



WEST TRAILS

WESTERN METROPOLITAN REGION TRAILS STRATEGIC PLAN

July 2017



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EXECUTIVE SUMMARY

The Western Metropolitan Regional Trails Strategic Plan ('West Trails') is a strategic project seeking to improve the quality and usage of regional trails in Western Metropolitan Melbourne over the next decade.

The project study area comprises the six local government authority areas within Western Metropolitan Melbourne, being the Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham. Sport and Recreation Victoria is a funding partner for this project.

What are regional trails?

Regional trails have been defined by this study as those that allow for multiple user groups (including pedestrians and cyclists), have an off-road focus, are relatively long and continuous in length and are of regional scale, purpose and/or impact.

Other key characteristics and functions typical of regional trails include:

- Transport: providing access and connections to destinations through active transport modes
- Recreation: providing recreational opportunities that are accessible and attractive to a range of user groups (including walking, jogging and cycling).
- Economic benefit: the potential to deliver economic benefits of regional importance (including promoting economic development and/or tourism)
- Ease of access: the ability to be readily accessed by the majority of the community living and working within the region, as well as by visitors.

What are the benefits of regional trails?

Regional trails can provide a wide range of benefits to society, including;

- health & wellbeing benefits associated with people being active and social when using trails
- transport benefits, associated with a regional trails network providing active transport alternatives for day to day movement and commuting
- environmental benefits associated with encouraging active transport modes over motorised transport options
- economic benefits associated with attracting visitors to an area to use the trail network

The study provides a summary of these benefits that can be used to support business cases for regional trail improvement projects.

The regional trails of Western Metropolitan Melbourne

A total of 19 existing and proposed regional trails have been identified that meet the definition of a regional trail developed by this study. These trails are mapped in the figure on the following page. Of these trails, all but two existed to some degree at the time this study was undertaken (with the exceptions being the future trail associated with the Outer Metropolitan Ring Road and the Western Freeway Trail). Of those that do currently exist, the majority include some scope for future construction, either to extend the existing trail or to fill gaps.



