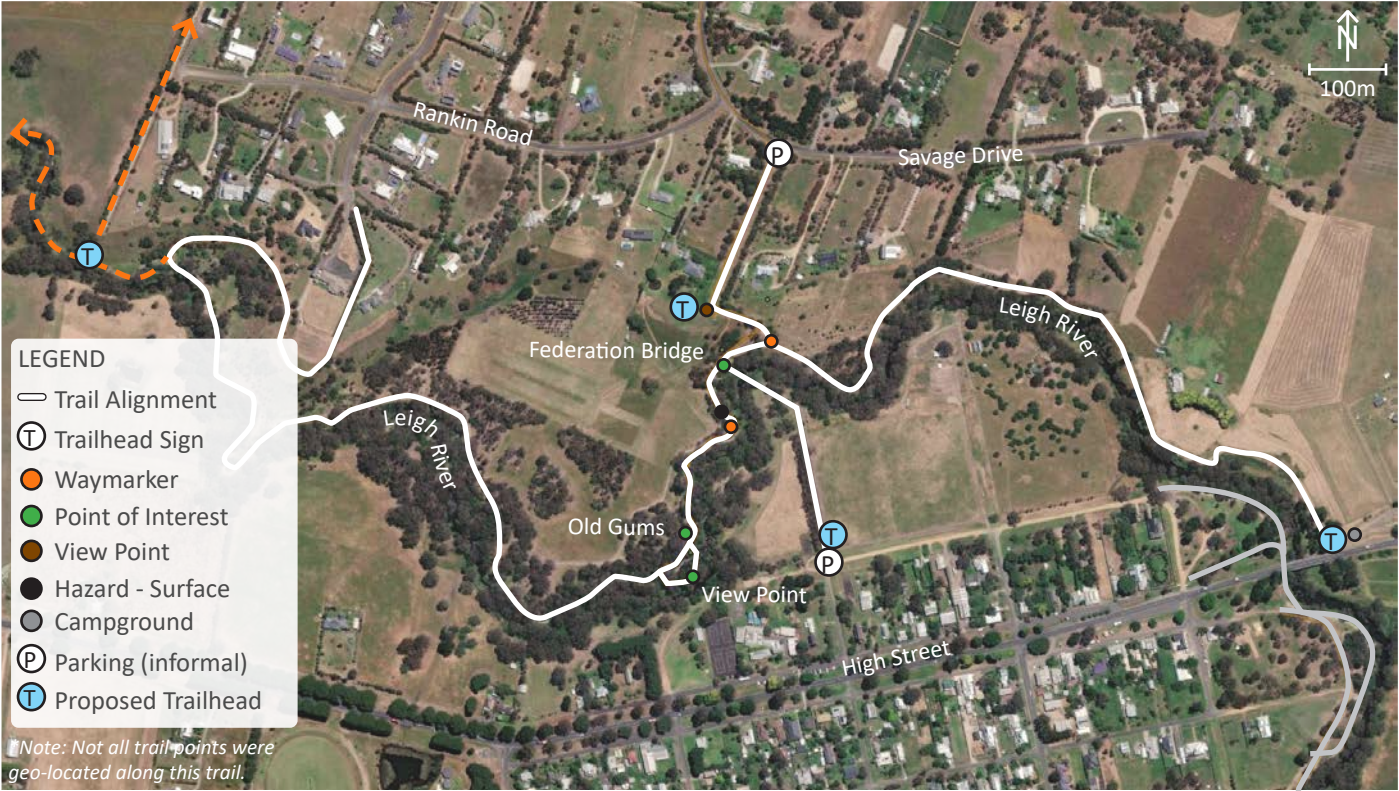
TRAIL ISSUES

- Informal trail with no existing signage despite being located in Yerram Yaluk Bun Park, a key area within Inverleigh that many residents and visitors frequent regularly.

TRAIL OPPORTUNITIES

- Formalise trail through installation of trailhead in Yerram Yaluk Bun Park, waymarker signage, interpretive signage and seating.
- Promote the linkage to the Leigh/Barwon River Junction Trails to the north of High Street to create an extended trail.
- Improved maintenance/management plan.
- Trail should be promoted effectively.
- Explore the opportunity to link the trail back along Saleyard Road to create a loop trail.
- Potential to link trail into existing Lawsons Park Playground in Lawsons Park and skatepark in Yarram Yaluk Bun Park.

13 LEIGH RIVER AND BARWON JUNCTION RIVER TRAILS, INVERLEIGH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 3 | 3km | Golden Plains Shire |

TRAIL DESCRIPTION

The Leigh and Barwon Junction River Trails are set alongside the Leigh River and connect River Gum Drive and Savage Drive to High Street in Inverleigh. The trails are highly utilised by local residents for recreational and commuting purposes. The trail features the historic Federation Bridge. The trail has experienced issues with flooding in the past and have an active group who maintain the trails to a high standard. There is existing trail signage and new lookout point just constructed off Savage Drive. There is the potential to connect the trail into the new residential development off Common Road, providing further recreation and commuting benefits.



TRAIL ISSUES

- Issues with erosion due flooding and proximity to the creek. Inverleigh Open Space Group has been trying to manage this through planting suitable trees and relocating rocks on river bank.
- Trail surface damage due to horse riding (in the wet) and informal MTB jumps/obstacles.
- Trail proposals have been discussed for opposite side of river bank, but group has encountered issues regarding landownership.

TRAIL OPPORTUNITIES

- Possibility for further signage (e.g., Waymarking, interpretation and trailhead).
- Extend trails to south to connect into new residential development.
- Improved maintenance/management plan to reduce trail impact from other users, and reduce flooding and damage to Federation Bridge.
- Trail should be promoted effectively.

14 BRUCE CREEK, LETHBRIDGE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 2 | 800m | Golden Plains Shire |

TRAIL DESCRIPTION

The Bruce’s Creek Trail in Lethbridge provides a key connection between Broom Road and Lethbridge Recreation Reserve. The trail allows access to the Lethbridge Lake, historic Railway Water Tank, the Recreation Reserve and the playground.

This trail was identified through community consultation. The trail has a crushed gravel/natural finish and lacks waymarking, interpretive and trailhead signage. The trail should be improved to provide for all abilities (Class 1).



TRAIL ISSUES

- Road crossing point unsafe at Russell Street.
- No trailhead, interpretive or waymarking signage.
- This trail provides a key connection through Lethbridge but is not accessible for all users.

TRAIL OPPORTUNITIES

- Upgrade trails surface to a concrete/asphalt surface to bring to a Class 1 standard to cater to all abilities.
- Install waymarking, trailhead and interpretive signage.
- Install bench seats.
- Provide infrastructure at Russell Street to allow safe crossing including chicane barriers, warning signs, new trail and road linemarking.
- Provide connection to Lethbridge Recreation Reserve Playground and skatepark.

15 LETHBRIDGE LAKE, LETHBRIDGE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 2 | 550m | Golden Plains Shire |

TRAIL DESCRIPTION

The Lethbridge Lake Trail is a short 550m trail which loops around Lethbridge Lake. The trail has a natural surface finish and provides a key linkage from Reservoir Street to Broom Road. The trail lacks signage including waymarking and interpretive signage. A trailhead sign can be installed which also caters to the Bruce Creek Trail. This trail is located within a key open space within Lethbridge and provides an opportunity for walkers to extend their walk to/from Bruce Creek Trail.

TRAIL ISSUES

- No existing signage including waymarking, interpretive or trailhead.

TRAIL OPPORTUNITIES

- Install trail signage including waymarkers and an interpretive sign for the historic Rail Water Tank.
- Install a trailhead which also functions for the Bruce Creek Trail to provide a cost effective and central location for trail information within Lethbridge.



Image: Daniel Robertson, Google Maps

16 MEREDITH/BAMGANIE STATE FOREST CIRCUIT, MEREDITH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Class 3 | 7.4km | TBC |

TRAIL DESCRIPTION

The Bamganie State Forest (also known as Meredith State Forest) includes a 7.4km walking/hiking route on existing fire track roads. The roads are wide and are not impacted by the surrounding vegetation. The surface has a natural finish and has been impacted badly by wet weather and 4wd tires. The trail features some very steep sections and takes an average of 2 h 9 min to complete. It is recommended to install supporting infrastructure at this trail include signage to avoid walkers getting lost in a low mobile reception area.



