



SHARED TRAILS MASTERPLAN

City of Greater Geelong

March 2020

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EXECUTIVE SUMMARY

The Shared Trails Masterplan was an action of the City's Municipal Public Health and Wellbeing Plan 2018–2021. The City Budget 2018/19 included a commitment to support delivery of the masterplan, and the Council Plan (19-20 Update) included commitments to creating linkages across the region.

The aim of this project is to develop a masterplan for the City's shared trails that will increase physical activity and connections between clubs, schools and social groups. More specifically this includes the following objectives:

- Identify opportunities to improve and expand the shared trails network to improve connectivity to key places where people live, learn, work and play.
- Prioritise when, why, how and in what form, improvements to the shared trails network is appropriate, based on an objective, evidence-based approach.

A shared trail can be defined as a path or corridor which is used concurrently by multiple types of users (including pedestrians, cyclists, horse riders, dog walkers etc).

Consultation

Consultation was undertaken with the community, stakeholders and asset owners to ensure the development of the masterplan was well informed and serves the needs of the community.

The community engagement program included two components: an online map based engagement platform via social pin point; and face-to-face "pop up" sessions held across the City.

In both forums, the community was asked to identify gaps and missing links in the shared trails network, along with feedback on the proposed assessment framework to be used to prioritise improvements.

These responses, along with the outcomes of the stakeholder engagement, were included in the issues and improvement identification process.

Assessment framework

For the purpose of classification, three tiers of network issues, and therefore network improvements, were defined. These classifications relate to the scale, and therefore the likely funding stream associated with implementing improvements.

- **Network gaps (NG):** Gaps between corridors and key attractions which require the planning and development of new shared trails.
- **Trail gaps (TG):** Relatively minor gaps between existing trails
- **Trail deficiencies (TD):** Deficiencies in the existing network which may include issues with corridor safety, surface condition or geometry

Typically, trail deficiencies are viewed as short-term projects, trail gaps as medium term and network gaps as long-term.

A multi-criteria assessment (MCA) was applied, informed by community consultation, to inform future investment in the shared trails network. The outcome of this is the prioritisation of each identified improvement.

Network gap prioritisation

The outcomes of the network gap prioritisation process are summarised below.

Rank	ID	Network Gap	Zone	MCA Score	Recommendations
1	NG07	Eastern suburbs north-south connectivity	Central	48.0	Business case for implementation
2	NG09	Ted Wilson Trail - Bayside Trail	Central	40.0	Investigate following implementation and monitoring of western link corridor
3	NG15	Drysdale - Ocean Grove	Eastern	36.9	Business case to confirm corridor availability
4	NG14	Drysdale - Portarlington	Eastern	36.5	Business case for implementation on foreshore corridor
5	NG13	Drysale - St Leonards	Eastern	35.4	Investigate in conjunction with St Leonards – Point Lonsdale project
6	NG12	Barwon Heads - Surf Coast	Eastern	34.0	Explore feasibility of Thirteenth Beach Road route via environmental investigations and consultation
7	NG16	Ocean Grove - Point Lonsdale	Eastern	33.6	Business case to confirm corridor availability
8	NG03	You Yangs - Railway Station	Northern	30.8	Engage with Parks Victoria masterplanning process to identify preferred route
9	NG04	Northern Suburbs east-west connectivity	Northern	30.8	Business case to confirm corridor availability
10	NG11	Geelong - Barwon Heads	Eastern	30.4	Explore feasibility of Lake Connemara route via environmental investigations and consultation. Engage with Sparrowvale Masterplan process to identify preferred route
11	NG10	Geelong - Surf Coast	Southern	26.9	Support implementation via Armstrong Creek Transit Corridor
12	NG17	St Leonards - Point Lonsdale	Eastern	26.8	Explore feasibility of Swan Bay Route via environmental investigations and consultation
13	NG05	Lara east-west connectivity	Northern	25.9	Business case to confirm corridor availability, aligned with development milestones at Lara West
14	NG06	Ted Wilson Trail - Lara	Northern	24.0	Embed within growth area transport infrastructure strategy
15	NG01	Ted Wilson Trail - NWGGA	Northern	22.3	Embed within growth area transport infrastructure strategy
16	NG02	Geelong - Melbourne	Northern	15.2	Consult with City of Wyndham, regarding long term aspirations for trail
17	NG08	Geelong - Golden Plains	Central	14.7	Consult with Golden Plains Shire, regarding long term aspirations for trail

Trail gap prioritisation

The outcomes of the trail gap prioritisation process are summarised below.

Rank	ID	Trail Gap	Zone	MCA Score	Recommendations
1	TG10	Barwon Heads - Surf Life Saving Club	Eastern	37.0	Implement trail in partnership with Barwon Coast Committee of Management
2	TG6	Bay Trail at Rippleside	Central	31.4	Implement path via line marking
3	TG7	Ted Wilson Trail (Fyansford)	Central	28.9	Business case to confirm corridor availability
4	TG4	Railway / Princes Highway crossing	Central	23.0	Business case to confirm corridor availability
5	TG3	Cowies Creek Trail - Bay Trail	Northern	22.9	Consult with landowners to confirm corridor availability
6	TG5	Tom McKean Trail - Cowies Creek Trail	Central	22.9	Implement path via line marking to existing road corridor
7	TG8	Deakin University - Waurin Ponds Station	Southern	22.0	Business case to confirm corridor availability
8	TG2	Bay Trail - North Shore Station	Northern	17.0	Implement via widening to existing footpath
9	TG9	Waurin Ponds Station southern access	Southern	16.9	Engage with Geelong Line Upgrade project to identify preferred route
10	TG1	Hovells Creek Trail - Lara	Northern	16.9	Explore feasibility via environmental investigations and consultation

Trail deficiency prioritisation

Trail deficiency improvement works are expected to be funded via the City's ongoing asset maintenance regime. These have been identified and prioritised as summarised below.

Rank	ID	Trail	Zone	MCA Score	Recommendations
1	TD03	Bay Trail	Central	17.9	Rectification works in accordance with the City's Shared Path Management Plan.
2	TD08	Tom McKean Trail	Central	17.3	
3	TD05	Cowies Creek Trail	Northern	16.8	
4	TD06	Hovells Creek Trail	Northern	15.0	
5	TD09	Waurm Ponds Trail	Southern	14.5	
6	TD04	Bellarine Rail Trail	Eastern	14.2	
7	TD07	Ted Wilson Trail	Central	12.2	
8	TD01	Bellarine Bayside Trail	Eastern	12.0	
9	TD02	Barwon River Trail	Southern	11.9	

No trail deficiencies identified for Bellarine Bayside Trail

In addition, a number of amenity related deficiencies were identified and captured, which can be addressed as short-term projects, in conjunction with trail improvement works.

Rank	ID	Amenity Deficiency	Zone	MCA Score	Recommendations
1	AM2	User education program	General	20.3	Delivery of program
2	AM1	Wayfinding strategy	General	18.5	Preparation of strategy
3	AM8	End of trip facilities (Geelong CBD)	Central	13.5	Implement amenity improvements
4	AM15	Bike repair station (along Bellarine Rail Trail)	Eastern	12.9	
5	AM18	Playground and BBQ (Lake Lorne, Drysdale)	Eastern	12.5	
6	AM7	Secure parking (Geelong CBD)	Central	10.6	
7	AM12	Playground and BBQ (Barwon Valley Park at Gundog Lane, Belmont)	Southern	9.8	
8	AM6	Dog bins and bags (Haines Reserve, Hamlyn Heights; Barwon River at Queens Park Road, Newtown)	Central	9.7	
9	AM16	Toilets (along Bellarine Rail Trail)	Eastern	9.7	
10	AM3	Bench seats (Hovells Creek, Lara)	Northern	9.6	
11	AM9	Drinking fountain (Balyang Sanctuary, Newtown)	Central	9.6	
12	AM5	Toilets (Haines Reserve, Hamlyn Heights)	Central	9.4	
13	AM4	Parking (Serendip Sanctuary, Lara)	Northern	8.3	
14	AM13	Toilets (Barwon River at Baum's Weir, Highton; Geelong Baseball Centre, Waurm Ponds)	Southern	8.1	
15	AM10	Dog bins and bags (Queens Park, Highton)	Southern	7.2	
16	AM14	Improve existing toilets (South Barwon Reserve, Belmont)	Southern	5.8	
17	AM17	Bench seats (Lake Lorne, Drysdale)	Eastern	5.6	
18	AM11	Drinking fountain (Barwon Valley Park at Gundog Lane, Belmont; Chenin Mews Reserve, Waurm Ponds)	Southern	5.5	

01 INTRODUCTION

The City of Greater Geelong (the City) is seeking to encourage active travel, recreation and tourism as part of an improved and expanded shared trails network. This network forms an important element of providing for the growing population of the municipality and provides associated health and wellbeing benefits across the community.

Background

The Shared Trails Masterplan was an action of the City's Municipal Public Health and Wellbeing Plan 2018–2021. It was part of a place based strategy to increase participation in physical activity by creating healthy places where people live, learn, work and play.

The City Budget 2018/19 included a commitment to support delivery of the masterplan, and the Council Plan (19-20 Update) included commitments to:

- Undertake detailed design to create linkages between shared paths across the region; and
- Support the development of shared trail linkages to create a trail network across the region.

The documents consulted in the development of this masterplan include:

- Municipal Public Health and Wellbeing Plan, 2018–2021
- Shared Path Management Plan, 2018
- Greater Geelong: A Clever and Creative Future
- Climate Change Adaptation Strategy, 2011
- Settlement Strategy for Greater Geelong, 2018
- Greater Geelong Cycle Strategy, 2008
- Bellarine Peninsula Horse Trails Study, 2009
- Domestic Animal management plan, 2018 - 21
- G21 Region Road Transport Plan: 2017-2027
- G21 Regional Growth Plan 2006
- Transport Integration Act 2010
- Integrated Comprehensive Transport Plan 2015
- Cycling Investment Prioritisation Tool, 2015
- Victorian Cycling Strategy, 2018-2028
- Greater Geelong and Bellarine Tourism Development Plan (2019 - 22)

Objectives

The aim of this project is to develop a masterplan for the City's shared trails that will increase physical activity and connections between clubs, schools and social groups. More specifically this includes the following objectives:

- Identify opportunities to improve and expand the shared trails network to improve connectivity to key places where people live, learn, work and play.
- Prioritise when, why, how and in what form, improvements to the shared trails network is appropriate, based on an objective, evidence-based approach.

Scope and extents

The study area extends across the entire municipality. For the purposes of this masterplan, the shared trails network is defined as including:

- Off-road components of the Principle Bicycle Network (PBN) which is comprised primarily of the existing shared trails network.
- On-road and off-road components of the Strategic Cycling Corridor (SCC) network.
- Other trails and paths that form essential parts of the shared trails network but are owned and managed by external stakeholders

02 SHARED TRAILS

What are shared trails?

A shared trail can be defined as a path or corridor which is used by multiple user types (including pedestrians, cyclists, horse riders etc).

Depending on the number of users on some trails, the directions of travel can be divided by physical separation or line marking.

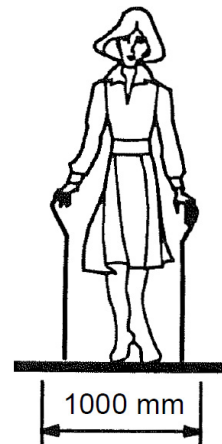
Shared trail users and requirements

There are a number of different users of the shared trail network, each with a unique set of infrastructure requirements and preferences.

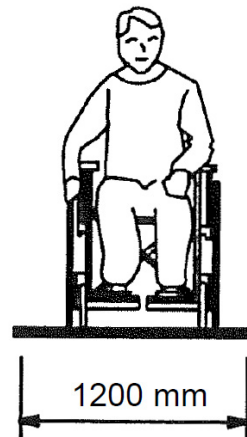
For each of the users, the movement envelope has been defined, which refers to the width required for each user to safely navigate a path.

- Pedestrians: movement envelope of 1.0 metres, regularly spaced benches, waste bins and water fountains.
- People with a disability: movement envelope of 1.2 metres and maximum grades of 5%, DDA compliant path entry locations and water fountains.
- Dog walkers: movement envelope of 1.0 metres (reflecting pedestrian requirements), waste bins, waste bag dispensers and dedicated drinking fountains.
- Cyclists: movement envelope of 1.2 metres and maximum grades of 5%, wayfinding signage, water fountains, bicycle repair stations and end of trip facilities.
- Horse riders: path width of 4 metres, advisory signage, appropriately located horse float storage and parking and appropriate surface (gravel).

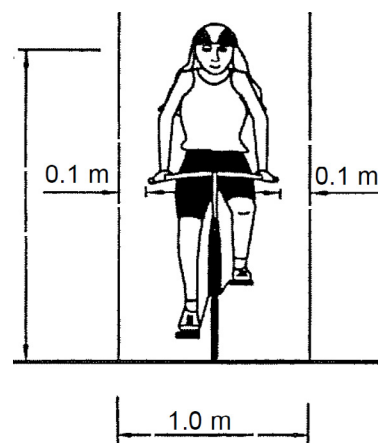
This masterplan seeks to provide increased opportunity for each of these user groups.



Pedestrian movement envelope



People with a disability movement envelope



Cyclist movement envelope

Shared trail functions

The shared trail network can be used for a variety of reasons, depending on location, surrounds and proximity to attractors:

- Recreation and tourism: Travel to recreational or tourism facilities (sporting grounds, beaches, wineries) or alternatively use of the path as a recreational activity in itself.
- Commuting: Movement between home and place of employment or study.
- Local access: Travel to local attractors, including retail, recreational facilities and and larger transport interchanges.

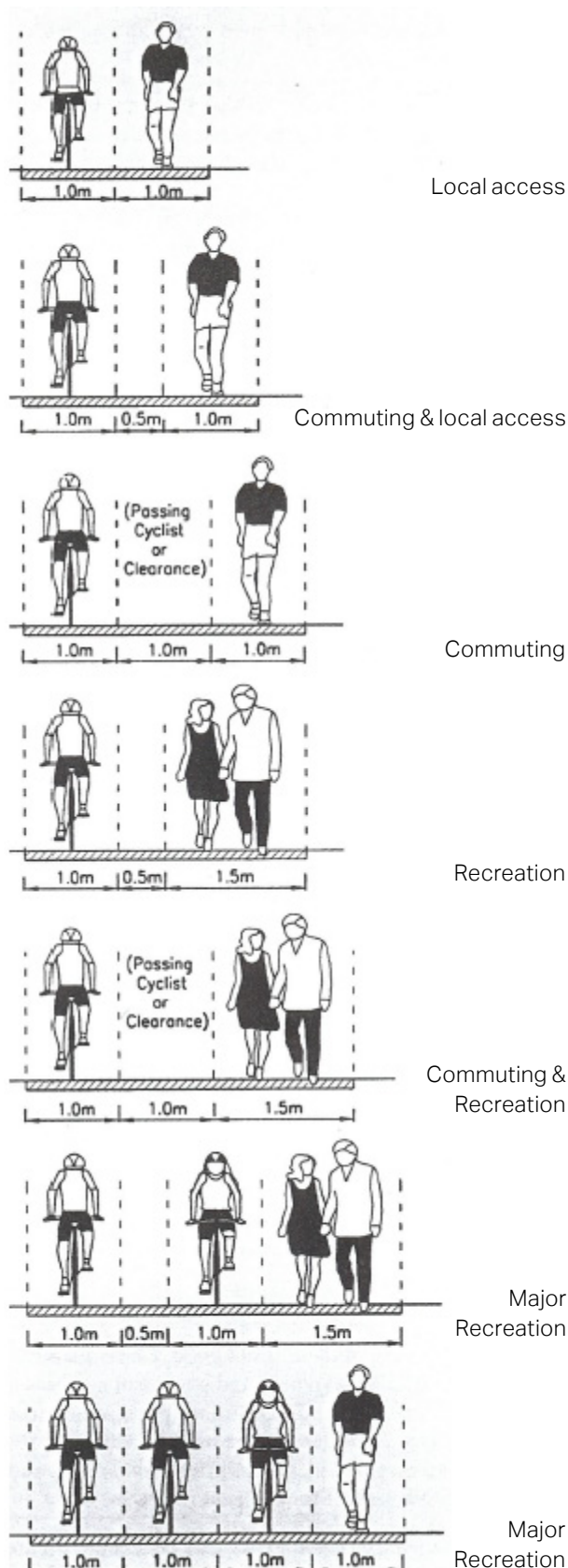
There is also an acknowledgement that each trip on the shared trails network could involve a combination of functions.

This masterplan seeks to provide increased opportunity across each of these functions.

Benefits of shared trails

Shared trails offer a suite of benefits to the community:

- Health: A goal of the Municipal Health and Wellbeing Plan is "increasing participation in physical activity" in response to a finding that over half of the City's adults do not meet the minimum physical activity guidelines. Shared trails provide all members of the community, regardless of ability, opportunity to participate in physical activity.
- Social: A key outcome of an expanded shared trails network is improved accessibility and connectivity within and between neighbourhoods. The network should also be appropriate for users of all ages.
- Environmental: A shift of trips from private vehicles towards shared trails has a direct positive impact on vehicle emissions. Higher levels of shared trail use result in a cleaner, less polluted local environment.
- Economic: A shared trail network which connects key tourism destinations, both natural and commercial, will drive increased visitation and economic activity. The Greater Geelong and Bellarine Tourism Development Plan identifies the Bellarine Peninsula as one location which could benefit from shared trail driven visitation.



03 METHODOLOGY

Improvements to the shared trails network have been planned by building an evidence base to identify issues and gaps in the network. In response to these issues a series of network improvements have been identified and then prioritised using a geographic information system (GIS) based tool.