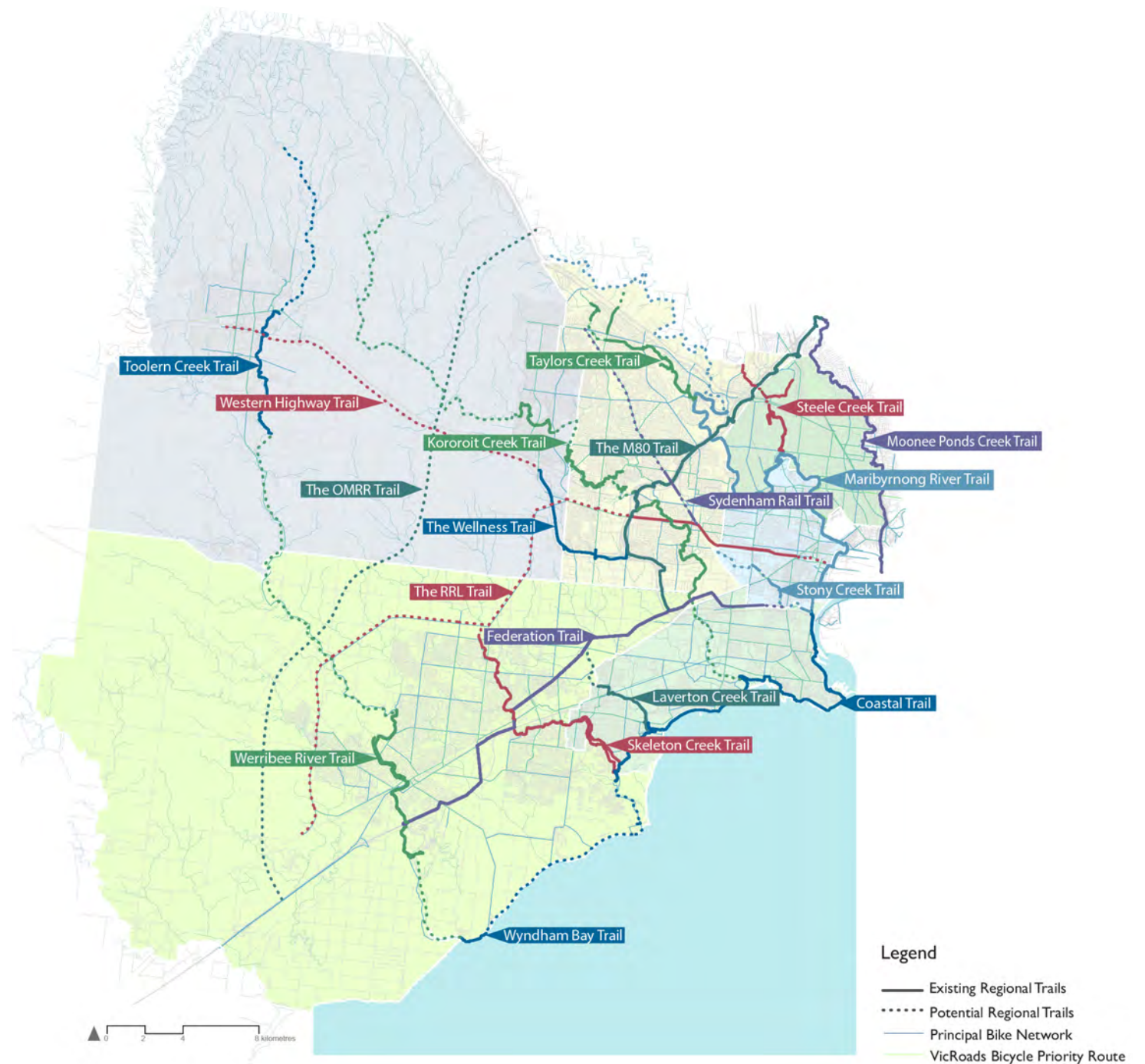


Figure: Plan of project study area showing existing and proposed regional trails

Community engagement outcomes

The community has been engaged as a part of this project. This included an on-line questionnaire that received over 250 responses, on-site consultation events and targeted meetings with key stakeholder groups. The engagement has provided useful insights into the way people use regional trails and the things they would like to see improved.

Trail usage

The consultation found that two trails stood out in terms of usage, with each having been used by greater than 60% of respondents in the previous year. The two trails that were most used were:

- Coastal Trail (a part of the broader Bay Trail that runs around the edge of Port Phillip Bay)
- Maribyrnong River Trail

A second tier of trails had been used by between 30% and 50% of users in the last year, listed below from most to least used.

- Federation Trail
- Moonee Ponds Creek Trail
- Kororoit Creek Trail
- Skeleton Creek Trail
- The M80 Trail (Western Ring Road)
- Werribee River Trail

The consultation also found that the majority of trail users usually used the regional trails once per week or more, with close to a quarter using them most days.

Trail improvement preferences

The consultation asked respondents to note which of a broad range of options would be most likely to increase their use of regional trails in Western Metropolitan Melbourne. There were four responses (from the 14 options provided) that gained significantly more support than the other options. These are listed in order from most to least popular below:

- Better connections between trails
- Better connections to destinations
- Greater length of trails
- Better trail surfaces

The outcomes of this multiple-choice survey format were backed up by written and verbal feedback received, with many people noting the discontinuous nature of the existing regional trail network.

What are the key issues for the regional trail network in Western Metropolitan Melbourne?

This report has a broad scope, covering the wide range of topics relevant to regional trails, including trail infrastructure (including defining standards and guidelines for trail and facility construction), trail management (including issues related to funding, construction, maintenance and promotion), and trail marketing (including to both local users and tourists).

Of these topic areas, a number of items have emerged as being the key issues impacting upon the quality and use of the regional trail network in Western Metropolitan Melbourne. The three key issues identified are trail connections, trail funding, and trail management.

Trail connections

As reflected by the community feedback, the existing regional trail network in Western Metropolitan Melbourne is very much a work in progress. While many individual segments of trail are well-used and valued by the community, these trail segments do not currently connect together to form an interconnected network providing the kinds of links and connections desired by the users. Key examples of this are:

- the very low number of 'loop' circuits within the existing regional trail network in the study area.
- the low occurrence of regional trails passing through, or close to key commercial and civic precincts.