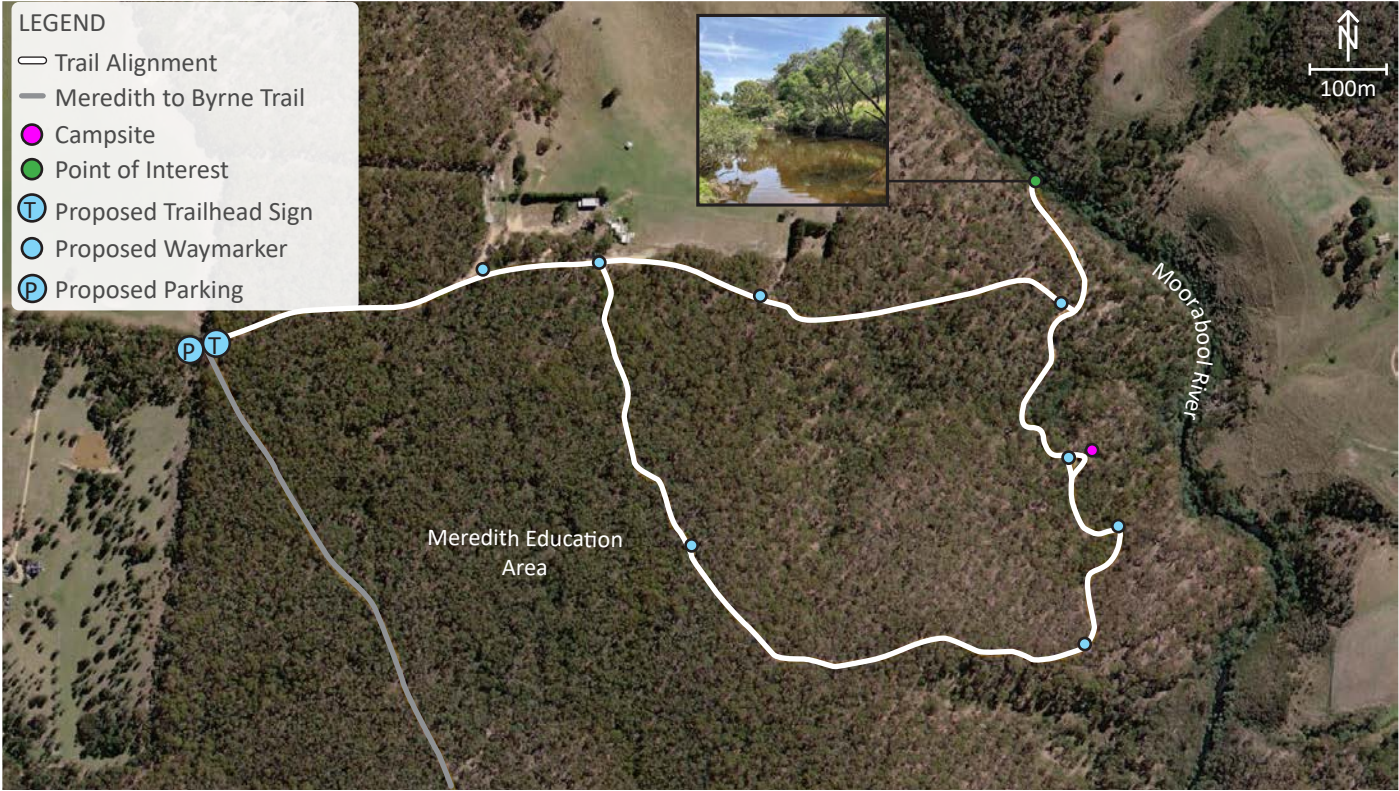
TRAIL ISSUES

- Deep ruts have formed in clay based soil due to wet weather, 4wd's and steep slopes.
- No waymarkers, trailhead, interpretive signage meaning walkers can easily get lost.
- No existing amenities or supporting infrastructure.

TRAIL OPPORTUNITIES

- Install signage and supporting infrastructure.
- Improved maintenance/management plan to track/ roads.
- Trail should be promoted effectively.

17 POSSUM ROAD & MOORABOOL RIVER LOOP



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Class 3 | 4.3km | TBC |

TRAIL DESCRIPTION

The Possum Road and Moorabool River Loop is a 4.3km circuit located within the Meredith Education Area. The trail begins on Byrne Road and travels east, it then doglegs down to the Moorabool River, providing an excellent viewing and swimming spot. The trail then travels south past a small campsite and loops back up to Byrne Road. The trail is located on good condition existing fire track roads of a natural/gravel finish. There is no infrastructure including signage, parking or amenities along the trail.



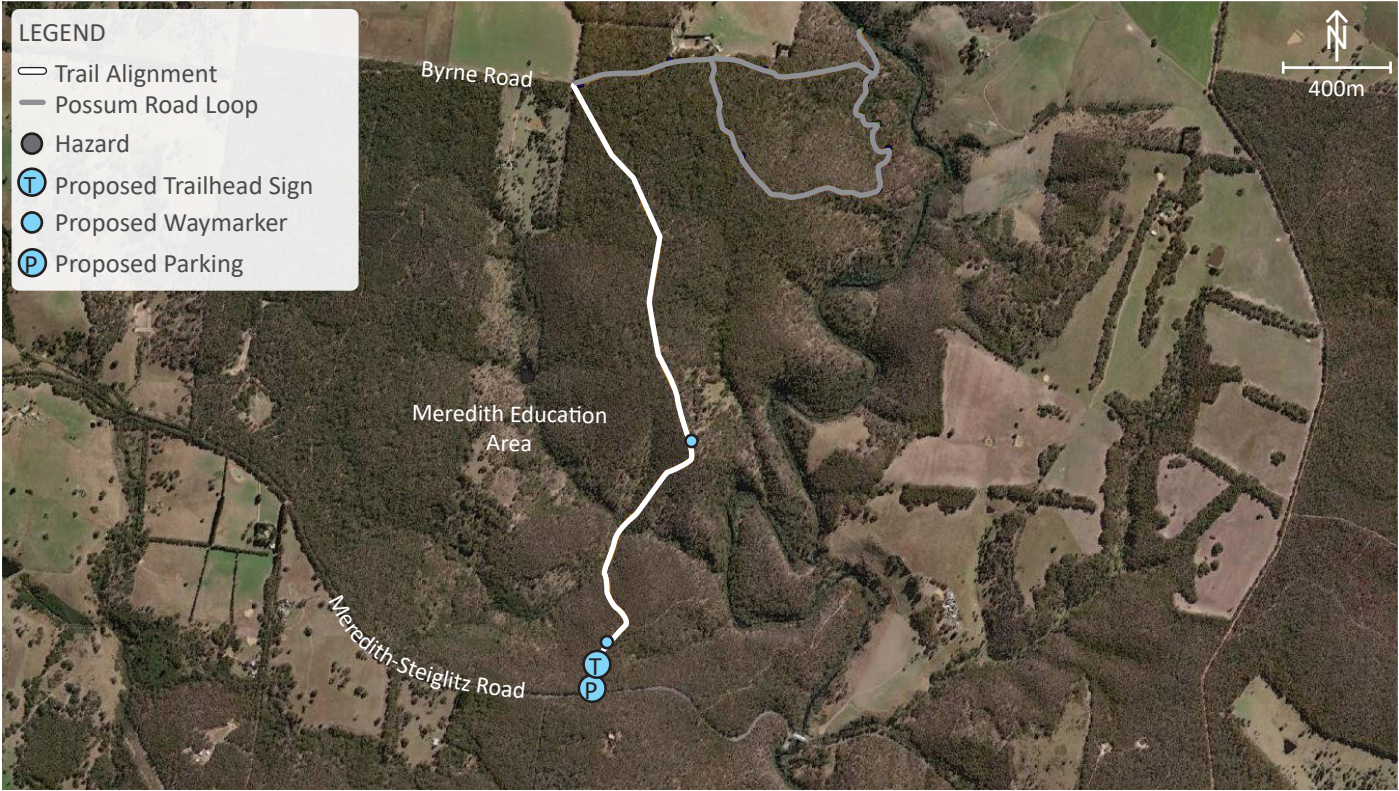
TRAIL ISSUES

- No waymarkers, trailhead, interpretive signage meaning walkers can easily get lost.
- No existing amenities or supporting infrastructure.

TRAIL OPPORTUNITIES

- Install signage and supporting infrastructure.
- Improved maintenance/management plan to track/ roads.
- Trail and campsite should be promoted effectively.
- Potential to share a trailhead with Meredith-Steiglitz Road to Byrne Road Trail.

18 MEREDITH-STEIGLITZ ROAD TO BYRNE ROAD



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|--------------------|
| Run + Walk + Cycle | Class 3 | 3.9km | TBC |

TRAIL DESCRIPTION

The Meredith-Steiglitz to Byrne Road Trail is a short point-to-point style trail through the Meredith Education Area. The trail is undulating with some steep climbs and is located along the existing fire track. There is currently no supporting infrastructure, signage or amenities. Overall, the trail is in good condition and features a natural/gravel surface finish. It is proposed to include waymarkers along the trail and a trailhead at the southern end, in the north, the trail can be featured on the trailhead for the Possum Road & Moorabool River Loop.



TRAIL ISSUES

- No waymarkers, trailhead, interpretive signage meaning walkers can easily get lost.
- No existing amenities or supporting infrastructure.