Existing network

Review performance, condition and coverage of existing shared trail network

Consultation

Engage with key stakeholders and the community to identify network issues and improvements

Network issues

Identify network issues, shortcomings and constraints

Network improvements

Identify improvements which address the identified network issues

Prioritisation

Develop multi-criteria analysis (MCA) framework to prioritise network improvements

Assessment classifications

For the purpose of classification, three tiers of network issues, and therefore network improvements, have been defined. These classifications relate to the scale, and therefore the funding stream associated with implementing improvements.

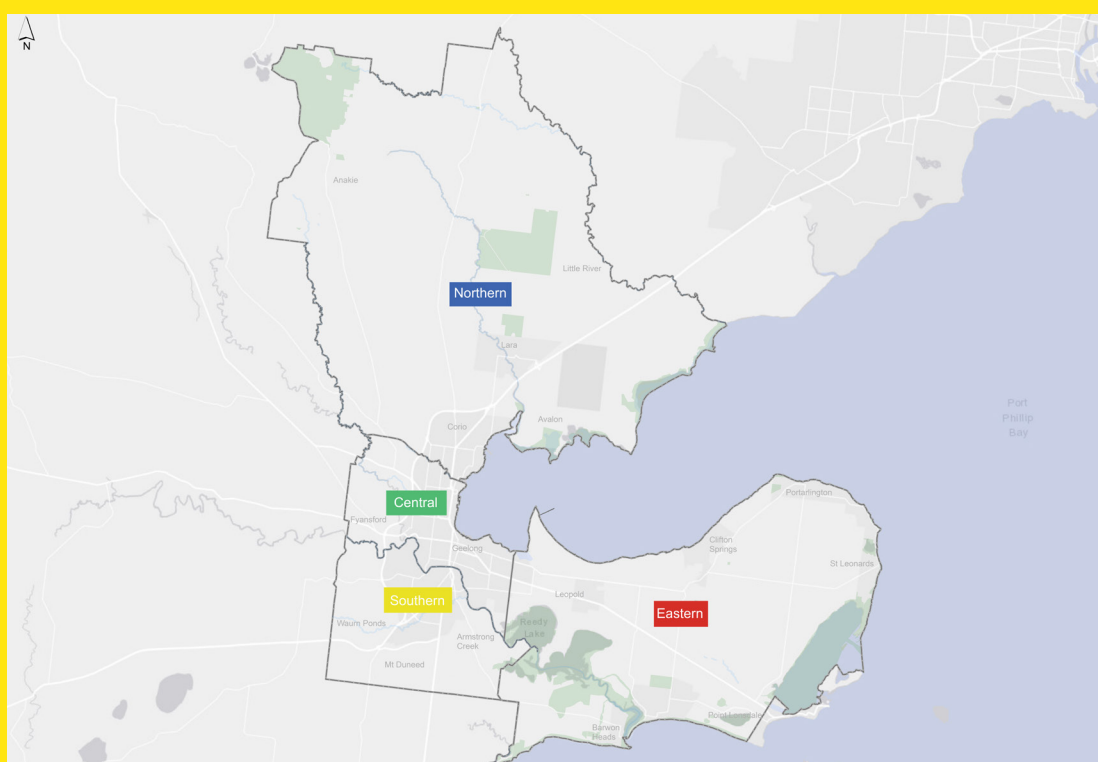
- **Network gaps:** Gaps between corridors and key attractions which require the planning and development of new shared trails.
- **Trail gaps:** Relatively minor gaps between existing trails
- **Trail deficiencies:** Deficiencies in the existing network which may include issues with corridor safety, surface condition or geometry

Typically, trail deficiencies are viewed as short-term projects, trail gaps as medium term and network gaps as long-term.

Geographic classifications

To organise improvements, the study area was divided into zones. This approach was applied in recognition of the different characteristics of each zone (suburban vs regional) and the difference in shared trail network coverage across the City.

- **Northern:** North of Cowies Creek
- **Central:** Bounded by Cowies Creek, Barwon River and Point Henry
- **Southern:** Bounded by Barwon River and Lake Connewarre
- **Eastern:** Bounded by Point Henry and Lake Connewarre



04 EXISTING NETWORK

For the purposes of this masterplan, the shared trails network is defined as all off-road components of the PBN plus on-road and off-road components of the SCC network. The major trails which make up the network are:

- Barwon River Trail
- Bay Trail
- Bellarine Bayside Trail
- Bellarine Rail Trail
- Cowies Creek Trail
- Hovells Creek Trail
- Ted Wilson Trail
- Tomn McKean Trail; and
- Waurm Ponds Creek Trail

Each of these is managed by the City with the exception of Barwon River Trail (Corangamite Catchment Management Authority) and Bellarine Foreshore Trail (Bellarine Bayside Foreshore Committee).

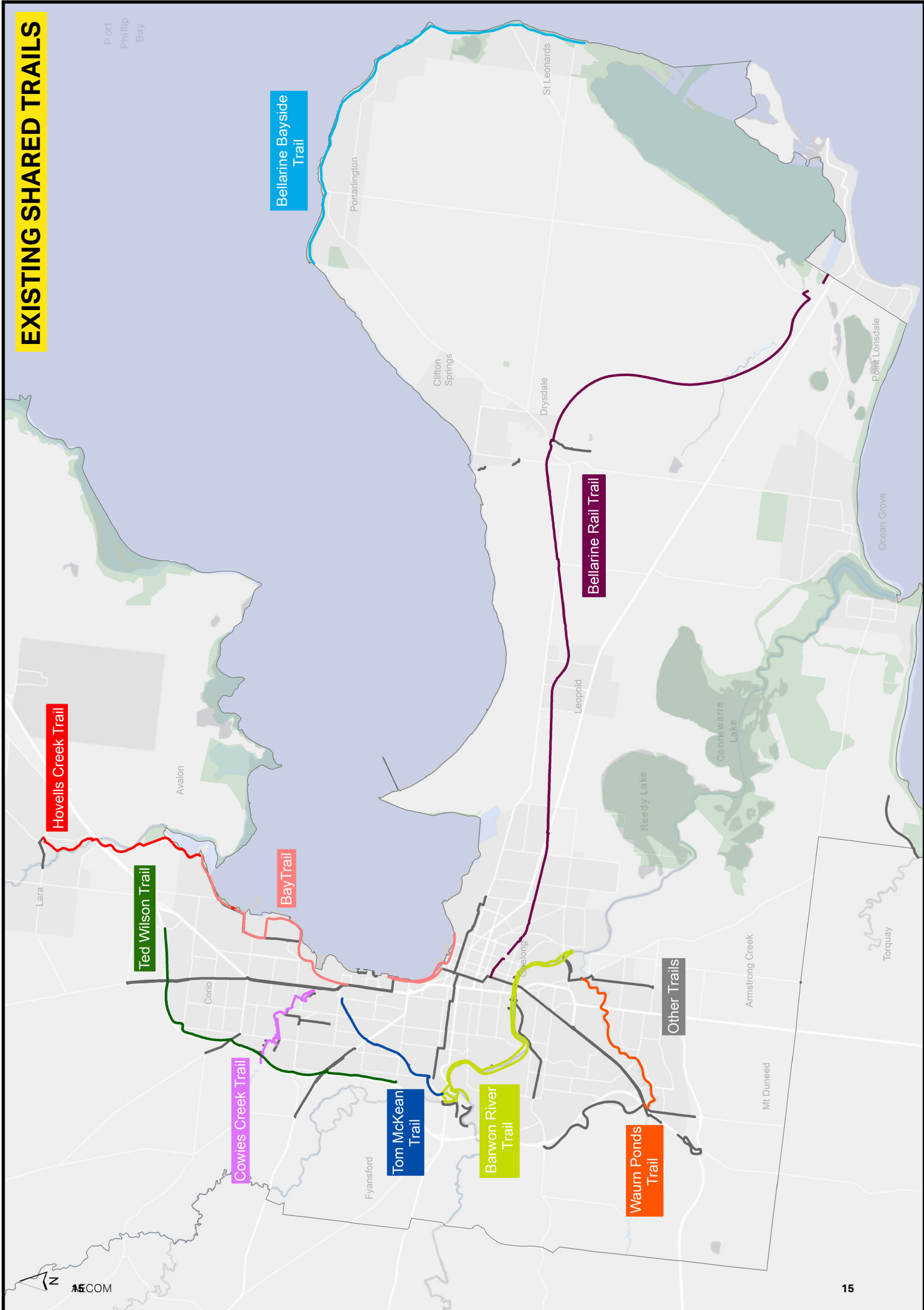
Those trails managed by the City are subject to an inspection regime which is undertaken annually. In the event that paths are considered to be high usage and pose greater risk, inspection frequency will be increased to a six monthly cycle and appropriate rectification works undertaken.

In reviewing the existing network, the following information and data was considered, before it was compiled into the GIS database on which the MCA was undertaken:

- Network usage
- Surrounding road, public transport and on-road cycle network
- Crash history
- Land use and population catchments
- Planning scheme overlays, including environmental, heritage and flooding
- Health data identifying local levels of physical activity

Details relating to this data is included in the Technical Appendix.

EXISTING SHARED TRAILS



05 CONSULTATION

Consultation was undertaken with the community, stakeholders and asset owners to ensure the development of the masterplan was well informed and serves the needs of the community.

The outcomes of this consultation process informed the identification of network issues and network improvements.

Asset owners

Several of the key shared trails across the municipality – and opportunities for the improvements – lie within corridors owned or operated by other owners and authorities. They were consulted to understand the nature of the existing network and to understand the opportunities and constraints associated with the implementation of network improvements.

The following committed shared trail network improvements were confirmed:

- Midland Highway (planning)
- Bellarine Link (planning)
- Drysdale Bypass (under construction)
- Barwon Heads Road (planning)

Stakeholders

A stakeholder workshop was held on 18 June 2019, to brief key stakeholders on the masterplan and seek input into the development process.

Those invited included the Department of Transport, Bicycle Network, Regional Roads Victoria, and broader City of Greater Geelong stakeholders encompassing community engagement, recreation and open space, social planning, health and wellbeing, and asset maintenance.

Stakeholders provided feedback with discussions ranging from short-term operational improvements to long-term network aspirations.

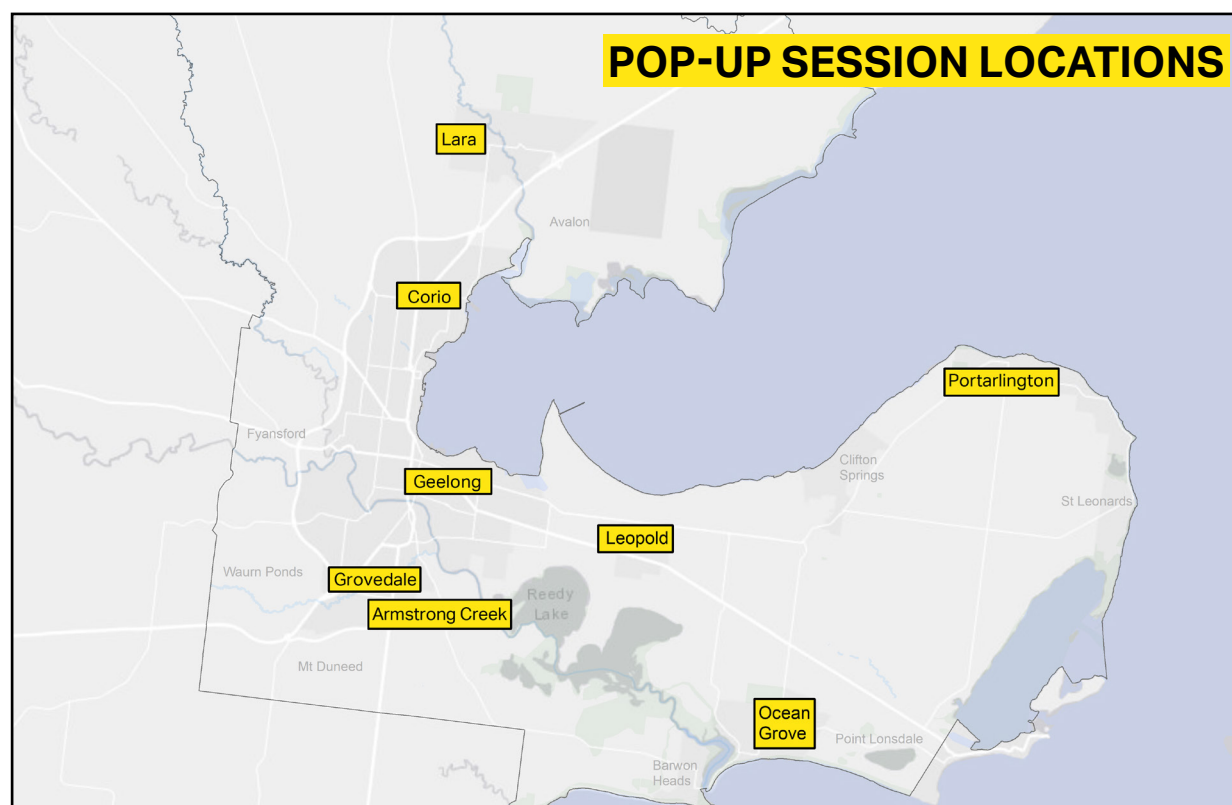
The community

The community engagement program was conducted in July and August 2019 and included two components: an online map based engagement platform via social pin point; and face-to-face “pop up” sessions held across the City.

In both forums, the community was asked to identify gaps and missing links in the shared trails network, along with feedback on the proposed assessment framework to be used to prioritise improvements.

A total of 1,445 responses were received from the community. These responses, along with the outcomes of the stakeholder engagement, were included in the issues and opportunities identification process.

When asked to rank which principles they see as most important in the development of the future network, an additional 291 comments were provided. Respondents ranked “safety for everyone”, “connectivity to destinations” and “suitable for all ages” as the most important criteria.



Social Media Reach



61 Days



8 Pop-Up Sessions



1,445 Respondents



9,628



2,328



3,243

Key themes identified during consultation include:

Safety

- Conflict between various user types due to differences in speed and ability
- Requirement for localised widening, improved drainage and surface upgrades
- Importance of shared trail network providing alternatives to on-road paths

Amenities

- Lack of, and inconsistency in, wayfinding signage
- Need for lighting on some sections of trail utilised by commuters
- General requirement for toilets, drinking fountains, bicycle parking, repair stations and end of trip facilities
- Mixed responses to continued sealing of Bellarine Rail Trail

Dog walking

- Lack of supporting amenities for dog walkers, including bins, waste bags
- Concern with conflict between off-lead dogs and other trail users
- Need for increased number of locations for off-lead dog parks and improved signage
- Improved enforcement ensuring owner's collection of dog waste

Horse riding

- Opportunities that horse riding presents for increased tourism
- Concern with conflict between horses and other trail users and the environment
- Need for separate horse riding paths where a gravel surface is not provided

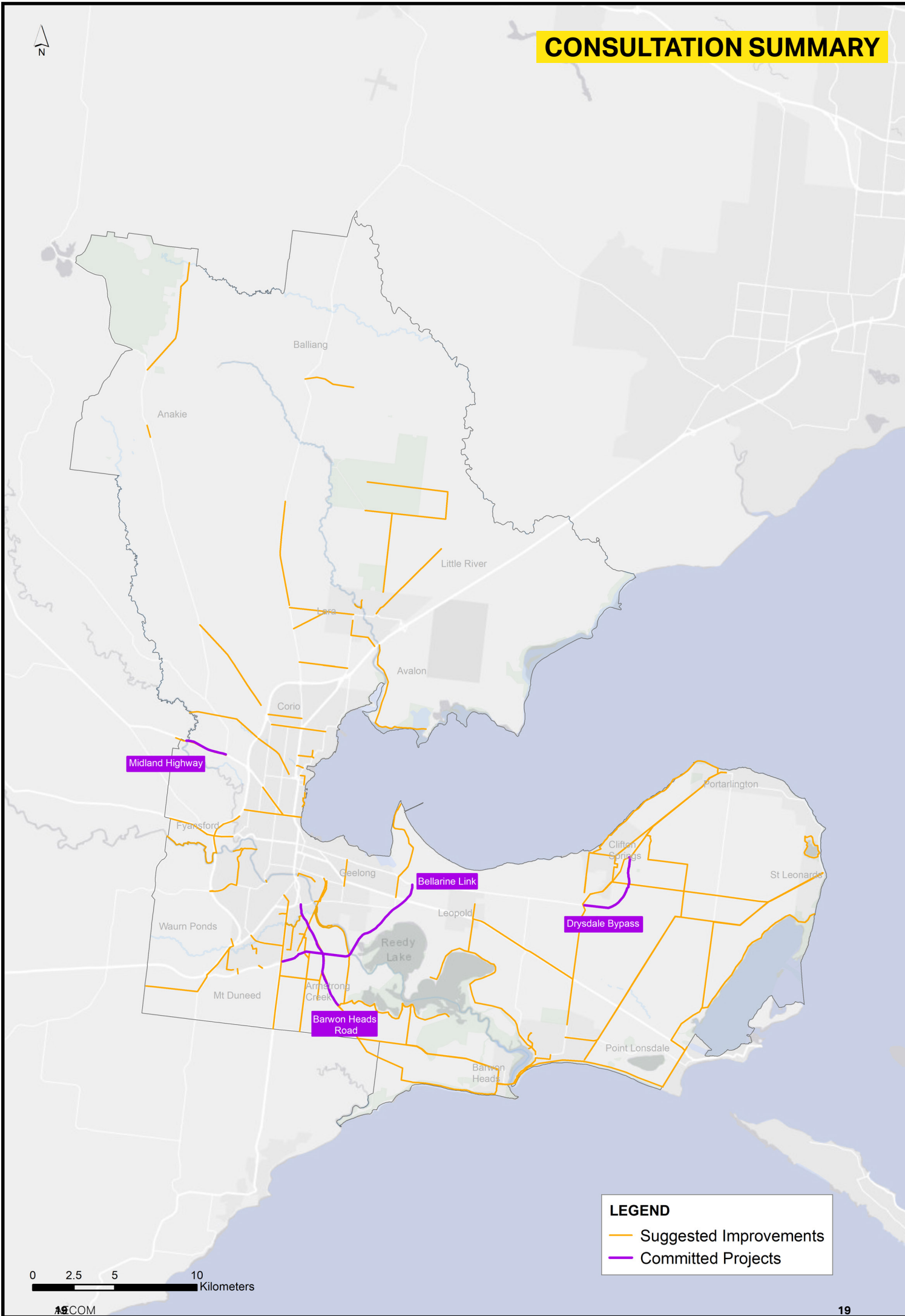
Access and connectivity

- Connection within and connecting growth areas to Central Geelong (NWGGA, Armstrong Creek, Lara West)
- Opportunity for shared trails to provide for improved tourism offering (You Yangs, Bellarine Peninsula, Barwon River, Lake Connewarre)
- Connectivity gaps to major transport hubs and railway stations (Lara, North Shore, Marshall, Wairn Ponds)
- Termination of, or small gaps in, existing shared network
- Connectivity between major shared trails
- Connectivity between northern suburbs (Corio, Norlane) and central Geelong
- Lack of general connectivity across Bellarine Peninsula between major centres

Other authorities

- Support for integration with neighbouring municipalities (Golden Plains Shire, Surf Coast, Wyndham)
- Suggestions for integration with other local authorities' facilities (Barwon Water, Parks Victoria)

A summary of the access and connectivity improvements identified during consultation process is provided.