TRAIL OPPORTUNITIES

- Install signage and supporting infrastructure.
- Improved maintenance/management plan to track/ roads.
- Trail should be promoted effectively.
- Potential to share a trailhead with Possum Road & Moorabool River Loop.

19 POLICE PADDOCKS, MEREDITH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 2 | 4km | Golden Plains Shire |

TRAIL DESCRIPTION

Located just to the east of the Midland Highway in Meredith, the Police Paddocks feature a range of walking/hiking trails on the grassy and vegetated hills. The trails are of a natural and grass finish and provide a range of loops suitable for shorter or longer distances. The trails provide excellent views and a large carpark supports the trail in the south-eastern corner of the site. The Police Paddocks are currently managed by DEECA and the Meredith Police Paddock Support Group have worked hard to maintain and develop the Police Paddocks including the development of walking trails, Indigenous plantings, interpretation signage, seating and bird nesting boxes. The Group have additional plans for the site and should be consulted with.

TRAIL ISSUES

- No waymarkers, trailhead, interpretive signage.
- No existing amenities including toilets, shade shelter or water points.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Install signage and supporting infrastructure.



20 IBIS MIDDLETON WALK, MEREDITH



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Class 2 | 683m | Golden Plains Shire |

TRAIL DESCRIPTION

Located alongside the Coolebarghurk Creek between Staughton Street East and Wallace Street, the Middleton Walk (also known as the Ibis Walk) provides a Class 2 easy walking trail. The trail features a corten steel Ibis sculpture and excellent views across the river. Due to the short nature of the walk it has suitable levels of signage with a sign at each of the key entry points, carparking is also available on Russell Street in the centre of the trail.

TRAIL ISSUES

- N/A



TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Trail could be formalised to become a Class 1 trail and cater to all abilities.
- Trail could extend along Coolebarghurk Creek and connect into the Meredith Police Paddock Trails to the south of Staughton Street East.

21 JUBILEE MINE HISTORIC WALK



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk | Class 2 | 900 m | |

TRAIL DESCRIPTION

The Jubilee Walk begins at the carparking area within the Jubilee Historic Area. The trail head provides picnic and toilet facilities. The walk forms a circuit and passes extensive ruins and remnants of past mining operations of the Jubilee Company Quartz Gold Mine.

The track is well signmarked and includes interpretive signage. It takes approximately 40 minutes to complete the circuit and is of an easy grade with slight undulation.

TRAIL ISSUES

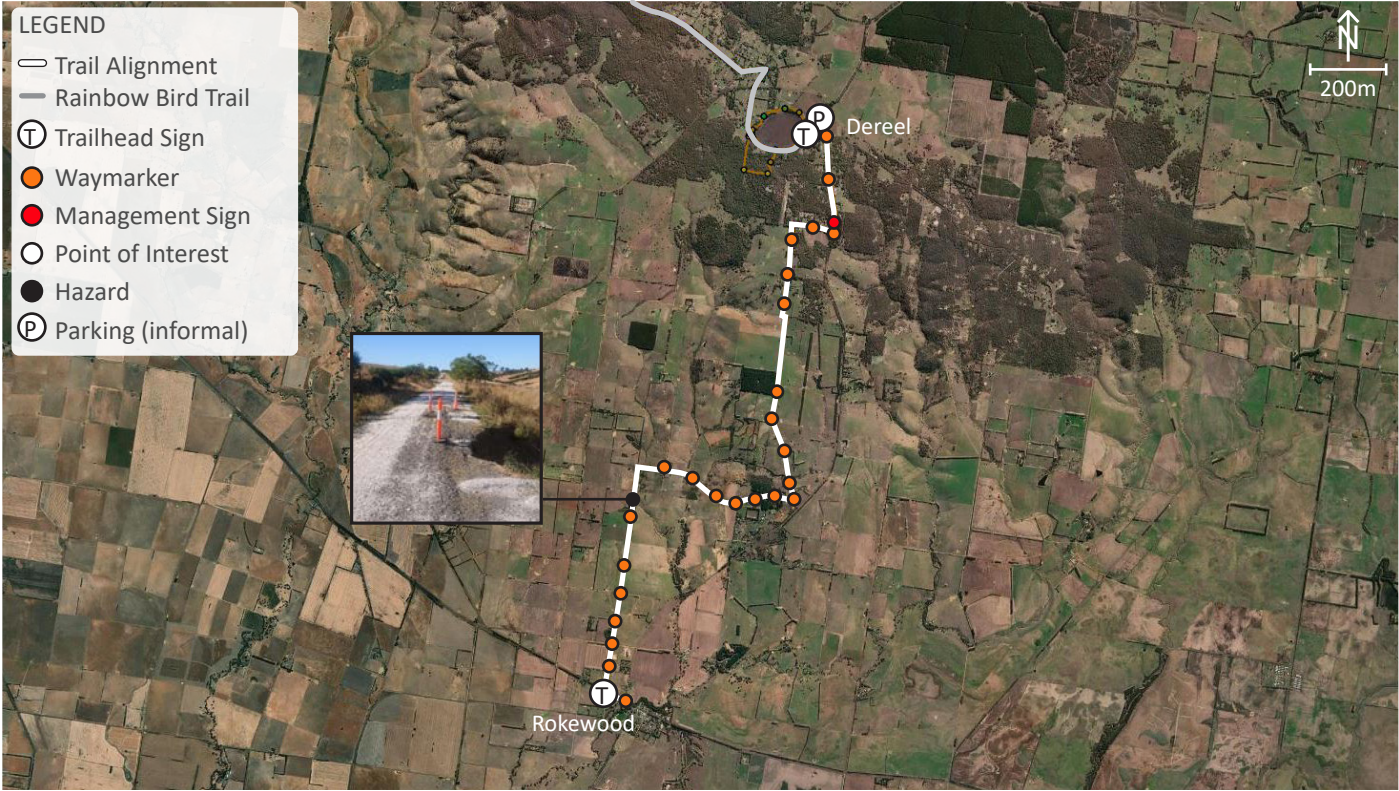
- Existing interpretive signage is in poor condition with numerous signs experiencing rusting and chipping.
- Trail is poorly promoted.



TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Portions of the trail could be formalised to become a Class 1 trail and cater to all abilities.

22 KURUC-A-RUC TRAIL, ROKEWOOD TO DEREEL



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Grade | 13.3km | Golden Plains Shire |

TRAIL DESCRIPTION

The 13.3km Kuruc-a-ruc Trail travels through this historic gold mining countryside and links the three goldfield townships of Dereel, Corindhap and Rokewood. There is also the option to extend the trail to Scarsdale via the Rainbow Bird Trail which starts in Dereel. The trail is located mostly on quiet back dirt roads but does run alongside Collac-Ballarat Road in Dereel. The trail is well waymarked, however some waymarkers need updating as they are in poor condition and missing arrows which can get users lost easily. There is a trailhead located in Rokewood.



TRAIL ISSUES

- Some of the waymarker signage is in poor condition and can lead trail users become lost and disoriented.
- Slips along some sections of road posing a hazard to both trail users and vehicles.
- Trail is poorly promoted and not very visible at Dereel end.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Trail requires maintenance in sections due to slips along road, in particular Halls Hill Road.
- Include a formal trailhead similar to the Rokewood trailhead in Dereel and include maps to make the trail more visible and accessible.

23 ROSS CREEK RECREATION RESERVE NATURE LOOP



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|--------------------|-----------------------|-------------------------|---------------------|
| Run + Walk + Cycle | Class 2 | 1km | Golden Plains Shire |

TRAIL DESCRIPTION

Bordering the Ross Creek Recreation Reserve lies the Ross Creek Nature Loop. This loop features a range of different options to provide alternate distances. The loop is in good condition with a new boardwalk installed in the sites north-eastern corner. The trails provide a great option for families to walk whilst waiting for games/ trainings to finish or as a separate walk by themselves. The walk is also located close to the Woody Yaloak Primary School and Ross Creek Tennis Club, Public Toilets and Hall.



Image: Gavin Pohlen, Google Maps

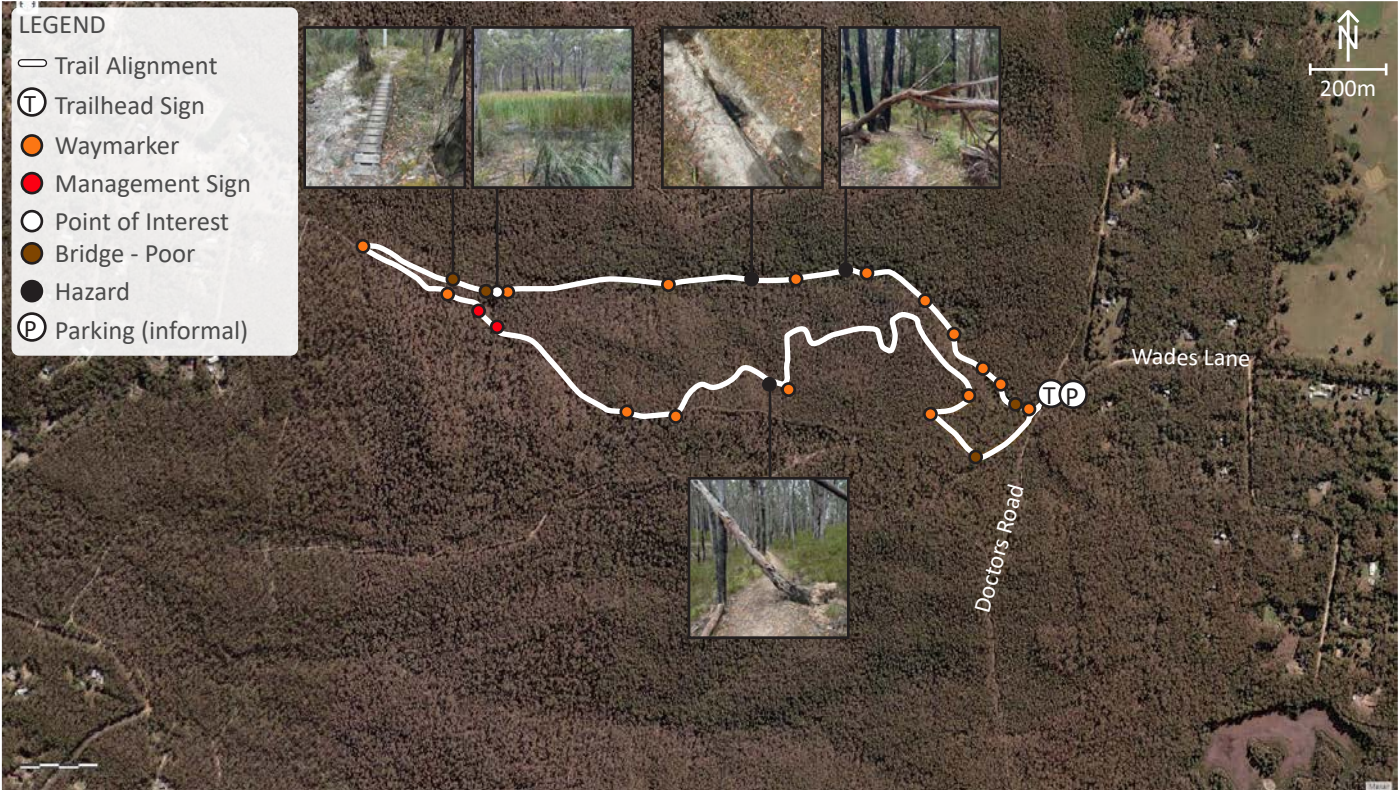
TRAIL ISSUES

- No waymarkers or signage.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Install waymarkers to direct walkers.

24 BODEN'S WATER RACES NO. 1 AND 2, ROSS CREEK STATE FOREST



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Class 3 | 5.1km | TBC |

TRAIL DESCRIPTION

The Bodens Water Races No. 1 Trail is a 5.1km circular route located close to Ross Creek and Smythesdale. It takes an average of 1 hour and 17 minutes to complete and is typically regarded as a moderately difficult course. The trail provides great birdwatching and is well waymarked. There are a number of hazards along the trail including fallen trees and rutted surfaces from motorcycles. The trail requires a small number of works to bring it to an excellent standard including maintenance, upgrading of small bridges and the installation of improved management signage and new interpretive signage.



TRAIL ISSUES

- Hazards including fallen trees and rutted surfaces.
- Trail difficult to find and poor promotion.
- Boden's Water Races No. 3 Trail is located just north, however this is now non-existent and is still promoted. This should be re-instated or removed from online sources entirely.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Trail should be promoted effectively as many residents have difficulty finding it.
- Install new footbridges.
- Install new interpretive signs for birdwatching and at swamp/lagoon.
- Explore the opportunity to reinstate Boden's Water Races No.3 Trail to form a larger connecting trail from the trailhead.

25 BALLARAT TO SKIPTON RAIL TRAIL



*Note: Geo-located points were not collected across entire trail due to trail closures.

| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|----------------------|--------------------|----------------------|--|
| Horse + Walk + Cycle | Class 1 | 54.7km | Golden Plains Shire, Ballarat City Council, Shire of Corangamite |

TRAIL DESCRIPTION

The Ballarat to Skipton Rail Trail crosses through Golden Plains Shire from Haddon to Pittong through the towns of Smythesdale, Scarsdale and Linton. Suitable for novices due to the light grade and wide surfaces, the trail can be completed in sections and can allow users to stay overnight in pubs/towns along the way. Overall the Rail Trail is in good condition, however there have been issues with maintenance and at the time of audit a large portion of the trail was closed. It is used regularly by locals for commuting and recreational purposes.



TRAIL ISSUES

- Trail closed for maintenance/repairs (at time of audit).
- Issues with poor waymarking signage in some locations.
- Maintenance of vegetation, surface condition and vandalism.
- Not enough water points to fill bottles.
- Motorcycles using trail.
- Trail erosion and change in surface finishes.
- Graffiti and vandalism.

TRAIL OPPORTUNITIES

- Opportunities to link other townships into the Rail Trail which would then allow improved active transport to Ballarat/Skipton and all towns in between.
- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Installation of more water points.
- Address issues with motorcycles using the trail.
- Ensure a consistent surface finish across trail.

26 HAY AND BURCHELL WALKING TRAIL, STEIGLITZ



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Class 3 | 8.4km | Parks Victoria |

TRAIL DESCRIPTION

Utilising the Deadman’s Walk as a beginning to the trail, the walk begins at the trailhead in Steiglitz Historic Park. At the end of Deadman’s Walk the trail follows Yankee Gully through to Steiglitz Durdidwarrah Road. The last portion of the Steiglitz Circuit Walk is closed. This closure is from Alliance Track to the bridge at Sutherland Creek, users are directed to use the Steiglitz-Durdidwarrah Road to complete the circuit. The trail is in average condition and requires maintenance works.

TRAIL ISSUES

- Portion of the trail closed.
- Poor maintenance in sections.
- Waymarking poor in sections.

TRAIL OPPORTUNITIES

- Consult with Parks Victoria about track closure from Alliance Track to the bridge at Sutherland Creek.
- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.



27 BRISBANE RANGES EXTENDED CIRCUIT, STEIGLITZ



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Class 3 | 17.9km | Parks Victoria |

TRAIL DESCRIPTION

A large hike that passes through Steiglitz Historic Park and the Brisbane Ranges National Park. The trail has a decent variation of terrain in addition to stunning, diversified scenery. Some sections are require pruning and maintenance. Locating the track across several intersections can be difficult and it is recommended to upgrade to consistent waymarking to avoid users becoming lost as many of the waymarkers are in poor condition. The trail begins at the main trailhead in Steiglitz Historic Park.



TRAIL ISSUES

- Many of the waymarkers are in poor condition.
- Poor maintenance in sections.

TRAIL OPPORTUNITIES

- Consult with Parks Victoria about track closure from Alliance Track to the bridge at Sutherland Creek.
- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.

28 DEADMAN’S & GRAHAMS GULLY LOOP, STEIGLITZ



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk | Class 3 | 6.8km | Parks Victoria |

TRAIL DESCRIPTION

Starting at the trailhead in Steiglitz Historic Park this trail follows the creek bed to where a small waterfall joins the creek. It travels north-west through open bushland to Meredith-Steiglitz Road. Deadman’s loop can be completed by turning right at the Meredith-Steiglitz Road. Grahams Gully is accessed via ‘The Crossing Picnic Area’. During dry weather, walkers can follow the creek bed the entire length back to Steiglitz. If the creek is flowing walkers can follow the gully along the banks of the creek through farmland and bush.