06 NETWORK ISSUES

Network issues have been organised according to three classifications:

- network gaps
- trail gap; and
- trail deficiencies

Network issues were identified via an assessment of asset condition and network connectivity; and officer, stakeholder and community feedback. All network issues identified in the masterplan were validated by the City.

The identified network issues have been organised by geographic zone.

- **Northern:** North of Cowies Creek
- **Central:** Bounded by Cowies Creek, Barwon River and Point Henry
- **Southern:** Bounded by Barwon River and Lake Connewarre
- **Eastern:** Bounded by Point Henry and Lake Connewarre

Network issue summaries for each zone are presented in subsequent pages.

Network gaps

Network gaps (NG) have been defined as those which require extension of the network, and subsequently require the planning and development of new shared trails.

Northern zone

- | | |
|-----|--|
| NG1 | <p>Ted Wilson Trail - NWGGA</p> <p>Existing network (Ted Wilson Trail) to the proposed North and West Geelong Growth Areas</p> |
| NG2 | <p>Geelong - Melbourne</p> <p>Lack of off-road alternative to Princes Freeway between Geelong and Melbourne</p> |
| NG3 | <p>You Yangs - Railway Station</p> <p>You Yangs Regional Park and the nearby railway line (via Lara or Little River)</p> |
| NG4 | <p>Northern suburbs east-west connectivity</p> <p>Lack of off-road corridor for Norlane and Corio residents to access existing network (Hovells Creek and Ted Wilson Trails)</p> |
| NG5 | <p>Lara east-west connectivity</p> <p>Lack of off-road corridor for Lara residents to access existing network (Hovells Creek and Ted Wilson Trails)</p> |
| NG6 | <p>Ted Wilson Trail - Lara</p> <p>Existing trail (Ted Wilson Trail) to Lara West growth area</p> |

Central zone

- | | |
|-----|---|
| NG7 | <p>Eastern suburbs north-south connectivity</p> <p>Link between Eastern Gardens, Bellarine Rail Trail and Barwon River Trail</p> |
| NG8 | <p>Geelong - Golden Plains Shire</p> <p>Existing network (Ted Wilson Trail) to Golden Plains Shire</p> |
| NG9 | <p>Ted Wilson Trail - Bayside Trail</p> <p>Lack of off-road corridor for eastern suburbs to access existing network (Bayside and Ted Wilson Trails)</p> |

Southern zone

- | | |
|------|--|
| NG10 | <p>Geelong - Surf Coast Shire</p> <p>Existing network (Waurin Ponds Creek Trail) to Surf Coast Shire</p> |
|------|--|

Eastern zone

- | | |
|------|--|
| NG11 | <p>Geelong - Barwon Heads</p> <p>Lack of off-road alternative to Barwon Heads Road and access to Reedy Lake and Lake Connewarre</p> |
| NG12 | <p>Barwon Heads - Surf Coast Shire</p> <p>Lack of off-road alternative to Thirteenth Beach Road</p> |
| NG13 | <p>Drysdale - St Leonards</p> <p>No integration between Bellarine Rail Trail and Bellarine Foreshore Trail and these centres</p> |
| NG14 | <p>Drysdale - Portarlington</p> <p>No connection between Bellarine Rail Trail and Bellarine Foreshore Trail and these key centres</p> |
| NG15 | <p>Drysdale - Ocean Grove</p> <p>No connection between Ocean Gove and Bellarine Rail Trail (and on to Geelong)</p> |
| NG16 | <p>Ocean Grove - Point Lonsdale</p> <p>No connection between Ocean Gove and Bellarine Rail Trail and lack of off-road alternative to Shell Road via Lonsdale Lakes</p> |
| NG17 | <p>St Leonards - Point Lonsdale</p> <p>No connection between Bellarine Rail Trail and Bellarine Foreshore Trail and access to Swan Bay</p> |

Trail gaps

Trail gaps (TG) have been identified as relatively minor gaps in existing trail corridors which, if addressed, could significantly enhance the overall network.

Northern zone

- | | |
|-----|--|
| TG1 | <p>Hovells Creek Trail - Lara</p> <p>Linking central Lara to Hovells Creek Trail via creek alignment</p> |
| TG2 | <p>Bay Trail - North Shore Station</p> <p>Short gap between existing Bay Trail and North Shore Railway Station</p> |
| TG3 | <p>Cowies Creek Trail - Bay Trail</p> <p>Gap in existing network via Cowies Creek alignment</p> |

Central zone

- | | |
|-----|--|
| TG4 | <p>Railway Line / Princes Freeway crossing</p> <p>Gap between Bay Trail and Tom McKean Trail across freeway and railway line</p> |
| TG5 | <p>Tom McKean Trail - Cowies Creek Trail</p> <p>Gap in existing network across railway line, via industrial estate</p> |
| TG6 | <p>Bay Trail at Rippleside</p> <p>Gap in the Bay Trail from St Helens Boat Ramp to Rippleside Park</p> |
| TG7 | <p>Ted Wilson Trail (Fyansford)</p> <p>Gap in Ted Wilson Trail between Moorabool River and Barwon River</p> |

Southern zone

- | | |
|-----|--|
| TG8 | <p>Deakin University - Waurin Ponds Station</p> <p>Lack of off-road connection between university and its nearest railway station</p> |
| TG9 | <p>Waurin Ponds Station southern access</p> <p>No direct access to Waurin Ponds Station from the trail alongside Baanip Boulevard, to the south of the railway line.</p> |

Eastern zone

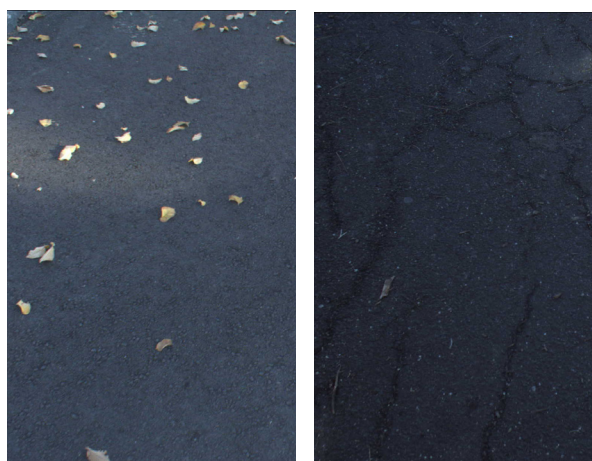
- | | |
|------|---|
| TG10 | <p>Barwon Heads - Surf Life Saving Club</p> <p>Lack of off-road connection from Barwon Heads to Surf Life Saving Club</p> |
|------|---|

Trail deficiencies

Deficiencies have been identified as those sections of existing trails which satisfy either of the following criteria:

- Trail widths that do not satisfy minimum geometry requirements of trails (as shown on page 11)
- Trails that have a surface condition that impedes users (see images below)
- Trails that lack in amenity (water fountains, seating, bins, dog facilities)

A summary of all trail deficiencies, by trail, are presented in the table below.



Example of high and poor quality surface condition

These deficiencies have been shown to be concentrated on the following trails (those with greater than 75% of length impacted).

Northern zone

- Hovells Creek Trail

Central zone

- Cowies Creek Trail
- Tom McKean Trail

Southern zone

- Waurm Ponds Trail

Eastern zone

It is acknowledged that the existing network in the eastern zone lacks coverage (particularly across the Bellarine Peninsula). As a result of this lack of existing network, no significant trail deficiencies were identified, and issues have rather been captured as network gaps.

Trail	Total Length	Trail Width Deficiencies		Trail Surface Deficiencies		Total Deficiencies	
		Length	%	Length	%	Length	%
Bellarine Bayside Trail	15.09	0	0%	0	0%	0	0%
Barwon River Trail	19.74	6.33	32%	2.76	14%	6.99	35%
Bay Trail	11.22	3.92	35%	4.49	40%	5.78	52%
Bellarine Rail Trail	30.53	0.38	1%	1.01	3%	1.40	5%
Cowies Creek Trail	5.99	4.00	67%	3.61	60%	4.63	77%
Hovells Creek Trail	8.84	6.57	74%	6.80	77%	7.45	84%
Ted Wilson Trail	11.31	0.10	1%	0.07	1%	0.16	1%
Tom McKean Trail	5.21	4.54	87%	3.71	71%	4.65	89%
Waurm Ponds Trail	6.17	3.82	62%	4.59	74%	5.01	81%
Other Trails	79.66	16.56	21%	17.84	22%	27.37	34%
Total	193.76	46.22	24%	44.89	23%	63.44	33%

No data available for Bellarine Bayside Trail. All lengths in kilometres

In addition, a number of amenity (AM) related deficiencies were identified and captured.

General

- AM1 Lack of wayfinding between trails and to local amenities (toilets, drinking fountains etc.)
- AM2 Dangerous or inappropriate use of the network by some users, particularly on Waurin Ponds Creek, Barwon River and Bellarine Rail trails

Northern zone

- AM3 Bench seats (Hovells Creek, Lara)
- AM4 Parking (Serendip Sanctuary, Lara)

Central zone

- AM5 Toilets (Haines Reserve, Hamlyn Heights)
- AM6 Dog bins and bags (Haines Reserve, Hamlyn Heights; Barwon River at Queens Park Road, Newtown)
- AM7 Secure parking (Geelong CBD)
- AM8 End of trip facilities (Geelong CBD)
- AM9 Drinking fountain (Balyang Sanctuary, Newtown)

Southern zone

- AM10 Dog bins and bags (Queens Park, Highton)
- AM11 Drinking fountain (Barwon Valley Park at Gundog Lane, Belmont; Chenin Mews Reserve, Waurin Ponds)
- AM12 Playground and BBQ (Barwon Valley Park at Gundog Lane, Belmont)
- AM13 Toilets (Barwon River at Baum's Weir, Highton; Geelong Baseball Centre, Waurin Ponds)
- AM14 Improve existing toilets (South Barwon Reserve, Belmont)

Eastern zone

- AM15 Bike repair station (along Bellarine Rail Trail)
- AM16 Toilets (along Bellarine Rail Trail)
- AM17 Bench seats (Lake Lorne, Drysdale)
- AM18 Playground and BBQ (Lake Lorne, Drysdale)





Barnockburn

Anakie

Batesford

Hamlyn Heights

NG4

NG1

NG6

TG3

TG2

Corio

NG5

TG1

Lara

NG3

Avalon

NG2

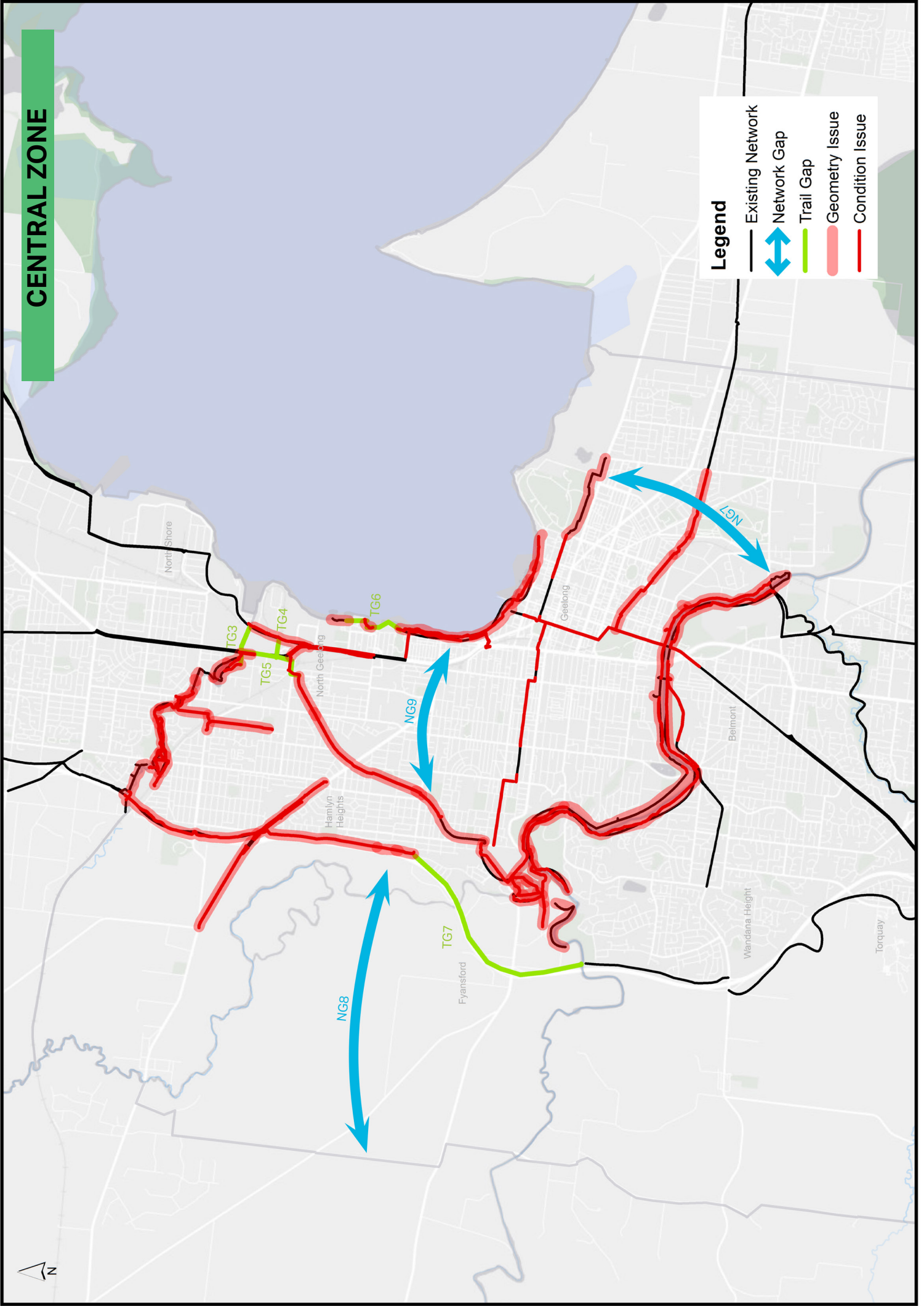
Little River

NORTHERN ZONE

Legend

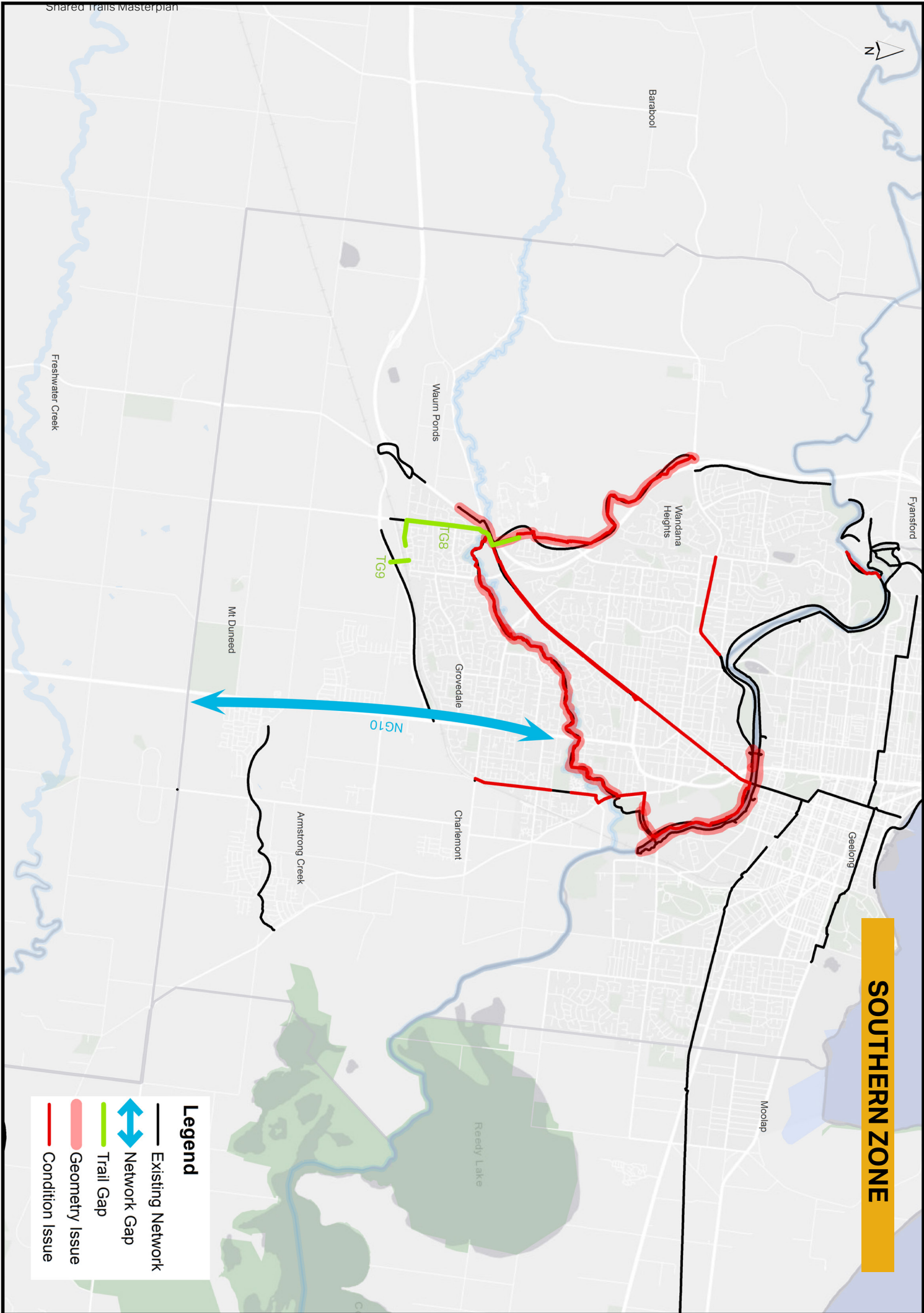
- Existing Network
- Network Gap
- Trail Gap
- Geometry Issue
- Condition Issue