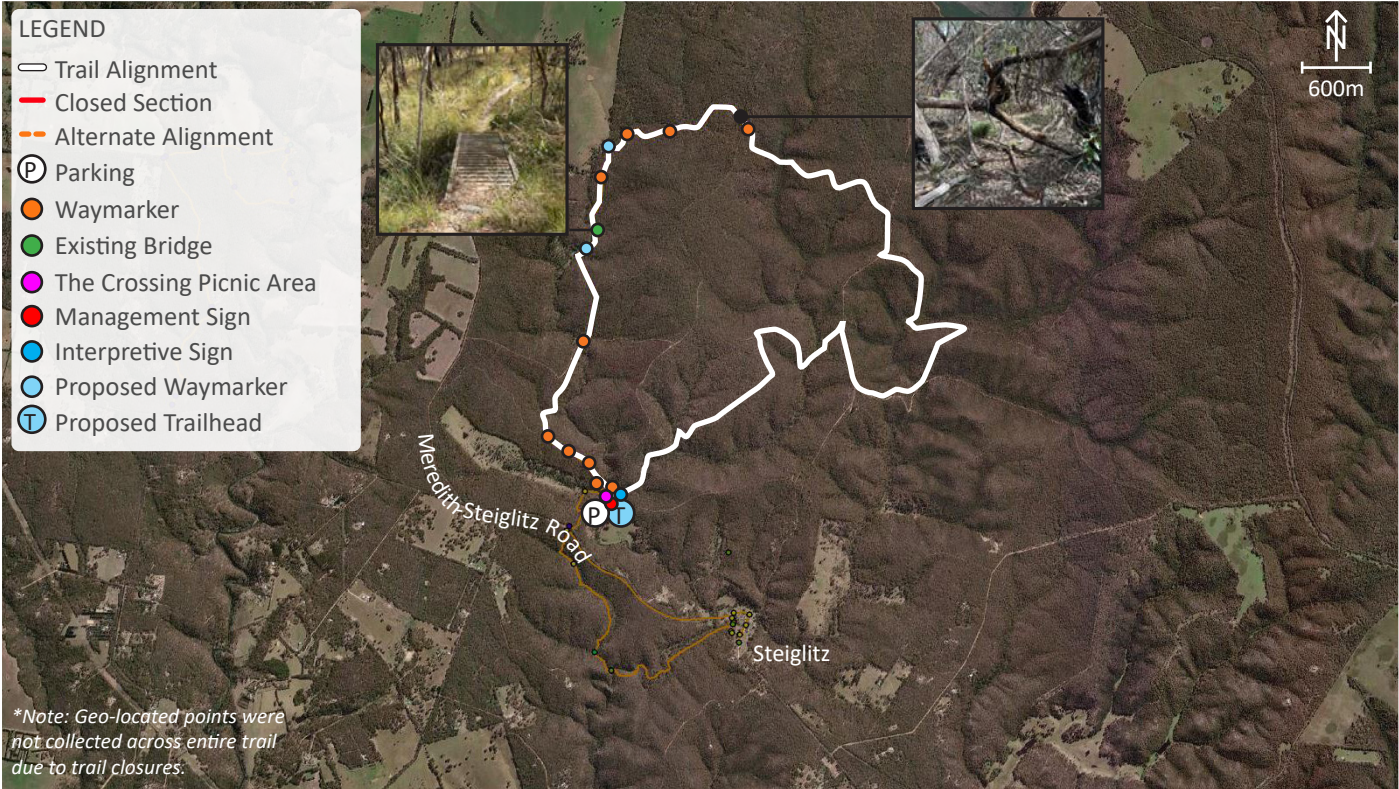
TRAIL ISSUES

- Many of the waymarkers are in poor condition.
- Poor maintenance in sections.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.

29 THREE CREEKS WALK, STEIGLITZ



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Run | Grade | 14.5km | Parks Victoria |

TRAIL DESCRIPTION

Following a portion of the Brisbane Ranges extended Circuit from The Crossing Picnic Area, this trail is a Class 4 trail and takes approximately 5hrs to complete. The trail is relatively well marked in sections included in the Brisbane Ranges Extended Circuit. From the Picnic area walkers are to access the trail on Yankee Gully, off Lease Road and join onto Native Youth Track, however, this can be difficult to locate and a trailhead and waymarkers are recommended for this trail. Maintenance is also recommended to remove hazards such as fallen trees.



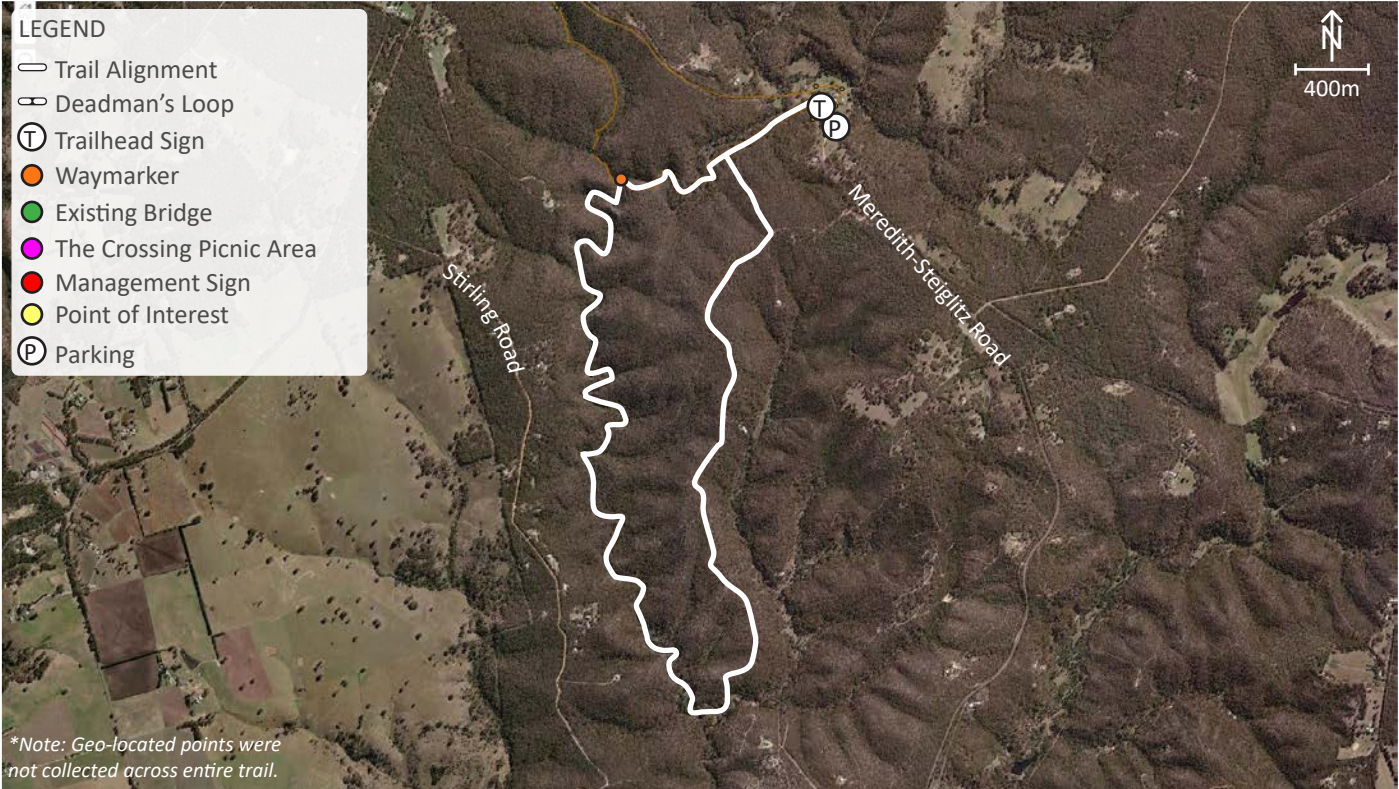
TRAIL ISSUES

- It is difficult to locate the trail when heading anti-clockwise from The Crossing Picnic area.
- Limited waymarking on sections of trail.
- Hazards such as fallen trees need to be addressed.

TRAIL OPPORTUNITIES

- Install a trailhead at The Crossing Picnic Area
- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.

30 BEARDS GULLY & DEADMAN’S LOOP, STEIGLITZ



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk | Class 4 | 9.8km | Parks Victoria |

TRAIL DESCRIPTION

The Beard’s Gully and Deadman’s Loop is a 9.8km trail in the Brisbane Ranges National Park. The trail is difficult and is a Class 4 due to the rugged terrain, rock-hopping and bushwhacking required. This trail provides a more adventurous experience than some of the easier classed trails from the same trailhead in Steiglitz Historic Park. The first short stretch is along a route that connects to the Southerland Creek West Branch, then walkers follow the gully south and return back along South Steiglitz Road.



TRAIL ISSUES

- Minimal waymarking.
- Overgrown in sections.

TRAIL OPPORTUNITIES

- This trail provides a more difficult experience for walkers and hikers and can be retained and promoted to ensure GPSC provides a range of trail experiences from Class 1 to Class 5.
- Trail should be promoted effectively.
- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.

31 STEIGLITZ HISTORIC WALK



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk | Class 2 | 600m | Golden Plains Shire |

TRAIL DESCRIPTION

Steiglitz is almost a ghost town today but in the 1860s and 1890s it was a busy gold mining township with more than 1500 residents in the height of the 1860s gold rush. Steiglitz township had four hotels, a newspaper, a variety of shops and even an undertaker. The Steiglitz Historic Walk is a short 600m walk around the town, beginning at the trailhead in Steiglitz Historic Park. The trail has many interpretation signs and mostly follows Clow and Regent Streets. The trail includes a road crossing point and the trail is in poor condition in sections off road.