CENTRAL ZONE

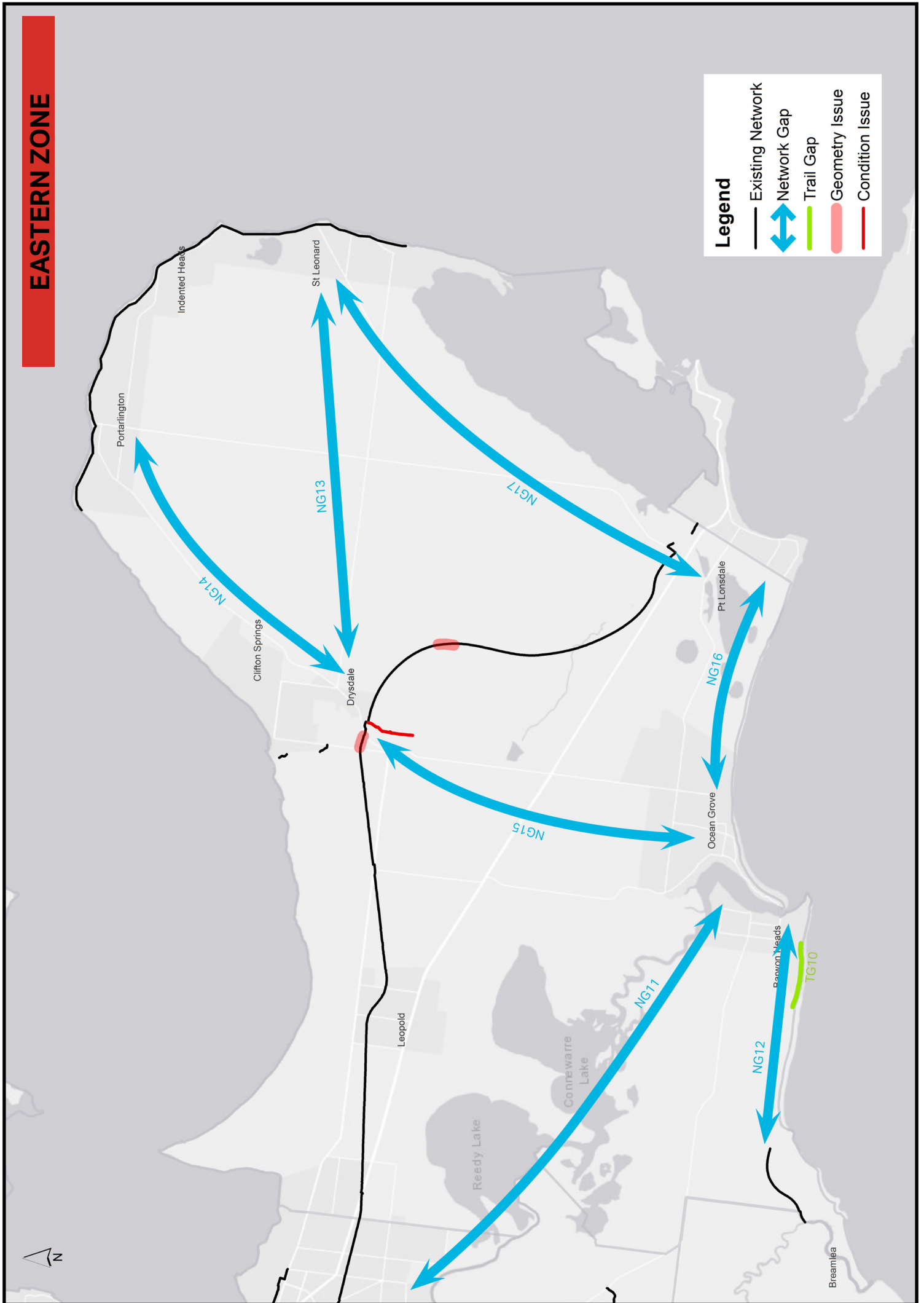




SOUTHERN ZONE



EASTERN ZONE



Legend

- Existing Network
- Network Gap
- Trail Gap
- Geometry Issue
- Condition Issue

07 NETWORK IMPROVEMENTS

In response to the identified network issues, and the outcomes of the consultation process, a series of network improvements were considered.

Network gaps

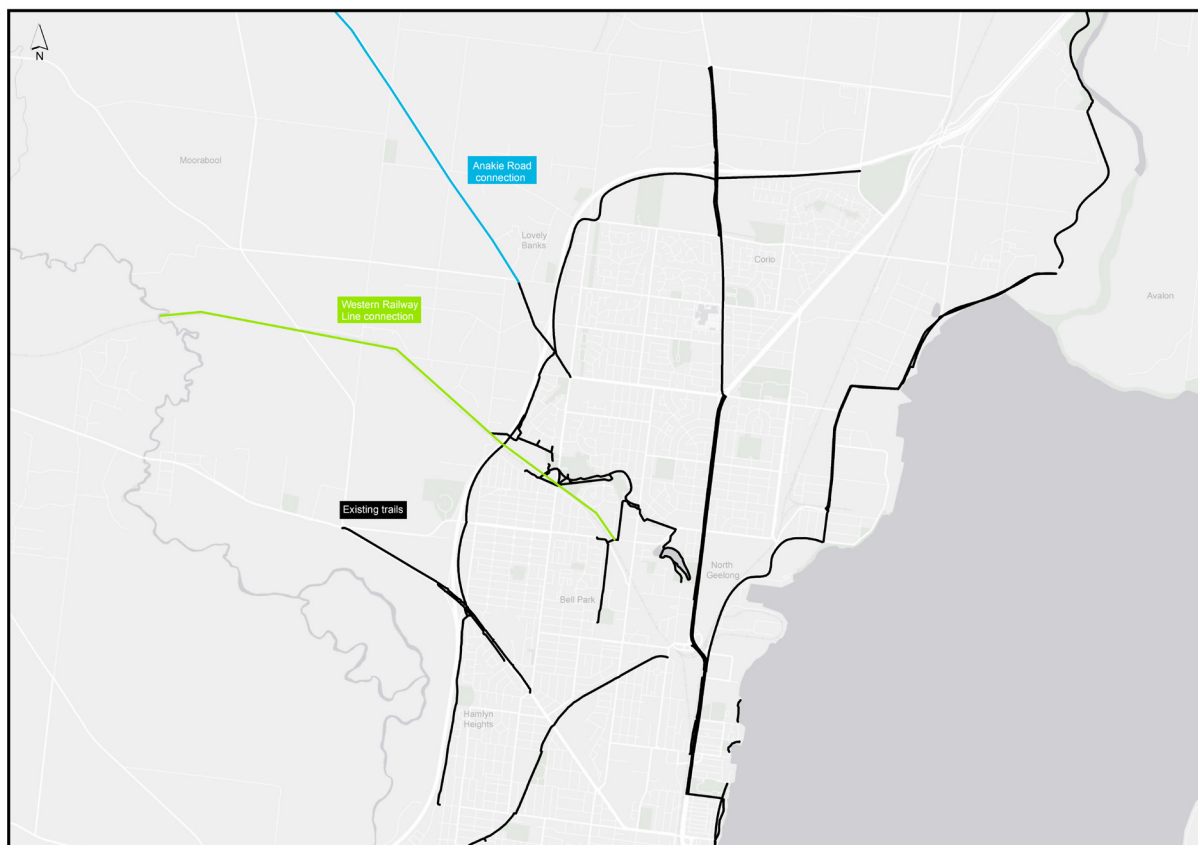
Network gaps relate to larger scale links between destinations, and as a result the trail corridor, rather than a specific route has been identified. Within each corridor, a number of route options could be pursued, and have been discussed, including any challenges to implementation.

For each of the network gap improvements, a range of information has been summarised. This information informed the multi-criteria assessment process and relates to the proposed use of the trail and the benefits it will provide for its users.

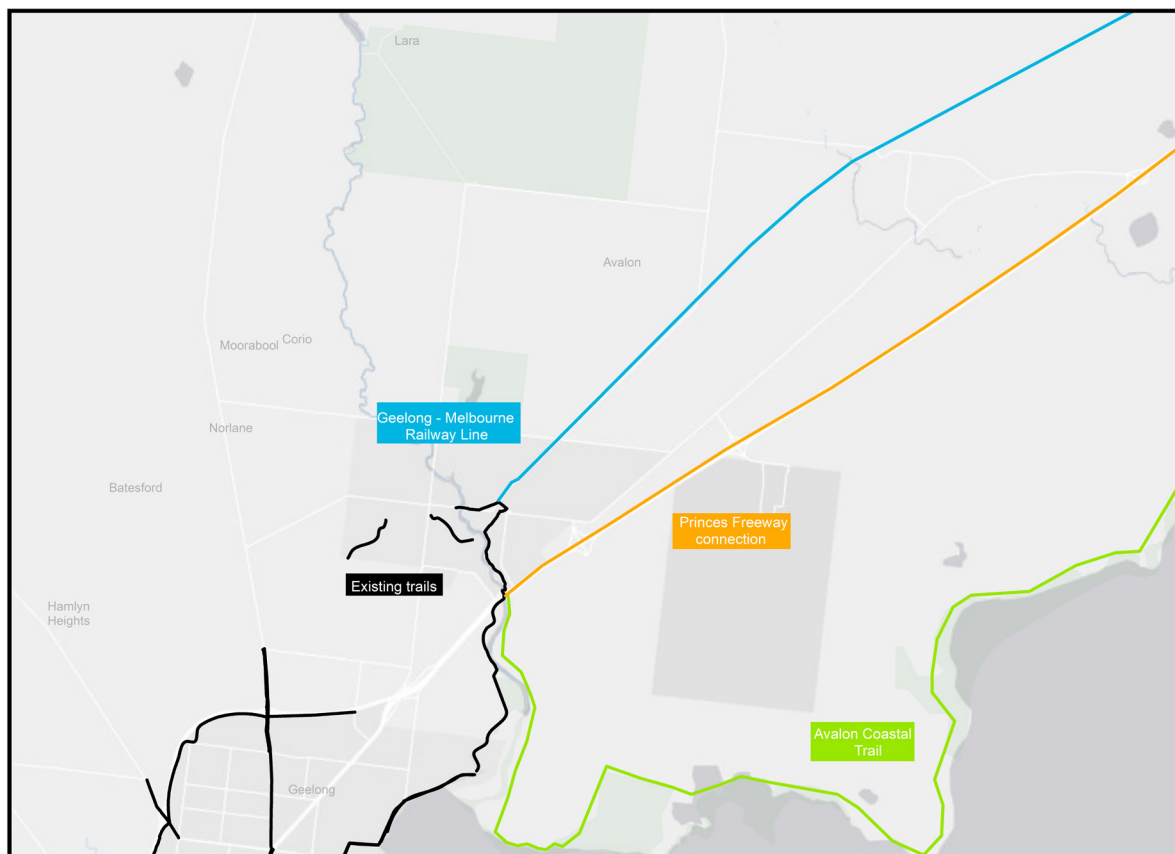
- Extents: description of the full extents of the trail
- Objective: underlying and purpose of the trail
- Function: which of the defined functions (recreation, commuter, education and local access) the trail will provide for.
- Connectivity: Measure of the importance of the trails or destinations the proposed trail will connect
- Tourism Benefit: benefits to tourism that the trail will generate
- Safety Benefit: safety benefits across the network that the trail will generate
- Route Options / Challenges: A discussion of the proposed routes, and challenges associated with their implementation
- Recommendation: Proposed next steps towards implementation
- What we heard from the community: A snapshot of the feedback received during the community consultation relating to the trail gap

The following tables summarise all network gap improvements.

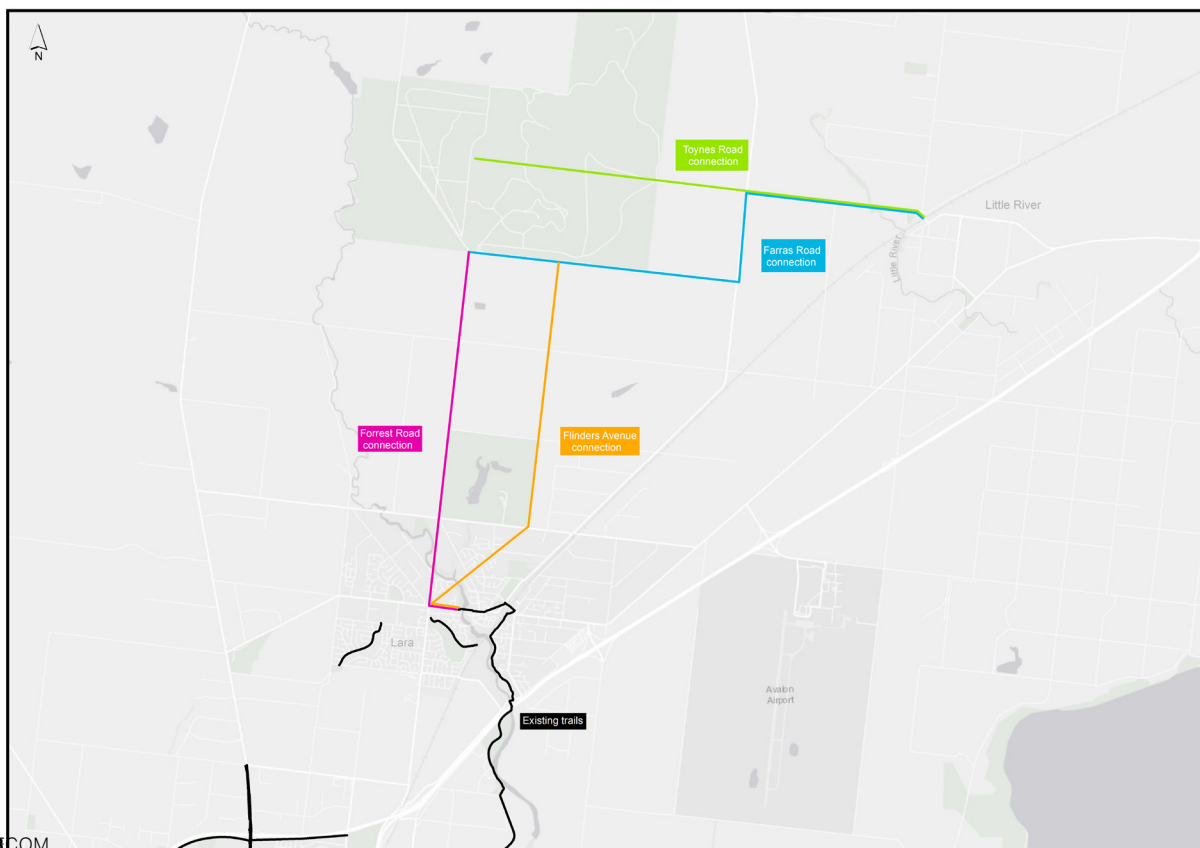
NG1	Ted Wilson Trail - NWGGA							
Extents	Ted Wilson Trail (Geelong Ring Road) to proposed Clever and Creative Corridor					Approx. Length	5 km	
Objective	Provide a shared path connection between the existing network the proposed Clever and Creative Corridor planned for implementation within the Northern and Western Geelong Growth Areas (NWGGA)							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Ted Wilson Trail) – Minor (Clever and Creative Corridor)							
Tourism Benefit	None							
Crash History Safety Benefit	None							
Route Options / Challenges	Western Railway Line The Western Railway Corridor Trail would represent the extension of existing trail infrastructure into the Western Geelong Growth Area, and serve a commuting (long term) functionality. Anakie Road Anakie Road is an arterial corridor serving the Northern and Western Geelong Growth Areas, and is therefore faced with the expectation of significant growth in traffic over the coming decades.				Design of a cycling trail along this corridor would require acknowledgement of and balancing with the potential for a future return to public transport services to this valuable asset. Arterial roadway may be a disincentive to users if adequate separation is not provided. Current reserve includes extended grass areas on either side of this two-lane road that could potentially be suitable for upgrade into a new shared trail.			
What we heard from the community	"Provide shared path alongside railway line"							
Recommendation	Embed within growth area transport infrastructure strategy							