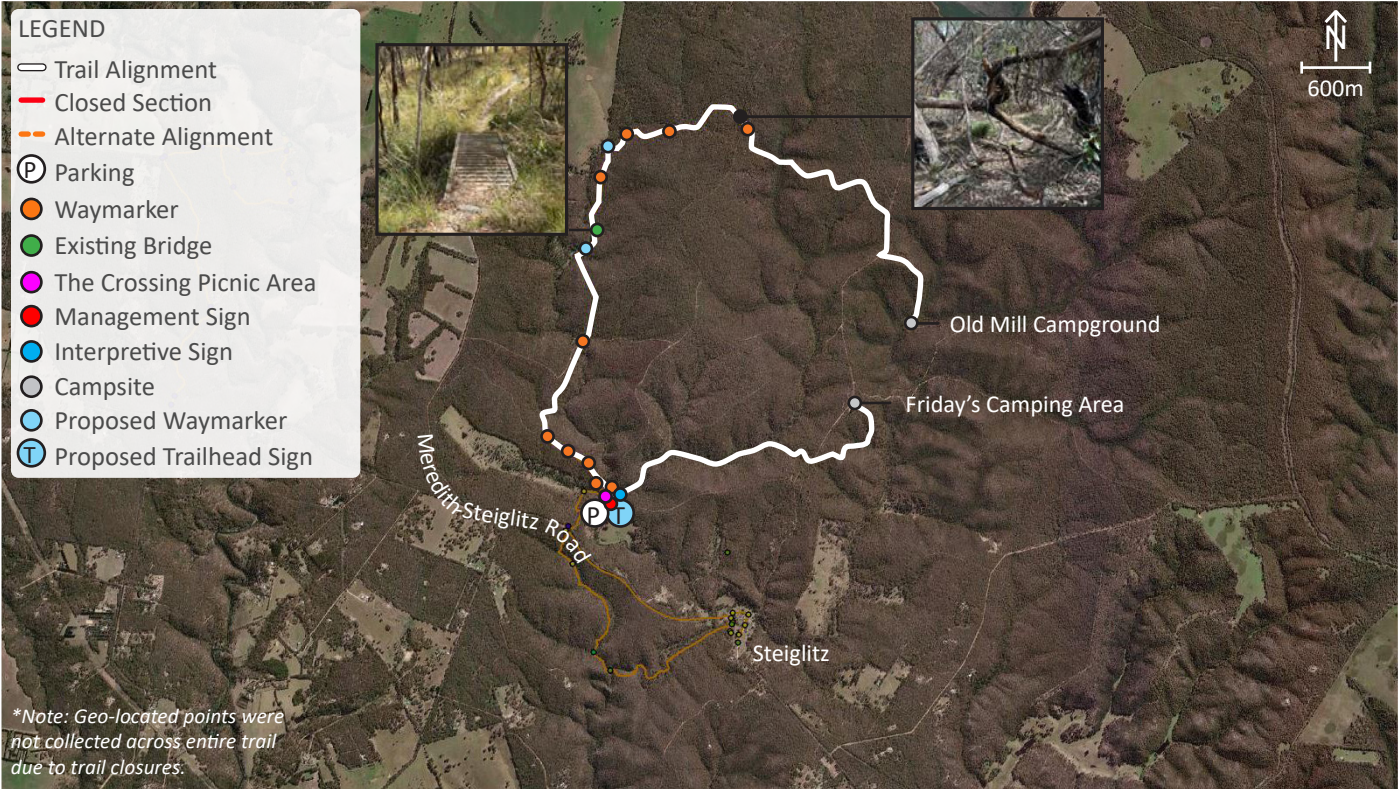
TRAIL ISSUES

- No waymarkers.
- Road crossing at Meredith-Steiglitz Road.
- Trail poor condition and almost non existent in sections when not on road.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Improve waymarking to be consistent and at regular intervals to direct walkers from trailhead to end of trail and back.
- Install signage and safety measures at the road crossing point on Meredith-Steiglitz Road where trail links onto Clow Street.
- Improve walking trail to west of Meredith-Steiglitz Road and install new stairs to road crossing point.
- Improved maintenance/management plan.

32 FRIDAY’S TRAIL, BRISBANE RANGES NATIONAL PARK



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk | Class 3 | 11.4km | Parks Victoria |

TRAIL DESCRIPTION

This trail connects to both the Friday’s Camping Area and the Old Mill Campground through The Crossing Picnic Area. Camping is available at the start and end of this trail. The trail follows the same route as the Brisbane Ranges Extended Trail and the Three Creeks Walk to reach the Old Mill Campground, and follows the Burchell Track to the Friday’s Camping area. The trail is not specifically waymarked for this and this should be considered to encourage overnight stays at the campsites and have visitors stay in the region longer.



TRAIL ISSUES

- Maintenance of trail including fallen vegetation and bridges.
- Trail is difficult to locate.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.
- Trail should be promoted effectively to encourage overnight stays within either of the campsites and Golden Plains Shire.

33 TEESDALE GRASSY WOODLANDS / DON WALLACE RESERVE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Grade 2 | 1.2km | GPSC |

TRAIL DESCRIPTION

Located to the north of the Don Wallace Reserve in the Teesdale Grassy Woodlands, these trails provide a number of recreation trail options for visitors to the Reserve and local residents. There is a trailhead located nearby the Tennis Club, Public Toilets and carparking. The trails are well waymarked with new signage installed recently and the Woodlands include a range of unique flora and fauna viewing opportunities. Horse riding is also popular within the reserve.

TRAIL ISSUES

- Erosion issues.
- Fire access paths are not wide enough in some locations which pose a safety issue in case of a bushfire.

TRAIL OPPORTUNITIES

- Trail should be promoted effectively.
- Erosion issues resolved.
- Fire track widened in required locations.



34 CHINAMAN’S LAGOON, TEESDALE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Grade 2 | 1.5km | DEECA |

TRAIL DESCRIPTION

Located south of Don Wallace Reserve on Learmonth Road is Chinaman’s Lagoon, an eight hectare reserve with a large central lagoon. There are a number of walking/cycling trails located within the area which originate link to a carpark in the sites north-western corner, Learmonth Street and some neighbouring properties. The trails are fairly informal and it was noted by the community that these are frequented regularly and that there is a significant amount of maintenance required to bring them to a suitable standard.



TRAIL ISSUES

- The reserve has a number of fallen trees and overgrown vegetation throughout.
- Poor waymarking.
- It requires maintenance on the southern and western sides due to erosion on the embankments.
- Trail needs to be resurfaced due to sandy soil in the area.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.
- Trail should be promoted effectively, there are currently no records of the trails and Chinaman’s Lagoon does not appear on Google Maps etc.
- The Hall Committee has proposed a walking track from Chinaman’s Lagoon to the Teesdale Hall utilising low traffic roads and footpaths.

35 BIKE/WALKING PATH, SHELFORD-BANNOCKBURN ROAD, TEESDALE



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|---------------------|
| Walk + Cycle | Grade | 4km | Golden Plains Shire |

TRAIL DESCRIPTION

A mixture of asphalt, concrete and crushed rock, the bike and walking path along Shelford-Bannockburn Road is well utilised by locals. The trail provides a key commuting and recreation trail that runs the entire main street of Teesdale. The trail connects key infrastructure including the winery, general store, skate park, turtle park, local school, community hall and the Don Wallace Recreation Reserve.