NG2	Geelong - Melbourne							
Extents	Hovells Creek Trail (Hovells Creek, Lara) to Little River (LGA boundary)					Approx. Length	10 km	
Objective	Provide an off-road connection between Lara and Melbourne (via City of Wyndham)							
Function	Recreation	Yes	Commuter	Yes	Education	No	Local Access	No
Connectivity	Minor (Hovells Creek Trail) – Minor (Little River)							
Tourism Benefit	Regional – Passive (recreational cyclists)							
Crash History Safety Benefit	None							
Route Options / Challenges	<p>Princes Freeway Whilst corridor width is available for the implementation of a shared trail,</p> <p>Geelong – Melbourne Railway Line Utilising the railway corridor between Lara and Little River railway stations would provide a relatively direct link towards Melbourne along a relatively flat route.</p> <p>Avalon Coastal Trail Whilst not direct, an Avalon Coastal Trail would serve the additional function of a recreation and tourism feature, connecting with multiple parks and recreation areas along the route.</p>				<p>Location (lack of attractors on route) and close proximity to heavy traffic volumes could act as a disincentive to users.</p> <p>Whilst a corridor exists along the existing track maintenance trails, implementation would be subject to consultation and negotiation with VicTrack.</p> <p>The primary challenges would be identification of a corridor through a mix of private and state controlled land and managing the environmental effects typical of seaside trail construction.</p>			
What we heard from the community	“Why not a shared path running parallel to the freeway between Little River Rd and the Werribee exit? This would be much safer than riding the back roads between Little River and Werribee, especially at night”“We should looking at a cycle parth connecting Geelong to Werribee using the land next to the railway line.”							
Recommendation	Consult with City of Wyndham, regarding long term aspirations for trail							



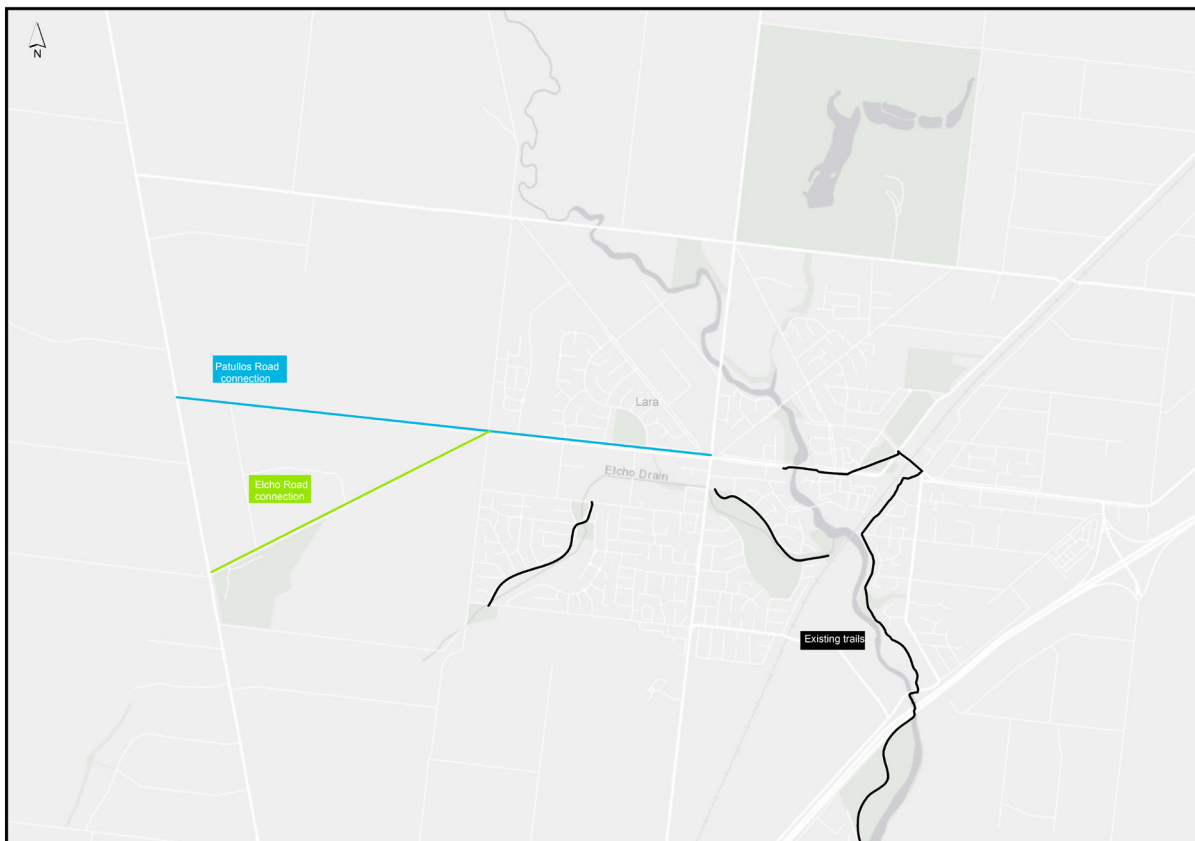
NG3	You Yangs - Railway Station							
Extents	You Yangs Regional Park to Railway Station (Little River and/or Lara)					Approx. Length	6 km	
Objective	The corridor would connect the You Yangs to a transport hub (Lara or Little River Station). A key partner in the implementation of this corridor will be Parks Victoria, who are currently undertaking a masterplan for the park.							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	No
Connectivity	Major (You Yangs Regional Park) – Minor (Railway Station)							
Tourism Benefit	Regional – Passive (recreational cyclists)							
Crash History Safety Benefit	None							
Route Options / Challenges	<p>Little River via Farras Road – Branch Road This route is sealed for its entirety, with wide shoulder clear of vegetation providing width for a shared trail.</p> <p>Little River via Toynes Road Toynes Road is currently unsealed with low traffic volumes.</p> <p>Lara via Flinders Avenue A connection via Lara links Serendip Sanctuary with the You Yangs as a combined tourism offering. This route has the additional benefit of connecting with the existing Hovells Creek Trail in Lara and passing educational facilities.</p> <p>Lara via Forrest Road Connects Serendip Sanctuary with the You Yangs as a combined tourism offering.</p>				<p>No preliminary challenges identified at this time.</p> <p>Entry to the You Yangs is via a minor car park, rather than the major entrance via Branch Road.</p> <p>No preliminary challenges identified at this time.</p> <p>Forrest Road alternatively would require additional connecting routes to ensure it integrated into the existing shared trail network.</p>			
What we heard from the community	"Linking the township to the You Yangs via separate path would encourage more families to safely ride and walk out to the You Yangs, decreasing park car traffic. Better for animals, pedestrians, safer for cyclists."							
Recommendation	Engage with Parks Victoria masterplanning process to identify preferred route							



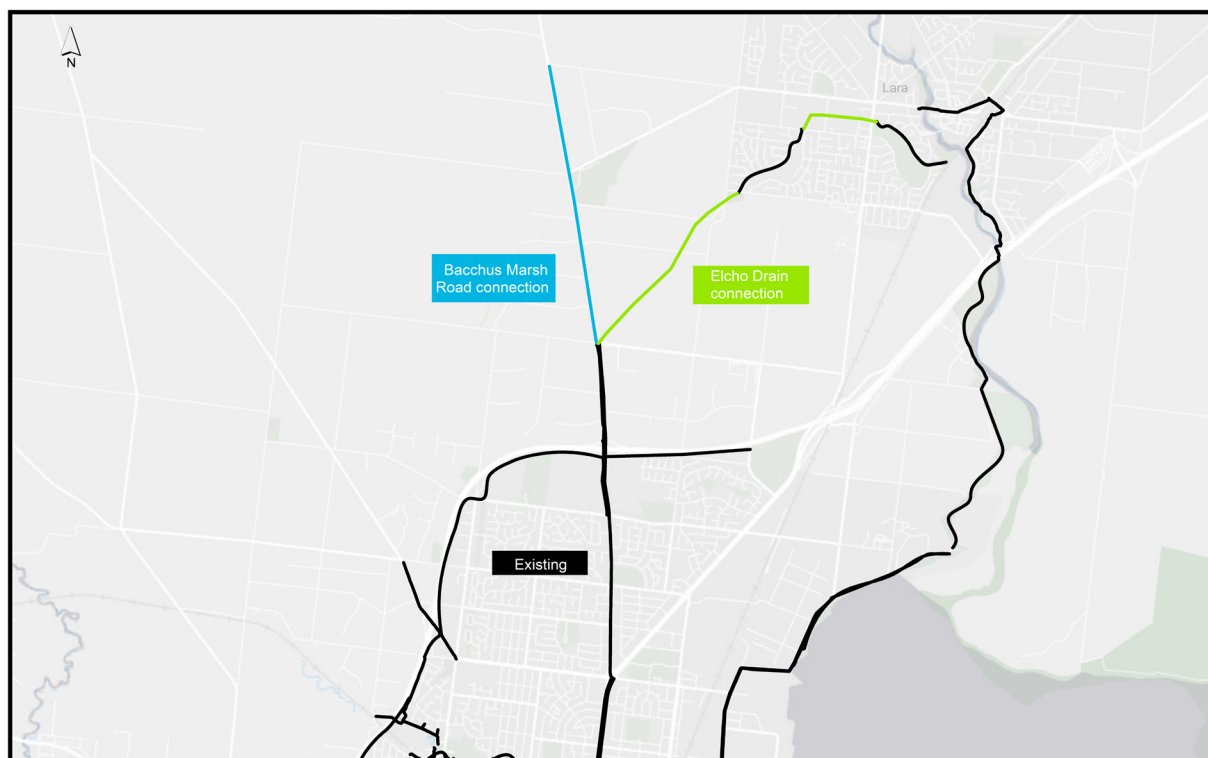
NG4	Northern Suburbs east-west connectivity							
Extents	Ted Wilson Trail to Hovells Creek Trail					Approx. Length	3 km	
Objective	There are limited options for residents of the northern suburbs (Norlane, Corio) to connect to the two major shared trails which bound them (Ted Wilson Trail, Hovells Creek Trail). This corridor seeks to links these existing trails with local residential, education and retail precincts.							
Function	Recreation	Yes	Commuter	No	Education	Yes	Local Access	Yes
Connectivity	Major – Minor							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect – minor							
Route Options / Challenges	Goldsworthy Road Goldsworthy Road is a key east-west connection from the Ted Wilson Trail to the northern suburbs. The route provides direct access to Goldsworthy Reserve, Northern Bay College and Corio Village. Cox Road – St Georges Road This is a significant road corridor, however reallocation of road space may enable a trail upgrade along most of its length. The route does provide direct access to a number of recreational (WaterWorld, Stead Park) and local access use (Corio Library).				Corridor width constraints along Goldsworthy Road. Arterial roadway may be a disincentive to users if adequate separation is not provided.			
What we heard from the community	"It would be fantastic if this could link through to the hovels creek path or get through to the north shore paths somehow. A loop right around would be fantastic!"							
Recommendation	Business case to confirm corridor availability							



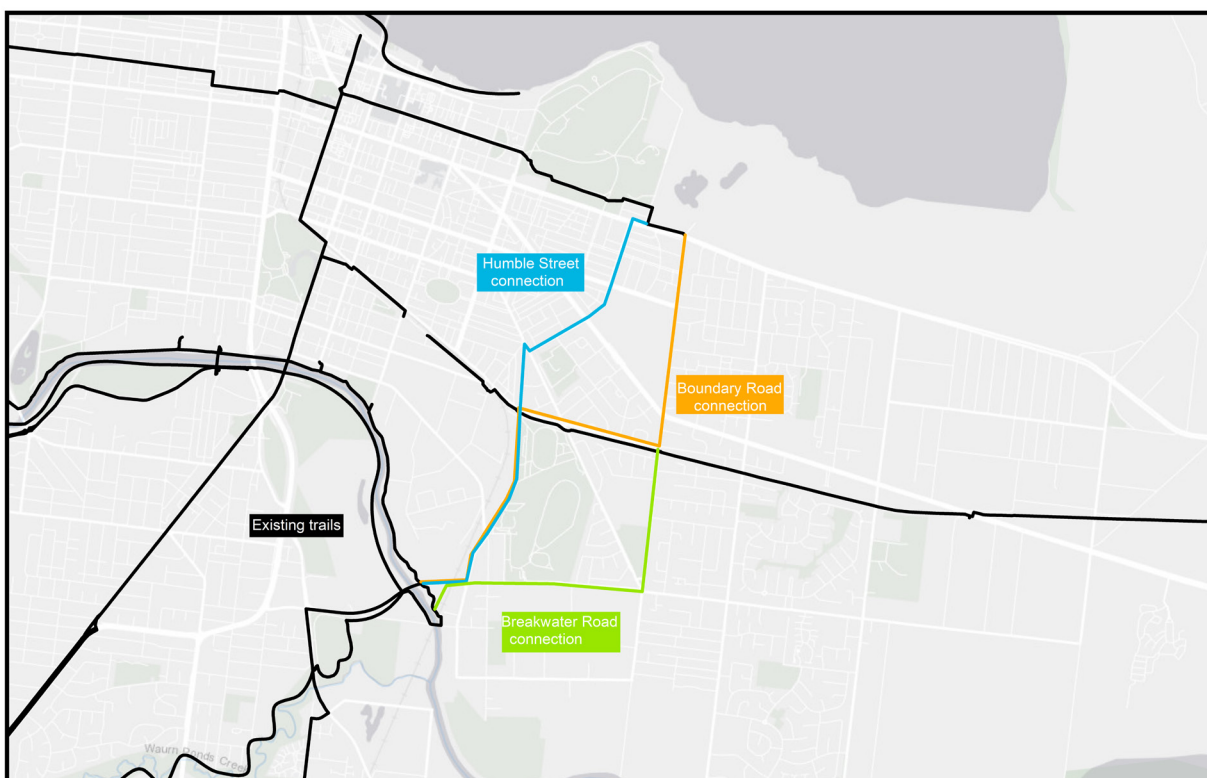
NG5	Lara east-west connectivity							
Extents	Bacchus Marsh Road – Lara						Approx. Length	5 km
Objective	Lara is experiencing population growth to its west, which will require integration into the existing network (Station Lake Road) and connection to Lara. It would seek to provide recreational, education and local access functions.							
Function	Recreation	Yes	Commuter	No	Education	Yes	Local Access	Yes
Connectivity	Major (Lara) – Minor (Lara West growth area)							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect – Minor							
Route Options / Challenges	<p>Patullos Road</p> <p>The corridor has ample width between Forest Road and Elcho Road, with the northern side of the corridor most appropriate for a shared trail. The Lara West Precinct Structure Plan includes an off-road shared trail network, which connect to the Patullos Road corridor.</p> <p>Elcho Road</p> <p>Elcho Road is of similar width to Patullos Road (west of Elcho Road). The southern side of Elcho Road is more appropriate.</p>				<p>Corridor narrows west of Elcho Road</p> <p>Norther side of Elcho Road has a number of property accesses and telecommunications infrastructure.</p>			
What we heard from the community	"Required to provide safe cycle and pedestrian access to Station rail station and shops, car park at shops and station are already unable to cope with the expansion of Lara"							
Recommendation	Business case to confirm corridor availability, aligned with development milestones at Lara West							



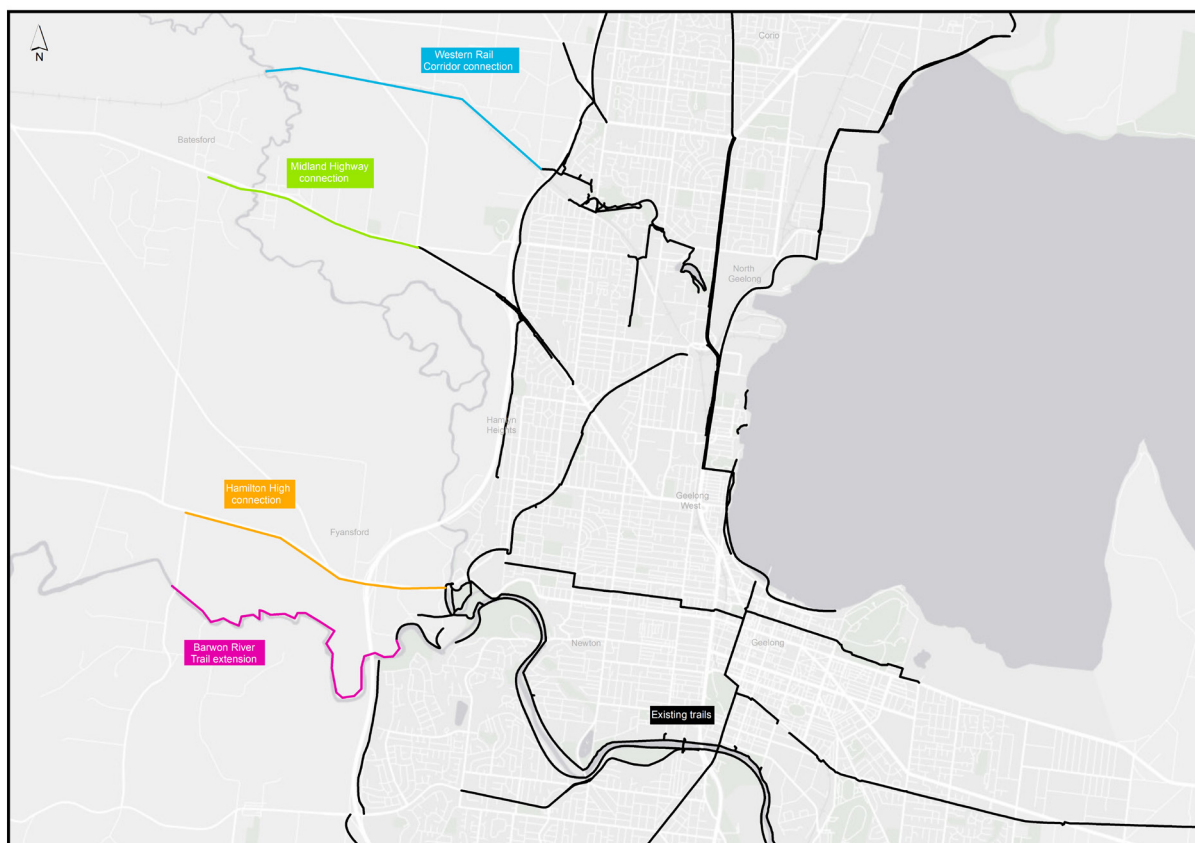
NG6	Ted Wilson Trail - Lara West							
Extents	Ted Wilson Trail (Ring Road) – Lara West (Elcho Road)					Approx. Length	4 km	
Objective	Lara is experiencing population growth to its west, which will require integration into both Lara (see NG4) and Greater Geelong (Ted Wilson Trail) to the south. This would provide a loop between the Ted Wilson and Hovells Creek Trails via Lara							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	Yes
Connectivity	Major (Ted Wilson Trail) – Minor (Lara West growth area)							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect - Minor							
Route Options / Challenges	Bacchus Marsh Road Bacchus Marsh Road is the major north-south road corridor providing this connection. There is ample width within the corridor for a shared trail,				Key locations of constraints exist at major road crossings (Geelong Ring Road and Elcho Road).			
	Elcho Drain An alternative to the road corridor, is the use of the Elcho Drain reserve for the implementation of a shared trail. This reserve runs from Bacchus Marsh Road, just north of Heales Road into Lara.				Utilising this eserve would require additional trains to reach the Lara West growth areas, however provides direct access to the centra of Lara.			
What we heard from the community	"With the extensive development of Lara residential North of Lara, a trail to link in with existing trails connected to Geelong (Ted Wilson and Hovell's Creek) would be ideal for cyclist commuters. It is only 16km to Geelong, a very easy commute, freeing up Geelong roads from vehicular traffic Would need lockable bike stations or space at place of work."							
Recommendation	Embed within growth area transport infrastructure strategy							



NG7	Eastern Suburbs north-south connectivity							
Extents	Portarlinton Road to Barwon River Trail via Boundary Road - Bellarine Rail Trail - Breakwater Road or Humble Street – Lomond Terrace - Breakwater Road						Approx. Length	4 km
Objective	Providing a north south connection at this location links the Barwon River Trail, Bellarine Rail Trail and Geelong foreshore.							
Function	Recreation	Yes	Commuter	No	Education	Yes	Local Access	Yes
Connectivity	Major (Barwon River Trail) – Minor (Eastern Gardens)							
Tourism Benefit	Local – Passive							
Crash History Safety Benefit	Indirect – Serious							
Route Options / Challenges	Boundary Road It is however a wide road corridor, with potential to include kerbside trail facilities. Humble Street – Lomond Terrace This route provides more direct access to the Breakwater Road section of the corridor, through a predominantly residential environment. There is ample corridor width along the corridor via either the central boulevard or on the southern side of the roadway. Breakwater Road An option for implementation is against the Geelong Showgrounds and Racecoure boundary fences, before utilising the railway reserve between Barwon Terrace and the Barwon River.				Boundary Road is heavily trafficked, with a significant proportion of heavy vehicles, presenting a potential disincentive to users. No preliminary challenges identified at this time. Implementation would be subject to consultation and negotiation with VicTrack.			
What we heard from the community	“An off-street link between the Bellerine rail trail and the eastern gardens path is a key missing link for family riding. Add this and a few other off street link, will create a great family ride around Geelong.”							
Recommendation	Business case for implementation							



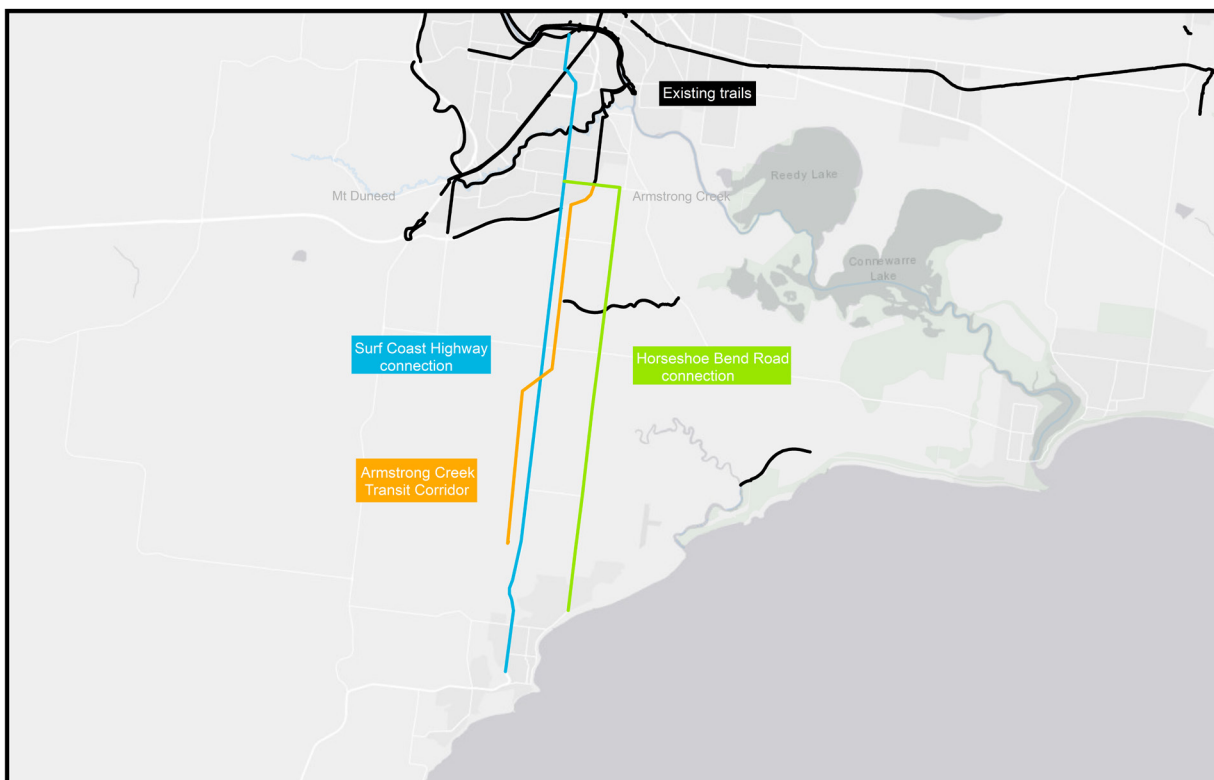
NG8	Geelong – Golden Plains Shire							
Extents	Geelong Ring Road – Golden Plains					Approx. Length	15 km	
Objective	Provide an off-road connection between Fyansford and Golden Plains Shire (Bannockburn / Inverleigh)							
Function	Recreation	Yes	Commuter	No	Education	Yes	Local Access	Yes
Connectivity	Major – Minor							
Tourism Benefit	Local – Passive (recreational cyclists, horse riders)							
Crash History Safety Benefit	None							
Route Options / Challenges	Western Rail Corridor This corridor has the dual benefit of serving the proposed NWGGA, before continuing on to Bannockburn (approximately 15 km)				Design would require acknowledgement of and balancing with the potential for a future return to public transport services			
	Midland Highway As part of Regional Roads Victoria's Midland Highway upgrade, a shared trail will be implemented between Geelong and Bannockburn.				No preliminary challenges identified at this time.			
	Hamilton Highway The objective of any trail extension via the Hamilton Highway be connection with Inverleigh.				The grade challenges and overall make this corridor unlikely to be implemented.			
	Barwon River Trail Extension Once again, the objective of any trail extension to the west would be connection with Inverleigh.				The long distances involved (approximately 20 km) and private properties abutting the river			
What we heard from the community	"Suggest a trail from Bannockburn-Batesford-Ted Wilson trail as an opportunity for cyclists to commute and also for leisure pursuit/tourism. Bannockburn is only 22km from Geelong-an easy commute-let's free up Geelong from cars and provide lockable bike stations throughout the CBD."							
Recommendation	Consult with Golden Plains Shire, regarding long term aspirations for trail							



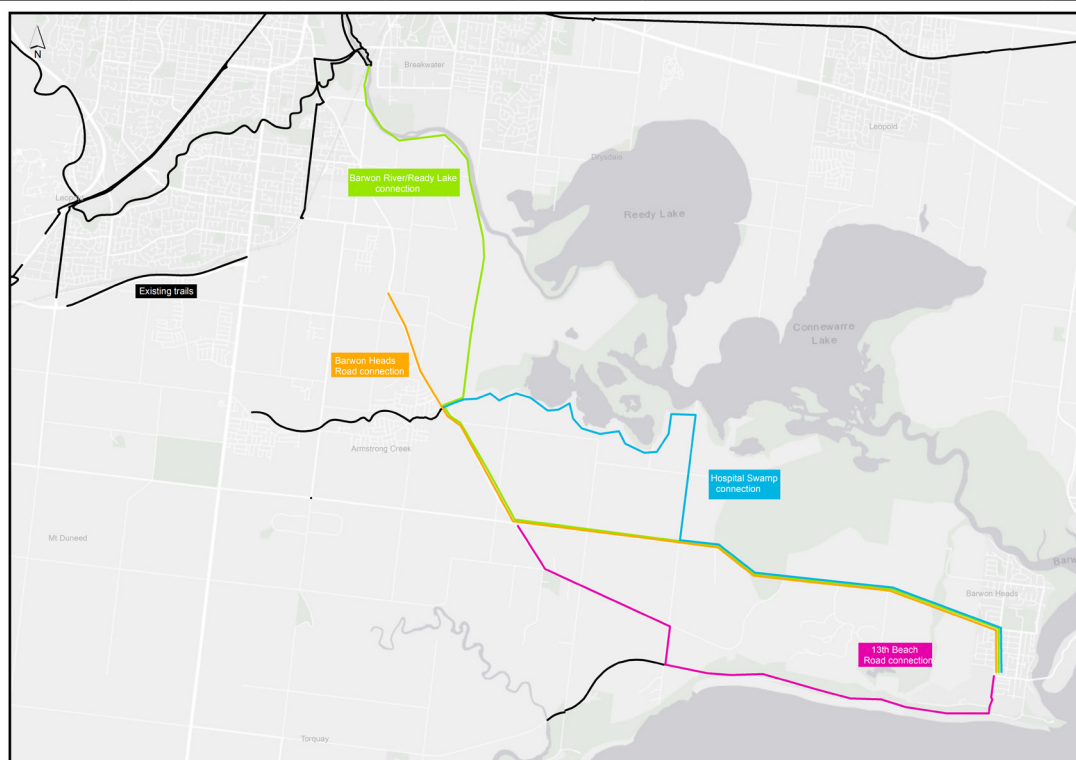
NG9	Ted Wilson Trail – Bay Trail							
Extents	Geelong Ring Road – Bay Trail					Approx. Length	4 km	
Objective	An east-west connection through Geelong’s linking Tom McKean Trail, Ted Wilson Trail and Bay Trail This corridor could be superseded by the proposed Western Link, to be implemented by City of Greater Geelong, which provides a similar function for cyclists.							
Function	Recreation	No	Commuter	Yes	Education	Yes	Local Access	Yes
Connectivity	Major – Minor							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect – Serious							
Route Options / Challenges	Midland Highway Midland Highway is a traffic route, carrying high volumes of traffic. Church Street The route presents a relatively flat alternative to the Midland Highway and connects a number of schools. There are also constraints on corridor width along Church Street.				Arterial roadway may be a disincentive to users if adequate separation is not provided. Corridor width constraints along Church Street corridor.			
What we heard from the community	“Formalised link between Ted Wilson and Bay Trail would be appreciated. ”							
Recommendation	Investigate following implementation and monitoring of western link corridor							



NG10	Geelong - Surf Coast Shire							
Extents	Barwon River Trail (Belmont) to Little River (LGA boundary)					Approx. Length	10 km	
Objective	Provide a north-south connection between Geelong (south of Barwon River Trail) and Surf Coast LGA							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	No
Connectivity	Major (Geelong – Barwon River Trail) – Major (Torquay)							
Tourism Benefit	Regional – Active							
Crash History Safety Benefit	None							
Route Options / Challenges	<p>Surf Coast Highway Surf Coast Highway is a key connector into the burgeoning growth area of Armstrong Creek and Mt Duneed and on to Torquay in the south.</p> <p>Horseshoe Bend Road This is a strategic connector road between Geelong, its growth areas and the Surf Coast. Currently, this road has soft shoulders that may be upgradeable to formal shared trail facilities.</p> <p>Armstrong Creek Transit Corridor The planning of the Armstrong Creek Transit Corridor is currently underway, with the existing growth area framework plans making a provision for a corridor. Initially this corridor could be utilised by a range of public transport alternatives however a shared user trail should be implemented along its length.</p>				<p>Arterial roadway may be a disincentive to users if adequate separation is not provided.</p> <p>This corridor is subject to some flooding overlays which will influence the trail design</p> <p>Long lead time on implementation</p>			
What we heard from the community	"Torquay seems to have been forgotten. While there might be an on-road cycleway along the Surf Coast Highway, this is not attractive to cyclists or walkers. An alternative cycleway to Torquay via Barwon Heads-Ocean Grove from the Bellarine would be very nice!"							
Recommendation	Support implementation via Armstrong Creek Transit Corridor							



NG11	Geelong - Barwon Heads							
Extents	Provide a continuous connection between Geelong (south of Barwon River Trail) and Barwon Heads						Approx. Length	18 km
Objective	Provide an off-road alternative to Thirteenth Beach Road between Geelong and Barwon Heads and access to Reedy Lake and Lake Connewarre							
Function	Recreation	Yes	Commuter	Yes	Education	Yes	Local Access	Yes
Connectivity	Major (Barwon River Trail, Geelong) – Minor (Barwon Heads)							
Tourism Benefit	Regional – Passive (recreational cyclists)							
Crash History Safety Benefit	None							
Route Options / Challenges	<p>Reedy Lakes / Hospital Swamp The Barwon River Trail is a significant scenic recreational facility and an extension south of the current Barwon River Trail.</p> <p>Barwon Heads Road Barwon Heads Road is currently a narrow two-lane traffic corridor which accommodates high speed, high volume traffic. However, soft shoulders on each side should enable the construction of a parallel shared use trail.</p> <p>13th Beach Road This connection to Geelong's south east opens up previously unserved areas to commuting access and recreational use.</p>				<p>Route is be subject to flooding and environmental overlays which would influence design and implementation</p> <p>Arterial roadway may be a disincentive to users if adequate separation is not provided.</p> <p>Route is be subject to environmental overlays and would require some level of vegetation removal.</p>			
What we heard from the community	"This trail is a MUST! It would allow Ocean Grove and Barwon Heads residents safe access to Geelong without the life-threatening hazards of cycling on 80-100km/hr roads. It would allow safe commuting to/from work, and reduce the ever increasing problem of more cars on our roads. Equally, it would allow Geelong residents safe access to the coast, and if interconnected paths could be provided, to Torquay and Bellarine Peninsula -a huge tourist attraction & economic boost"							
Recommendation	Explore feasibility of Lake Connewarre route via environmental investigations and consultation Engage with Sparrowvale Masterplan process to identify preferred route							



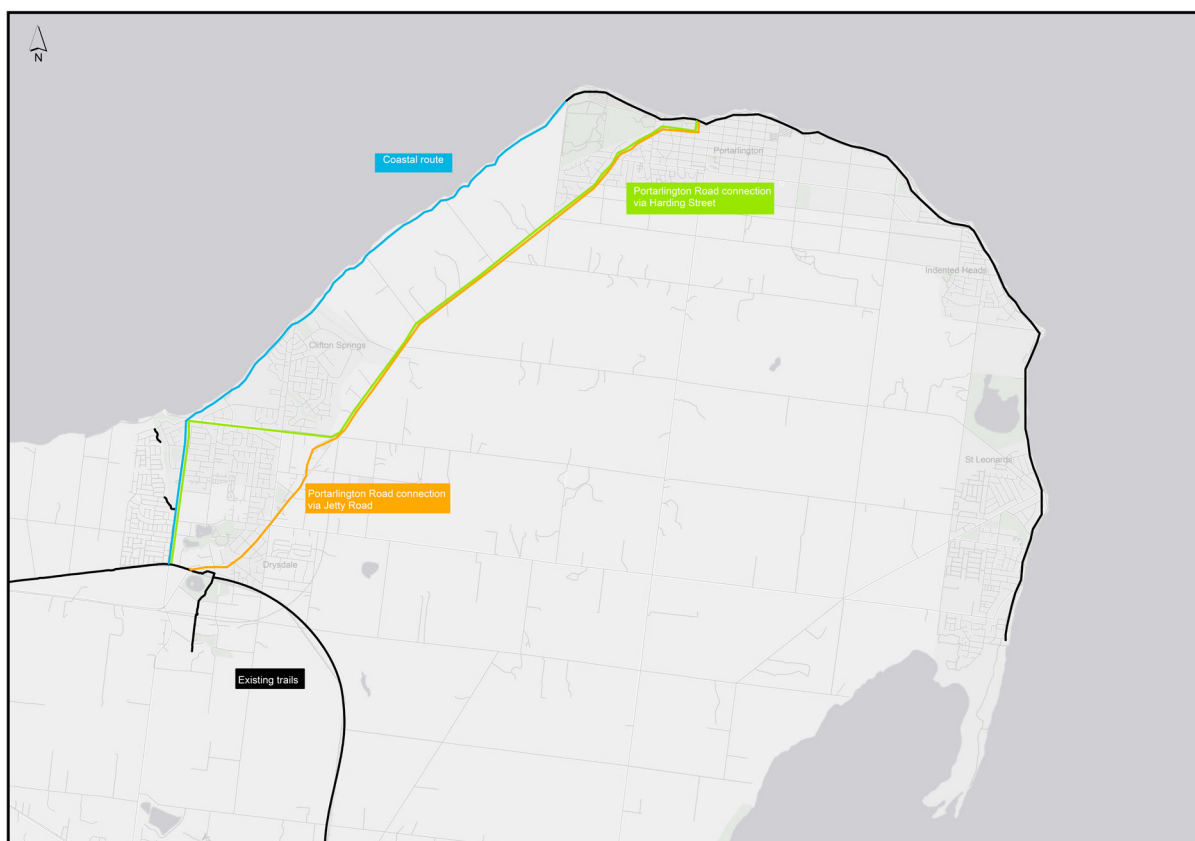
NG12	Barwon Heads - Surf Coast							
Extents	Barwon Heads to Black Road Bike Path (Blackrock Road)						Approx. Length	8 km
Objective	Provide a continuous off-road connection between Barwon Heads and Surf Coast Shire (on to Breamlea and Torquay)							
Function	Recreation	Yes	Commuter	Yes	Education	No	Local Access	No
Connectivity	Minor – Minor							
Tourism Benefit	Regional - Active							
Crash History Safety Benefit	Direct - Minor							
Route Options / Challenges	Thirteenth Beach Road This route provides obvious scenic and recreation attractions, as it follows the coast line between Barwon Heads and the Black Road Bike Path. It also provides the most direct route. Barwon Heads Road - Bluestone School Road An alternative option is via Barwon Heads Road and Bluestone School Road. This route is less direct than Thirteenth Beach Road, and does travel alongside an arterial road (Barwon Heads Road).				The existing road corridor is however narrow, with limited scope for additional facilities. Implementation of any trails would require widening and result in impact to roadside vegetation. The high volumes and speeds may be a disincentive to shared trail users if appropriate separation is not provided.			
What we heard from the community	"13th Beach Rd is a popular cycling route but extremely dangerous and no safe, convenient alternative exists. It provides connection between Ocean Grove/Barwon Heads and the surf coast which has reasonably safe cycling from Lorne to Queenscliff with the exception of this road."							
Recommendation	Explore feasibility of Thirteenth Beach Road route via environmental investigations and consultation							