TRAIL ISSUES

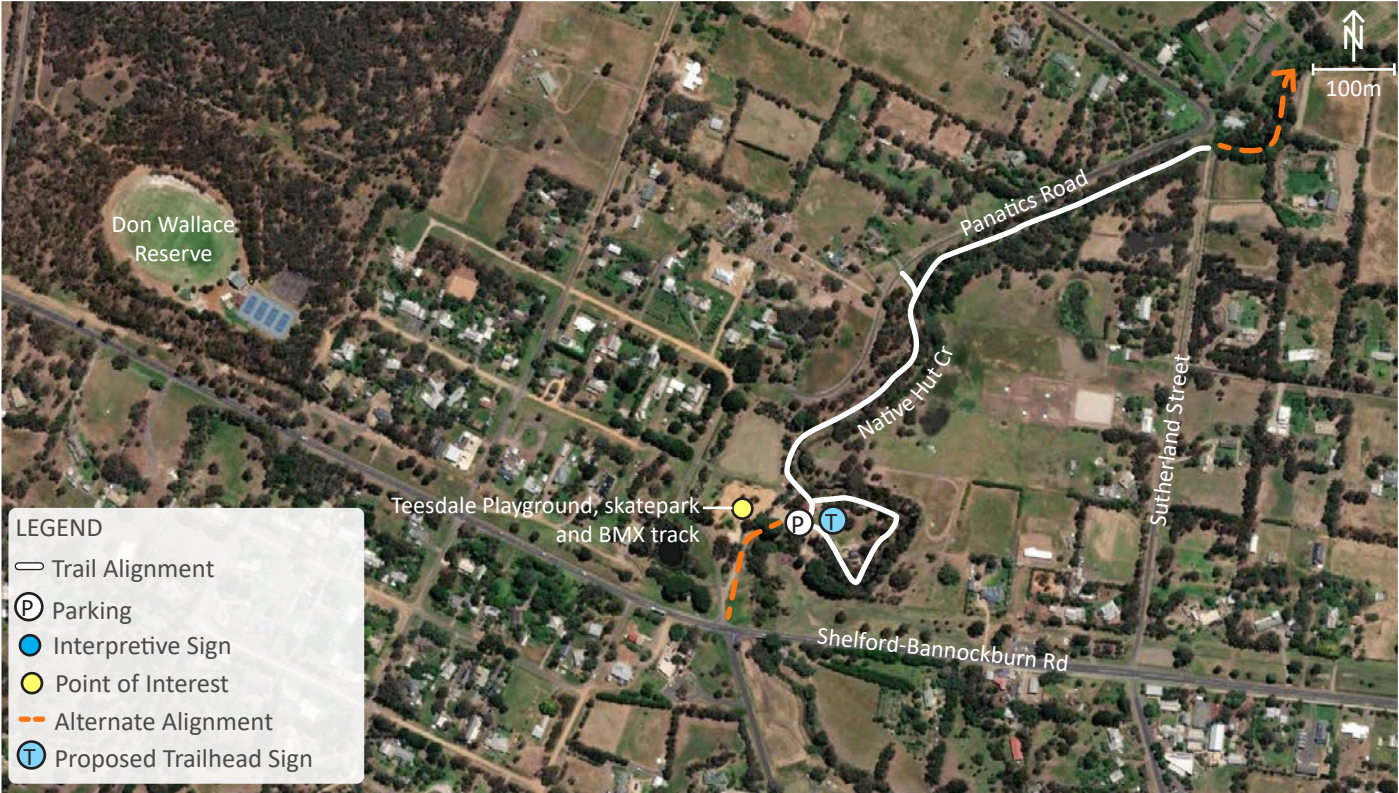
- Trail surface is not consistent across length of trail.



TRAIL OPPORTUNITIES

- Potential to provide connections to Teesdale Grassy Woodland’s, Turtle Bend and Chinaman’s Lagoon walking trails through waymarking and trails.
- Improve waymarking to be consistent and at regular intervals.
- Connect trail into future potential connections between other townships such as Bannockburn.

36 **TURTLE BEND, TEESDALE**



| PRIMARY USE(S) | GRADE / DIFFICULTY | TRACK / TRAIL LENGTH | TRAIL OWNERSHIP |
|-------------------|-----------------------|-------------------------|--------------------|
| Walk + Cycle | Class 2 | 1km | TBC |

TRAIL DESCRIPTION

Located in the centre of Teesdale, Turtle Bend includes a BMX track, skatepark, shade shelters, seating, parking and a playground. There is also interpretive signage present for the Native Hut Creek. There is a trail which follows Native Hut Creek north and connects to Panatics Road and Sutherland Street. The trail has a crushed rock finish and multiple view points across the creek. There is the potential to link this trail into the bike/walking path down Teesdale’s main street and to Stones Road.

TRAIL ISSUES

- Limited awareness of trail to those other than local residents.

TRAIL OPPORTUNITIES

- Improved maintenance/management plan.
- Improve waymarking to be consistent and at regular intervals.
- Trail should be promoted effectively
- Link trail into Teesdale Bike/Walk Trail through waymarking.
- Potential to extend trail further along Native Hut Creek to Stones Road.
- Potential to connect trail to existing skatepark, playground and BMX track



CURRENT TRAIL SIGNAGE

Examples of trail signage present on various trails across GPS are shown here to illustrate the differences in current signage styles and types across the existing tracks and trails network. Signage can aid in creating a sense of place through simple design aspects such as colour and graphics.

It is important to have consistency between signage, not only along individual trails but also across the region as a whole. It is recommended to develop all signage in line with GPSC's current Design Guidelines where possible to ensure consistency. Tracks and trails located within areas managed by organisations outside of Council will need to adhere to their relevant signage guidelines (e.g. ParksVic).



Leigh River Trails waymarker - Managed by: GPSC



Kuruc-a-ruc Trail waymarker - Managed by: GPSC



Rainbow Bird Trail waymarker - Managed by: GPSC



Bannockburn Parkrun waymarker - Managed by: Parks Victoria



Surface Point Loop Walk waymarker - Managed by: Parks Victoria



Brisbane Ranges Ext. Circuit waymarker - Managed by: Parks Victoria

CURRENT TRAIL MARKETING AND PROMOTION

Current trail marketing and promotional materials are an important consideration when assessing the existing trails network. This is a key element of trail management, particularly to ensure that the appropriate level of trail information is provided to potential users, and that this information is kept up to date.

The key resources currently providing walking and cycling trail-related information on trails across GPS are illustrated on this page. There is currently very few maps developed for the regions tracks and trails making it difficult for both residents and visitors to identify what is on offer within the area. There is no single source identifying all trail opportunities across within GPS and the maps and information available are outdated, lack consistency and do not align with current GPSC Design Guidelines.



Discover the Kuruc-a-ruc trail you'll be glad you did est. 2010

The Wounded Light Horseman sculpted by Victor Ceballos in Corindhap, Avenue 135 Highway

1 Kuruc-a-ruc Homestead
2 Old mine workings
3 Dry stone walls
4 Old buildings
5 Rokewood swimming pool

The Rainbow Bird Trail
Bike, walk or ride the 13 km Trail from Perret to Scarsdale via Berriang.
Explore and enjoy goldfields history and nature wildlife.

Trail checklist

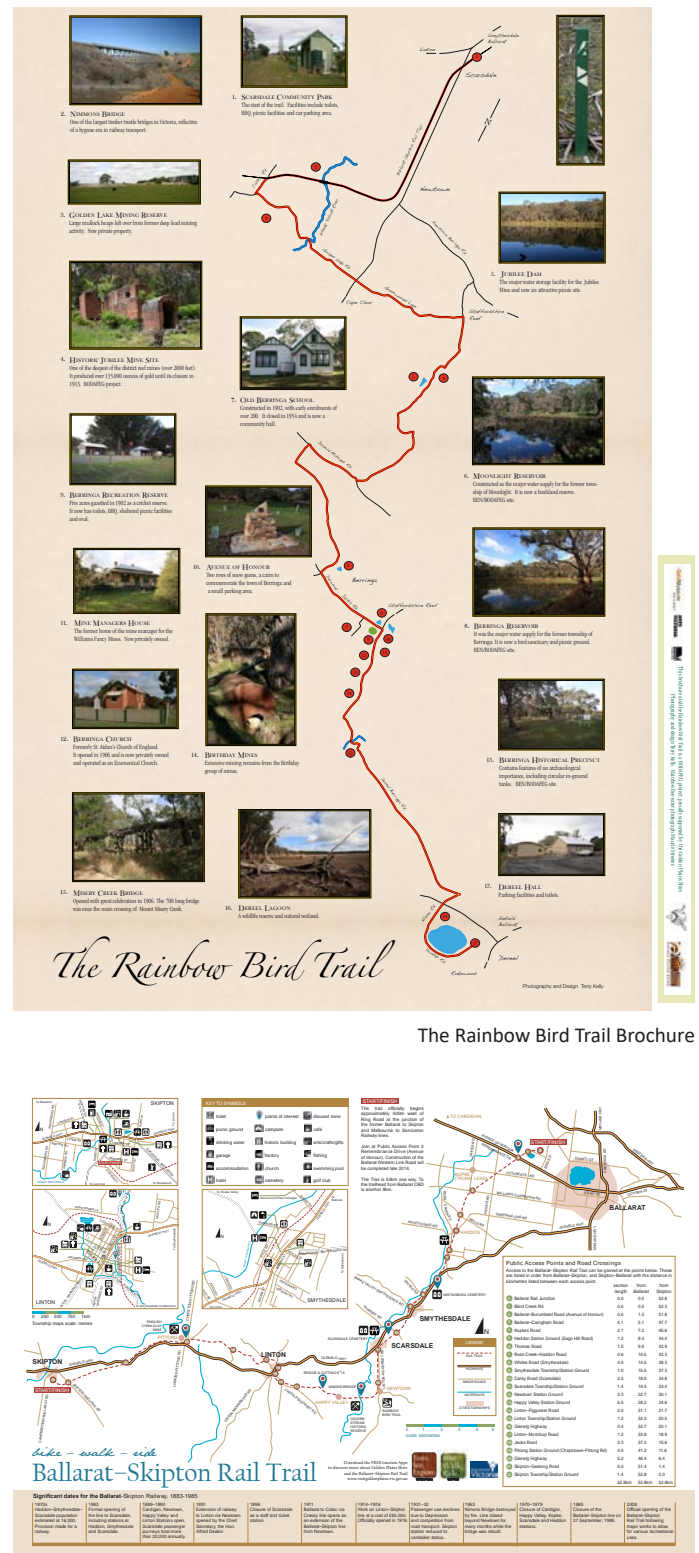
- Carry plenty of water, some energy snacks and a small first aid kit, as townships are long distances apart.
- Wear weather-appropriate clothing, carry lightweight emergency gear and sun protection.
- If cycling, carry a puncture repair kit and wear appropriate safety gear.
- If horse riding wear appropriate safety gear and ensure your horse is prepared for the Trail.
- If accompanied by children, ensure you have sun protection, food, water, appropriate footwear and safety equipment for them.
- If you are with a dog, ensure you have water and sun protection for your animal and that they remain on a leash. Bag their litter and take it home with you.
- There are no bins along the Trail. Be responsible for your own rubbish.
- Tell someone where you are going. Take a GPS or smartphone with you.
- In an emergency call 000. Emergency and management vehicles have full access to the Trail.
- Allow plenty of time for arriving at or returning to your vehicle or pick-up/drop-off point. The Trail is unlit.

Download the FREE tourism Apps to discover more about Golden Plains Shire and its Trails. www.goldenplains.vic.gov.au

Download the FREE tourism Apps to discover more about Golden Plains Shire and its Trails.

Explore Golden Plains Shire
Discover Golden Plains Shire
Discover Golden Plains Shire

Kuruc-a-ruc Trail Brochure



The Rainbow Bird Trail

The Rainbow Bird Trail Brochure

Public Access Points and Road Crossings

Access to the Ballarat-Skipton Rail Trail can be gained at the points below. There are water, toilet, picnic, shelter, and bicycle repair facilities at the Ballarat end.

| Point | Location | Facilities |
|-------|----------|--|
| 1 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 2 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 3 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
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| 69 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 70 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 71 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
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| 96 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 97 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 98 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 99 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |
| 100 | Ballarat | Water, toilet, picnic, shelter, bicycle repair |

Significant dates for the Ballarat-Skipton Rail Trail, 1855-1955

| Year | Event |
|------|---|
| 1855 | Construction of the Ballarat-Skipton Rail Trail begins. |
| 1856 | The Ballarat-Skipton Rail Trail is completed. |
| 1857 | The Ballarat-Skipton Rail Trail is opened to traffic. |
| 1858 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1859 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1860 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1861 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1862 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1863 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1864 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1865 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1866 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1867 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1868 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1869 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1870 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1871 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1872 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1873 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1874 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1875 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1876 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1877 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1878 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1879 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1880 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1881 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1882 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1883 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1884 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1885 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1913 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1914 | The Ballarat-Skipton Rail Trail is closed to traffic. |
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| 1916 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1917 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1919 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1921 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1927 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1929 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1930 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1931 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1932 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1933 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1934 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1935 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
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| 1938 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1939 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1940 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1941 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1942 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1943 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1944 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1945 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1946 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1947 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1948 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1949 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1950 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1951 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1952 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1953 | The Ballarat-Skipton Rail Trail is reopened to traffic. |
| 1954 | The Ballarat-Skipton Rail Trail is closed to traffic. |
| 1955 | The Ballarat-Skipton Rail Trail is reopened to traffic. |

Ballarat to Skipton Rail Trail Brochure

CASE STUDY: LAKE MACQUARIE WALKING TRAILS GUIDE

Lake Macquarie Tourism has produced a Walking Trails Guide which is a great example of an effective way to promote trail experiences.

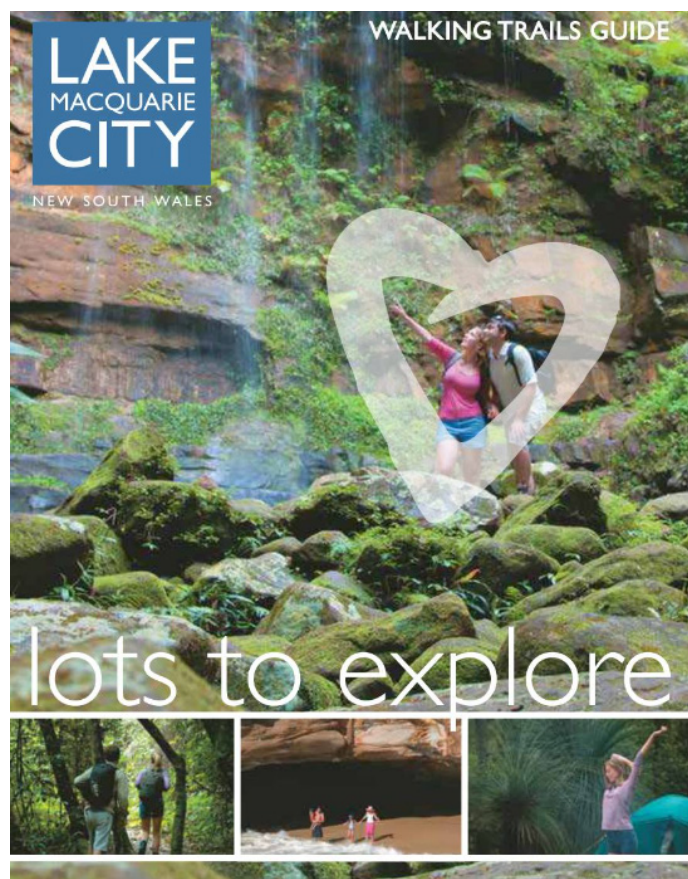
The guide is readily available as a hard copy booklet, with the information also provided online at www.visitlakemac.com.au.

Information is simple to interpret and is graphically displayed, with photographs illustrating the landscapes and trail experiences on offer.

Information provided includes an overview of trail locations and contextual information (e.g. walking checklist, environmental care, local walking groups), followed by specific trail details.

Each trail is identified on a map, showing the start/end points and details such as type (loop or linear), distance, grade/level and facilities.

Best-practice trail guides will also identify the grade of each trail according to the relevant grading system (e.g. 2156.1-2001 Walking Tracks – Classification & Signage), outline safety considerations and trail management contact details.



Lake Macquarie City Walking Trails Guide

CASE STUDY: CLARE VALLEY SHORT WALKS

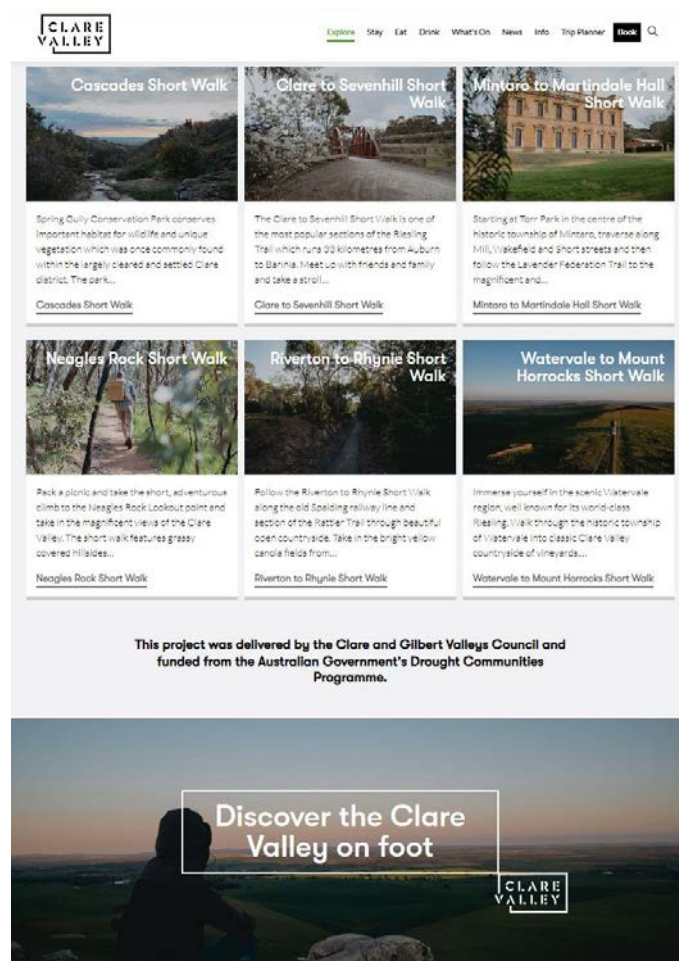
The Clare Valley Short Walks are a series of six short walks located in the Clare Valley in South Australia. The walks are the 'best' sections of larger trails and range in length from 1 to 4 hours. These walks were selected to cater to all people of all fitness levels.

Clare Valley worked on an interactive web page to market the walks on their website. The page features each of the six walks, each with its own information page that includes a map, a description of the walk, and a difficulty rating.

The website page also includes a section with tips for planning your walk, such as what to wear, what to bring, and where to park. There is also a section with links to other resources, such as downloadable maps and trail guides.

An interactive map allows users to see the trail start points in relation to townships and other Short Walks in the region.

<https://www.clarevalley.com.au/explore/short-walks>



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