NG13	Drysdale – St Leonards							
Extents	Bellarine Rail Trail (Drysdale) to Bellarine Foreshore Trail (St Leonards)						Approx. Length	12 km
Objective	Provide a continuous shared rail connection between the existing network and townships in the Bellarine							
Function	Recreation	No	Commuter	No	Education	No	Local Access	No
Connectivity	Major (Bellarine Rail Trail) – Minor (Bellarine Foreshore Trail)							
Tourism Benefit	Local – Passive (recreational cyclists)							
Crash History Safety Benefit	None							
Route Options / Challenges	Murradoc Road This straight east-west connection would be linking Drysdale with St Leonards along Murradoc Road. The existing condition of this road is relatively informal in nature				No preliminary challenges identified at this time.			
	Andersons Road and Manifold Road Andersons Road is a local road providing linkage between the two townships and connects with the Bellarine Rail Trail, and is therefore offering localised access to residential communities and local services along its route. This route option has the potential to be more scenic and safer than Murradoc Road as it accommodates less traffic volumes				No preliminary challenges identified at this time.			
What we heard from the community	"It would be great to see St Leonards connected to the rail trail so riders could get off the dangerous roads between St Leonards and Queenscliff and Drysdale to to Portarlington. That would be a fabulous way of opening up the Bellarine to walkers and riders."							
Recommendation	Investigate in conjunction with St Leonards – Point Lonsdale project							



NG14		Drysdale – Portarlington						
Extents	Bellarine Rail Trail (Drysdale) to Bellarine Foreshore Trail (Portarlington), contributing towards a Bellarine coastal circuit						Approx. Length	9 km
Objective	Provide a connection between Drysdale and Portarlington (via Clifton Springs)							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	No
Connectivity	Major (Portarlington) – Minor (Drysdale)							
Tourism Benefit	Regional – Active							
Crash History Safety Benefit	None							
Route Options / Challenges	Portarlington Road This route along Portarlington Road would be running south west from Portarlington to Drysdale				This key connection would need to be a high quality and safe pathway as Portarlington Road is a high volume and high speed road.			
	Portarlington Road (via Harding Street) This link continues along Portarlington Road for connection into Drysdale				No preliminary challenges identified at this time.			
	Coastal Route This scenic coastal trail along the north west tip of the peninsula would be connecting to existing trails in the vicinity of Portarlington.				Land acquisition may be needed to build this link to an acceptable modern standard, and environmental mitigation may also be required given the proximity to the sensitive coastline.			
What we heard from the community	"There is no safe connection from Portarlington to the Bellarine Rail Trail. The new ferry has great facilities to bring people and bikes from Melbourne but the roads out of Portarlington are a turn off to all but the most fearless cyclists. Getting a safe connection to the rail train at Drysdale should be a priority."							
Recommendation	Business case for implementation on foreshore corridor							



NG15	Drysdale – Ocean Grove							
Extents	Bellarine Rail Trail (Drysdale) to Ocean Grove						Approx. Length	11 km
Objective	Provide a north-south connection between Drysdale and Ocean Grove							
Function	Recreation	Yes	Commuter	No	Education	Yes	Local Access	No
Connectivity	Major (Drysdale) – Major (Ocean Grove)							
Tourism Benefit	Regional – Active							
Crash History Safety Benefit	None							
Route Options / Challenges	Grubb Road Grubb Road which has excess space outside the roadway surface that could potentially be utilised for implementation of a shared trail. The presence of relatively few turning conflicts would support this concept along this corridor.				No preliminary challenges identified at this time.			
	Banks Road This route utilises the, existing Bellarine Rail Trail for much of the connection, hence requiring a lower level of new network invetment.				This corridor does not present the most direct, when compared with Grubb Road, however takes advantage of an existing asset.			
What we heard from the community	“At present there is no safe north-south access on the Bellarine. Yet there is great potential to link Drysdale/Portarlington in the north to Ocean Grove/Barwon Heads in the south. But please make it a safe cycleway, not part of the busy roads.”							
Recommendation	Business case to confirm corridor availability							



NG16	Ocean Grove - Point Lonsdale							
Extents	Barwon River (Ocean Grove) to Fellows Rd (Point Lonsdale)						Approx. Length	8 km
Objective	Provide a continuous off-road connection between Point Lonsdale and Ocean Grove, contributing towards a Bellarine coastal circuit							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	No
Connectivity	Major (Bellarine Rail Trail) - Minor (Ocean Grove)							
Tourism Benefit	Regional - Passive							
Crash History Safety Benefit	Indirect - Minor							
Route Options / Challenges	Collendina Beach Corridor represents a scenic recreational pathway providing significant environmental and cultural heritage value for Geelong and the Bellarine. Shell Road Shell Road is a narrow traffic corridor which accommodates high speed, high volume traffic. Soft shoulders on each side should could enable the construction of a parallel shared use trail. Grubb Road This route utilises the, existing Bellarine Rail Trail for much of the connection, hence requiring a lower level of new network invetment. Banks Road This route utilises the, existing Bellarine Rail Trail for much of the connection, hence requiring a lower level of new network invetment.				The outcomes of a recent environmental investigation undertaken by CoGG indicate that this type of path and activity would be detrimental to the area and will therefore not be pursued Arterial roadway may be a disincentive to users if adequate separation is not provided. Route presents a large detour for a connection between Ocean Grove and Point Lonsdale. Route presents a detour for a connection between Ocean Grove and Point Lonsdale.			
What we heard from the community	"Given the fantastic paths from Barwon Heads to Ocean Grove and Point Lonsdale to Queenscliff, it is such a shame that Ocean Grove and Point Lonsdale are not linked, avoiding the Shell Rd hill which is unsafe for children."							
Recommendation	Business case to confirm corridor availability							



NG17	St Leonards - Point Lonsdale							
Extents	Fellows Rd (Point Lonsdale) to Bellarine Foreshore Trail (St Leonards)					Approx. Length	15 km	
Objective	Provide a continuous off-road connection between Pt Lonsdale and St Leonards, contributing towards a Bellarine coastal circuit							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	No
Connectivity	Major (Bellarine Rail Trail) - Major (Bellarine Foreshore Trail)							
Tourism Benefit	Regional - Passive							
Crash History Safety Benefit	None							
Route Options / Challenges	Queenscliff Rd (via Murradoc Road) Queenscliff Road is currently a narrow two-lane traffic corridor which accommodates high speed, high volume traffic. Swan Bay (via Fellows Road) The alternative option is via the Swan Bay foreshore. This route has considerable advantages from a recreation and tourism attraction perspective. It also provides an off-road alternative to Murradoc Road.				<div>Arterial roadway may be a disincentive to users if adequate separation is not provided.</div> <div>There are however considerable environmental sensitivities associated with its implementation and construction costs associated with elevated boardwalks may prove cost prohibitive.</div>			
What we heard from the community	"A separate multi-use trail from the Coastal Trail at St Leonards to the rail trail would remove many recreational riders from this very dangerous road. This new trail being along Sway Bay would make this RAMSAR listed wetland more accessible to the public. It would effectively be an extension of the Coastal Trail from Portarlington and be a valuable enhancement for riders catching the ferry from Docklands, thus increasing tourist numbers and spend."							
Recommendation	Explore feasibility of Swan Bay Route via environmental investigations and consultation							



Trail gaps

For each of the trail gap improvements, a range of information has been summarised. This information informed the multi-criteria assessment process and relates to the proposed use of the trail and the benefits it will provide for its users.

- Extent: description of the full extents of the trail
- Objective: underlying objective and purpose of the trail
- Function: function the trail will provide for (recreation, commuter, education and local access).
- Connectivity: Measure of the importance of the trails or destinations the proposed trail will connect
- Tourism Benefit: benefits to tourism that the trail will generate
- Safety Benefit: safety benefits across the network that the trail will generate
- Route: A discussion of the proposed route, its challenges associated with its implementation
- Recommendation: Proposed next steps towards implementation
- What we heard from the community: A snapshot of the feedback received during the community consultation relating to the trail gap

The following tables summarise all trail gap improvements

TG1	Hovells Creek Trail - Lara							
Extents	Station Lake Road to Hovells Creek						Approx. Length	750 m
Objective	An off-street connection between Lara and the Hovells Creek Trail, which provides an alternative to the McClelland Avenue railway level crossing, a continuation of paths along Hovells Creek, and create a “loop” trail around Lara.							
Function	Recreation	Yes	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Hovells Creek Trail) – Minor (Station Lake Road)							
Tourism Benefit	None							
Crash History Safety Benefit	None							
Route / Challenges	The route would follow the Hovells Creek alignment, and link to the existing trails north of Station Lake Road. Whilst a viable corridor exists on both the eastern and western sides of the creek, the western alignment would require an additional crossing of Hovells Creek. An additional advantage of the eastern alignment is its linking with the existing Station Lake Road underpass.				A key challenge associated with the implementation of the route is the crossing of the railway line.			
What we heard from the community	“Extend path under railway towards Station Lake Road alongside Hovells creek to avoid railway crossing.”							
Recommendation	Explore feasibility via environmental investigations and consultation							

TG2	Bay Trail - North Shore Station							
Extents	Bay Trail to North Shore Station forecourt on Station Street						Approx. Length	200 m
Objective	Provide an off-street connection between the Bay Trail and North Shore Railway Station.							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Hovells Creek Trail) - Major (North Shore Railway Station)							
Tourism Benefit	None							
Crash History Safety Benefit	None							
Route / Challenges	The current Bay Trail runs along The Esplanade and Corio Quay Road corridor. A pedestrian only crossing is provided on the northern side of the Esplanade level crossing, however cyclists and other users are required to navigate route on-road, amongst high proportions of heavy vehicles.				Implementation of this route would require the widening of the existing pedestrian pathway and removal of the cycling restriction on the level crossing. As this route would largely fall within VicTrack land, their approval would be a prerequisite for implementation.			
What we heard from the community	"To get to North Shore road from the bay trail using the path provided you have to cross twelve Vehicle or Train sections. This is a good way to stop people riding or walking. ... Crossing on the other side road is scary... This spot badly needs an path on the South east side linking North Shore road to the esplanade and bay trail."							
Recommendation	Implement via widening to existing footpath							

TG3	Cowies Creek Trail - Bay Trail							
Extents	Cowies Creek Trail (Princes Freeway) to Bay Trail (Corio Quay Road)						Approx. Length	500 m
Objective	The Cowies Creek Trail terminates in close proximity to the Bay Trail, which could otherwise provide a continuous off-road link between Bay Trail and Ted Wilson Trail (Ring Road) Addressing this gap will contribute towards the integration of the Cowies Creek and Tom McKean Trail ends with Bay Trail to create a continuous path (when combined with TG3 and TG9)							
Function	Recreation	Yes	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Cowies Creek Trail) – Major (Bay Trail)							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect - Minor							
Route / Challenges	The route would follow the alignment of Cowies Creek. The major constraints to this route, are the crossing of the Princes Freeway corridor and corridor availability.				Any form of level crossing would not be feasible due to the volume of traffic, and grade separation (underpass) may prove cost prohibitive. Similarly, the corridor would be subject to negotiation of the land owner of this site.			
What we heard from the community	"Linking these two would be a huge step forward in linking the bike network. Need a safe under street pass crossing for the highway too."							
Recommendation	Consult with landowners to confirm corridor availability							

TG4	Railway / Princes Freeway crossing							
Extents	Bay Trail (Corio Quay Road) – Tom McKean Trail (Duro Street)						Approx. Length	500 m
Objective	The Tom McKean Trail terminates in close proximity to the Bay Trail, which could otherwise provide a continuous link Addressing this gap will contribute towards the integration of the Cowies Creek and Tom McKean Trail ends with Hovells Creek Trail to create a continuous path (when combined with TG5 and TG9).							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Bay Trail) – Major (Tom McKean Trail)							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect - Minor							
Route / Challenges	The only existing crossing of the railway line and Princes Freeway is via the freeway overpass, which is narrow and restricts the types of users which can access the route. This corridor remains the only viable route, with widening of the trail required.				Access to the overpass is currently provided via the Separation Street ramps (on the west) and Corio Quay Road ramps (to the east). The level crossing at Separation Street presents a constraint for the route, however ample width exists for the implementation of a dedicated crossing.			
What we heard from the community	"Yes, please connect the Northern end of the Tom McKean Trail from Duoro Street across to the path along the waterfront. Needs a short section of path as well as some improved signage. This would then create a ~20km loop from the city, north beyond St Helens Beach to the industrial area and then south west along Tom McKean path all the way to the Barwon before heading around the Barwon River to South Geelong and then back into the city via Swanston St."							
Recommendation	Business case for localised widening of freeway overpass paths							

TG5	Tom McKean Trail - Cowies Creek Trail							
Extents	Tom McKean Trail terminus (Duro Street) to Cowie Creek					Approx. Length	1 km	
Objective	The Tom McKean and Cowies Creek Trails terminate in close proximity to each other. Addressing this gap will contribute towards the integration of the Cowies Creek and Tom McKean Trail ends with Hovells Creek Trail to create a continuous path (when combined with TG3 and TG5)							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major (Tom McKean Trail) – Major (Cowies Creek Trail)							
Tourism Benefit	None							
Crash History Safety Benefit	Indirect - Minor							
Route / Challenges	Edols Street is the nominated route for this improvement. Whilst there is limited scope to provide a trail outside the road corridor, opportunities do exist for an on-road path within the existing road reserve.				The route does pass through an industrial area, with a high proportion of heavy vehicles, which could act as a deterrent to users if a level of separation or delineation is not provided. The level crossing at Separation Street presents a constraint for the route, however ample width exists for the implementation of a dedicated crossing.			
What we heard from the community	“Join up Duoro St along Edols Street to the Cowie Creek Trail. I live in West Norlane and would very much like to be able to cycle to work in the city, but there’s a lack of trails joining that part of Norlane to the city. This is an issue because I see a lot of cyclists in the area (several per day go past my house), and I know this would be a useful trail for many people. Norlane needs more healthy infrastructure. The roads that surround Norlane are all busy & it’s not safe to cycle on them.”							
Recommendation	Implement path via line marking to existing road corridor							

TG6	Bay Trail at Rippleside							
Extents	St Helens Boat Ramp to Rippleside Park						Approx. Length	750 m
Objective	Address the existing gap in the Bay Trail, which if addressed would result in an uninterrupted coastal shared trail from Mackey Street in North Geelong to central Geelong and provide an off-road alternative to the Melbourne Road.							
Function	Recreation	Yes	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major Gap (Bay Trail)							
Tourism Benefit	Local – Passive (recreational users)							
Crash History Safety Benefit	Indirect - Minor							
Route / Challenges	Connect existing trail network by providing two short sections of trail. Delineating a dedicated path through the St Helens boat ramp car park, linking to the Bob McGovern Walk. Preliminary reviews suggest this could be achieved via a reconfiguration of the car park, requiring only line marking and minor civil works. Delineating a dedicated path through the Balmoral Quay Marina car park, linking the gap in the Bob McGovern Walk. Preliminary reviews suggest his could be achieved via minor civil works				No preliminary challenges identified at this time.			
What we heard from the community	"There is no formal path through this area - it's a car park without a walking or cycling connection."							
Recommendation	Implement path via line marking							

TG7	Ted Wilson Trail (Fyansford)							
Extents	Church Street to Barwon River						Approx. Length	3 km
Objective	Address the existing gap in the Ted Wilson Trail, which if addressed would result in an uninterrupted shared trail from Corio to Waurin Ponds.							
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes
Connectivity	Major Gap (Ted Wilson Trail)							
Tourism Benefit	Local – Passive (recreational users)							
Crash History Safety Benefit	Indirect - Minor							
Route / Challenges	Connect existing trail network by providing two sections of trail. A trail is required from Church Street to the Barwon River Trail at the Hamilton Highway. This would follow the alignment of the Moorabool River on its eastern side. Existing trails would then be used via Fyansford along the northern side of the Barwon River. A trail is also required from Baum's Weir lookout, crossing the Barwon River and re-joining the Ted Wilson Trail.				There are some steep grades, particularly in the first section of trail from Church Street, which will require careful design consideration. The crossing of the Barwon River must also be investigated as it may be cost prohibitive for the trail to be implemented.			
What we heard from the community	"While it is steep, the continuation of this trail around the ringroad would be excellent. Signage could indicate that some steep sections may be best walked."							
Recommendation	Business case to confirm corridor availability							

TG8		Deakin University - Waurn Ponds Station						
Extents	Alfred Deakin Drive (Deakin University) – Sugargum Drive (Waurn Ponds Station)					Approx. Length	2 km	
Objective	Provide an uninterrupted off-street connection between Deakin University and Waurn Ponds Railway Station.							
Function	Recreation	No	Commuter	Yes	Education	Yes	Local Access	No
Connectivity	Major (Deakin University) – Waurn Ponds Station (Major)							
Tourism Benefit	None							
Crash History Safety Benefit	None							
Route / Challenges	Route is Colac Road – Princes Freeway – Hams Road/Sugargum Drive Provide an off-road alternative to the Pigdons Road facilities, potentially via widening the existing pedestrian paths, linking Deakin University to the shared trail on the southern side of Colac Road. A new trail alongside Princes Freeway corridor would provide an off-road alternative to Ghazeepore Road, before continuing along Hams Road – Sugargum Drive.				Engagement required with Deakin University to create the shared alternative to Pigdons Drive and VicRoads regarding the Princes Freeway trail. There is limited corridor width to provide dedicated off-road facilities along the Hams Road – Sugargum Drive corridor.			
What we heard from the community	“Bike path on east side of ring road linking Waurn ponds bike path and Hams rd. Would also provide an off road link between Waurn ponds station and Deakin University.”							
Recommendation	Business case to confirm corridor availability							

TG9	Waurm Ponds Station southern access											
Extents	Waurm Ponds Station to Baanip Boulevard shared trail						Approx. Length	200 m				
Objective	Provide direct access to Waurm Ponds Station from the trail alongside Baanip Boulevard, to the south of the railway line. This would service the residential developments to the south and east.											
Function	Recreation	No	Commuter	Yes	Education	No	Local Access	Yes				
Connectivity	Major (Waurm Ponds Station) – Minor (Baanip Boulevard)											
Tourism Benefit	None											
Crash History Safety Benefit	Indirect - Minor											
Route / Challenges	The exact location of the railway crossing should be integrated into the planned Geelong Line Upgrade, in which a second platform, pedestrian overpass and extra car parking will be provided at Waurm Ponds Station. There may be opportunities to integrate this trail with the planned overpass.				No preliminary challenges identified at this time.							
What we heard from the community	"Shared path/bridge over railway line to create a direct pedestrian/bike connection with Waurm Ponds Station."											
Recommendation	Engage with Geelong Line Upgrade project to identify preferred route											

TG10	Barwon Heads - Surf Life Saving Club							
Extents	Barwon Heads (Golf Links Road) - Barwon Heads 13th Beach Surf Life Saving Club.					Approx. Length	2 km	
Objective	Provide continuation of existing trail, which run from Barwon Heads to Golf Links Road, to Barwon Heads 13th Beach Surf Life Saving Club.							
Function	Recreation	Yes	Commuter	No	Education	No	Local Access	No
Connectivity	Minor - Minor							
Tourism Benefit	Regional - Active							
Crash History Safety Benefit	Direct - Serious							
Route / Challenges	Connection would be provided along Thirteenth Beach Road, along either the northern or southern side of the road corridor. An advantage of the southern route is complete separation from vehicles, whilst the northern route would require users to navigate the accesses to multiple car parks.				Implementation of any trails would require widening of the existing corridor and result in impact to roadside vegetation.			
What we heard from the community	"It would be wonderful to have the missing path between 13th Beach SLSC and the Stephens Parade car park completed. To walk/bike from 13th Beach Estate to Barwon Heads is great exercise, a lovely walk and allows children to get into 'town' without the need to be driven. All of which reduces the cars in Barwon Heads. Currently, the short missing path means joining the narrow 13th Beach Road - busy with the cars often going faster than they should be - which is an accident about to happen."							
Recommendation	Implement trail in partnership with Barwon Coast Committee of Management							

Trail deficiencies

The responses to the trail deficiencies will be rectification works, returning the affected trail to a condition consistent with the City's Shared Path Management Plan. Trail deficiency improvement works are expected to be funded via the City's ongoing asset maintenance regime. These deficiencies have been identified, by trail, and high level cost estimates for improvements have been prepared and summarised in the table below.

ID	Trail	Total Length	Trail Width Deficiencies		Trail Surface Deficiencies		Total Cost
			Length	Cost	Length	Cost	
TD1	Bellarine Bayside Trail	15.09	0	-	0	-	-
TD2	Barwon River Trail	19.74	6.33	\$800,000	2.76	\$700,000	\$1,500,000
TD3	Bay Trail	11.22	3.92	\$500,000	4.49	\$1,200,000	\$1,700,000
TD4	Bellarine Rail Trail	30.53	0.38	\$30,000	1.01	\$200,000	\$230,000
TD5	Cowies Creek Trail	5.99	4.00	\$500,000	3.61	\$900,000	\$1,400,000
TD6	Hovells Creek Trail	8.84	6.57	\$900,000	6.80	\$1,800,000	\$2,700,000
TD7	Ted Wilson Trail	11.31	0.10	\$15,000	0.07	\$20,000	\$35,000
TD8	Tom McKean Trail	5.21	4.54	\$600,000	3.71	\$1,000,000	\$1,600,000
TD9	Waurin Ponds Trail	6.17	3.82	\$300,000	4.59	\$700,000	\$1,000,000

No data available for Bellarine Bayside Trail. All lengths in kilometres

The recommended improvements associated with the amenity deficiencies are the simple provision of infrastructure in the locations at which it is required, with the exception of the general, network wide improvements.

ID	Amenity Deficiency	Zone
AM1	Network wide wayfinding strategy, including localised signage to amenities (toilets, drinking fountains etc.)	General
AM2	User education program encouraging safe use of trail network (focusing on Waurin Ponds Creek, Barwon River and Bellarine Rail trails).	General
AM3	Bench seats (Hovells Creek, Lara)	Northern
AM4	Parking (Serendip Sanctuary, Lara)	Northern
AM5	Toilets (Haines Reserve, Hamlyn Heights)	Central
AM6	Dog bins and bags (Haines Reserve, Hamlyn Heights; Barwon River at Queens Park Road, Newtown)	Central
AM7	Secure parking (Geelong CBD)	Central
AM8	End of trip facilities (Geelong CBD)	Central
AM9	Drinking fountain (Balyang Sanctuary, Newtown)	Central
AM10	Dog bins and bags (Queens Park, Highton)	Southern
AM11	Drinking fountain (Barwon Valley Park at Gundog Lane, Belmont; Chenin Mews Reserve, Waurin Ponds)	Southern
AM12	Playground and BBQ (Barwon Valley Park at Gundog Lane, Belmont)	Southern
AM13	Toilets (Barwon River at Baum's Weir, Highton; Geelong Baseball Centre, Waurin Ponds)	Southern
AM14	Improve existing toilets (South Barwon Reserve, Belmont)	Southern
AM15	Bike repair station (along Bellarine Rail Trail)	Eastern
AM16	Toilets (along Bellarine Rail Trail)	Eastern
AM17	Bench seats (Lake Lorne, Drysdale)	Eastern
AM18	Playground and BBQ (Lake Lorne, Drysdale)	Eastern



08 PRIORITISATION

To inform investment in the shared trails network, a multi-criteria assessment (MCA) was applied, the outcome of which is the prioritisation of each identified improvement.

In response to the principles presented to the community during the consultation process, a series of criteria were developed for prioritising network improvements. These criteria are summarised below.

Criteria	Community Consultation Principle	Definition
Catchment	Encouraging people to be active	Measure of residential catchment density in the immediate surrounds of the route. Based on existing (2016) and future (2051) densities.
Function	Connectivity to destinations; Suitable for all ages	Consideration of the function (or multiple functions) that the route will serve, and the origins and destinations it will link. The functions to be considered include Recreation, Commuter, Education and Local Access functions
Connectivity	Connectivity to destinations	Measure of the level of connectivity of the route between major, minor and local paths
Cost	Cost to construct	High level measure of cost of implementation
Tourism benefit	Tourism opportunities	Measure of the benefit the path will provide to tourism both passive (recreational and non-economic) and active (commercial and economic)
Crash history safety benefit	Safe for everyone	Consideration of improvements on a route with an existing crash history
Health benefit	Encouraging people to be active	Consideration of improvements to local areas which have low levels of physical activity

The five-point scoring, and relative weighting (informed by the community consultation feedback) applied to each criteria is summarised below.

This framework was applied to each of the network gaps, trail gaps and trail deficiencies.

Criteria	Weighting	Score	Definition
Catchment	2	0	Surrounding population density of <500 per sq. km
		1	Surrounding population density of 500 – 1,000
		2	Surrounding population density of 1,000 – 2,000
		3	Surrounding population density of 2,000 – 4,000
		4	Surrounding population density of >4,000
Function	3	0	Route provides for the none of the defined functions
		1	Route provides for the one of the defined functions
		2	Route provides for the two of the defined functions
		3	Route provides for the three of the defined functions
		4	Route provides for the four of the defined functions
Connectivity	3	0	Provides no connectivity between existing paths or destinations
		1	Provides connectivity between two existing local paths (or minor destinations)
		2	Provides connectivity between a major path (or destination) and a local path (or minor destination)
		3	Provides connectivity between two major paths (or major destinations)
		4	Addresses connectivity gap in existing major paths
Tourism benefit	2	0	No tourism benefit
		1	Localised catchment – passive tourism (recreational)
		2	Regional catchment – passive tourism (recreational)
		3	Localised catchment – active tourism (commercial)
		4	Regional catchment – active tourism (commercial)
Crash History Safety Benefit	4	0	No safety benefit
		1	Indirect benefits to route with recorded minor injuries
		2	Direct benefits to route with recorded minor injuries
		3	Indirect benefits to route with recorded serious injuries or deaths
		4	Direct benefits to route with recorded serious injuries or deaths
Health benefit	2	0	>50% of local area meet recommended physical activity
		1	45% – 50% of local area meet recommended physical activity
		2	40% - 45% of local area meet recommended physical activity
		3	35% - 40% of local area meet recommended physical activity
		4	<35% of local area meet recommended physical activity
Cost	1	3	Land aquisition risk
		2	Cultural and heritage risk
		1	Environmental risk
		1	Flooding risk

10 CONCLUSION & RECOMMENDATIONS

For the purpose of classification, three tiers of network improvements have been defined. These classifications relate to the scale, and therefore the funding stream associated with implementing improvements:

- **Trail deficiencies:** Deficiencies in the existing network which may include issues with corridor safety, surface condition or geometry
- **Trail gaps:** Relatively minor gaps in existing trail corridors
- **Network gaps:** Gaps between corridors and key attractions which require the planning and development of new shared trails.

Typically, trail deficiencies are viewed as short-term projects, trail gaps as medium term and network gaps as long-term.

Each of the classifications require prioritisation, as their implementation is subject to project development and capital works funding submissions. In response to this, the masterplan has set out an ultimate vision for the network, and prioritised the corridors which will provide most benefit to the community.

A final key output of this masterplan is the Multi Criteria Assessment tool, which with regular updates, will assist in guiding the continued allocation of funding towards upgrades to the shared trail network.

Network gap prioritisation

The outcomes of the network gap prioritisation process are summarised below.

Rank	ID	Network Gap	Zone	MCA Score	Recommendations
1	NG07	Eastern suburbs north-south connectivity	Central	48.0	Business case for implementation
2	NG09	Ted Wilson Trail - Bayside Trail	Central	40.0	Investigate following implementation and monitoring of western link corridor
3	NG15	Drysdale - Ocean Grove	Eastern	36.9	Business case to confirm corridor availability
4	NG14	Drysdale - Portarlington	Eastern	36.5	Business case for implementation on foreshore corridor
5	NG13	Drysale - St Leonards	Eastern	35.4	Investigate in conjunction with St Leonards – Point Lonsdale project
6	NG12	Barwon Heads - Surf Coast	Eastern	34.0	Explore feasibility of Thirteenth Beach Road route via environmental investigations and consultation
7	NG16	Ocean Grove - Point Lonsdale	Eastern	33.6	Business case to confirm corridor availability
8	NG03	You Yangs - Railway Station	Northern	30.8	Engage with Parks Victoria masterplanning process to identify preferred route
9	NG04	Northern Suburbs east-west connectivity	Northern	30.8	Business case to confirm corridor availability
10	NG11	Geelong - Barwon Heads	Eastern	30.4	Explore feasibility of Lake Connewarre route via environmental investigations and consultation. Engage with Sparrowvale Masterplan process to identify preferred route
11	NG10	Geelong - Surf Coast	Southern	26.9	Support implementation via Armstrong Creek Transit Corridor
12	NG17	St Leonards - Point Lonsdale	Eastern	26.8	Explore feasibility of Swan Bay Route via environmental investigations and consultation
13	NG05	Lara east-west connectivity	Northern	25.9	Business case to confirm corridor availability, aligned with development milestones at Lara West
14	NG06	Ted Wilson Trail - Lara	Northern	24.0	Embed within growth area transport infrastructure strategy
15	NG01	Ted Wilson Trail - NWGGA	Northern	22.3	Embed within growth area transport infrastructure strategy
16	NG02	Geelong - Melbourne	Northern	15.2	Consult with City of Wyndham, regarding long term aspirations for trail
17	NG08	Geelong - Golden Plains	Central	14.7	Consult with Golden Plains Shire, regarding long term aspirations for trail

Trail gap prioritisation

The outcomes of the trail gap prioritisation process are summarised below.

Rank	ID	Trail Gap	Zone	MCA Score	Recommendations
1	TG10	Barwon Heads - Surf Life Saving Club	Eastern	37.0	Implement trail in partnership with Barwon Coast Committee of Management
2	TG6	Bay Trail at Rippleside	Central	31.4	Implement path via line marking
3	TG7	Ted Wilson Trail (Fyansford)	Central	28.9	Business case to confirm corridor availability
4	TG4	Railway / Princes Highway crossing	Central	23.0	Business case to confirm corridor availability
5	TG3	Cowies Creek Trail - Bay Trail	Northern	22.9	Consult with landowners to confirm corridor availability
6	TG5	Tom McKean Trail - Cowies Creek Trail	Central	22.9	Implement path via line marking to existing road corridor
7	TG8	Deakin University - Waurin Ponds Station	Southern	22.0	Business case to confirm corridor availability
8	TG2	Bay Trail - North Shore Station	Northern	17.0	Implement via widening to existing footpath
9	TG9	Waurin Ponds Station southern access	Southern	16.9	Engage with Geelong Line Upgrade project to identify preferred route
10	TG1	Hovells Creek Trail - Lara	Northern	16.9	Explore feasibility via environmental investigations and consultation

Trail deficiency prioritisation

Trail deficiency improvement works are expected to be funded via the City's ongoing asset maintenance regime. These have been identified and prioritised as summarised below.

Rank	ID	Trail	Zone	MCA Score	Recommendations
1	TD03	Bay Trail	Central	17.9	Rectification works in accordance with the City's Shared Path Management Plan.
2	TD08	Tom McKean Trail	Central	17.3	
3	TD05	Cowies Creek Trail	Northern	16.8	
4	TD06	Hovells Creek Trail	Northern	15.0	
5	TD09	Waurm Ponds Trail	Southern	14.5	
6	TD04	Bellarine Rail Trail	Eastern	14.2	
7	TD07	Ted Wilson Trail	Central	12.2	
8	TD01	Bellarine Bayside Trail	Eastern	12.0	
9	TD02	Barwon River Trail	Southern	11.9	

No trail deficiencies identified for Bellarine Bayside Trail

In addition, a number of amenity related deficiencies were identified and captured, which can be addressed as short-term projects, in conjunction with trail improvement works.

Rank	ID	Amenity Deficiency	Zone	MCA Score	Recommendations
1	AM2	User education program	General	20.3	Delivery of program
2	AM1	Wayfinding strategy	General	18.5	Preparation of strategy
3	AM8	End of trip facilities (Geelong CBD)	Central	13.5	Implement amenity improvements
4	AM15	Bike repair station (along Bellarine Rail Trail)	Eastern	12.9	
5	AM18	Playground and BBQ (Lake Lorne, Drysdale)	Eastern	12.5	
6	AM7	Secure parking (Geelong CBD)	Central	10.6	
7	AM12	Playground and BBQ (Barwon Valley Park at Gundog Lane, Belmont)	Southern	9.8	
8	AM6	Dog bins and bags (Haines Reserve, Hamlyn Heights; Barwon River at Queens Park Road, Newtown)	Central	9.7	
9	AM16	Toilets (along Bellarine Rail Trail)	Eastern	9.7	
10	AM3	Bench seats (Hovells Creek, Lara)	Northern	9.6	
11	AM9	Drinking fountain (Balyang Sanctuary, Newtown)	Central	9.6	
12	AM5	Toilets (Haines Reserve, Hamlyn Heights)	Central	9.4	
13	AM4	Parking (Serendip Sanctuary, Lara)	Northern	8.3	
14	AM13	Toilets (Barwon River at Baum's Weir, Highton; Geelong Baseball Centre, Waurm Ponds)	Southern	8.1	
15	AM10	Dog bins and bags (Queens Park, Highton)	Southern	7.2	
16	AM14	Improve existing toilets (South Barwon Reserve, Belmont)	Southern	5.8	
17	AM17	Bench seats (Lake Lorne, Drysdale)	Eastern	5.6	
18	AM11	Drinking fountain (Barwon Valley Park at Gundog Lane, Belmont; Chenin Mews Reserve, Waurm Ponds)	Southern	5.5	

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