There are a number of key factors influencing this:

- The difficulty and expense of closing remaining gaps or making connections within the existing network. This is because these often need to be retro-fitted into highly urbanised areas and spaces encumbered by existing infrastructure.
- Related to the above, there is a history of trail construction based upon convenience. It is no coincidence that all of the regional trails within the study area are predominantly located either along waterways, or 'piggy-back' on the provision of other infrastructure (being freeways, railway lines, and an historic sewer route).

It is worth noting that this perception of trails being an afterthought, rather than key infrastructure, is being overturned in new growth areas where trail planning is increasingly integrated into strategic thinking and is a mandatory part of new development.

- There is competition for funding between closing gaps in the existing network (which is often difficult, therefore involving high costs for small lengths of trail) and extending trails (which is often occurring in less developed areas where alignment conflicts can be avoided, resulting in relatively lower costs).

To address this key issue, this report has itemised and prioritised a list of trail improvement works in an Action Plan, including a focus upon resolving key trail gaps and missing connections (which were identified via a review of existing LGA strategies, a trail audit, and community consultation).

Trail funding

With unlimited funding, the problems associated with the connectivity and extent of the regional trail network would be relatively easy to solve.

Precinct Structure Plans that integrate strategic trail provision combined with funding by developer contributions means that funding for new trails in growth areas are assured.

The same is not true for trail improvement projects (such as the significant trail connection issues noted under the previous subheading), which currently have no clear and consistent funding stream open to them.

State government bodies have traditionally had responsibility for the planning of the trail network, backed up by state government grants for trail construction. For many years, Parks Victoria was the key body involved. Their planning responsibilities now largely lie with the Metropolitan Planning Authority (MPA) and VicRoads.

The MPA is a planning authority that has a planning, not construction charter, and therefore does not provide a funding source for regional trail construction. VicRoads is involved in regional trail funding and construction (the Federation Trail being one example), but has a focus upon cycle commuting and transport, rather than the broader user groups catered to by regional trails. VicRoads has no ongoing grants programs for regional trail construction.

Some funding is provided across different areas of State Government, including Sport and Recreation Victoria (SRV), which sits within the Department of Health and Human Services and contributed half of the funds towards this study. SRV provides grant funding towards the planning and development of community sport and recreation facilities through its Community Sports Infrastructure Fund, which includes regional trails. However, the investment required and competitiveness for this funding means that this grant program alone is not able to address all of the regional trail improvement works identified in LGA strategies across the region.

The projects able to be funded independently by LGAs are relatively small, and LGAs have a reluctance to fund regional projects from local budgets. Recent state government moves toward rate capping may make funding from local sources more difficult.

This report calls for regional trail funding to be addressed as a part of a management structure (as discussed under the next subheading). This report has also identified a list of trail improvement works and assessed them against a variety of criteria to provide a prioritised list of potential projects. This Action Plan provides a basis for the regional prioritisation of works that can be implemented as funding becomes available.

Trail management

The management of the regional trail network includes a wide variety of activities, relationships and agreements that go toward trail planning, construction, funding, maintenance and promotion. The management structures of trails are often complex and responsibilities for trails are held by many different groups. There is no single body who holds responsibility for the planning, implementation or maintenance of the regional trail network.

The lack of a body having responsibility for regional trails raises the following key issues:

- the lack of a group able to advocate for issues vital to the continued function of the regional trail network, particularly trail funding.
- issues associated with decisions for the management of regional facilities being made by managers with a particular focus (such as a local focus, or a focus upon a particular user group) rather than the network as a whole.
- a lack of consistency across the trails network, including trail width, trail materials, and signage.

The formation of a regional group comprising the six LGAs and other key stakeholders is recommended as an initial step toward providing consistent regional oversight of trail development. Such a group also has the potential to draw focus to regional trails as an important asset, and to advocate for consistent funding for trail improvement projects.

A regional group could also take responsibility for implementing the recommendations of this document, and further develop themes touched upon in this report but not fully resolved, including trail marketing and branding.

What are the key improvement projects for the regional trail network in Western Metropolitan Melbourne?

The Action Plan within this report lists, assesses against criteria and prioritises trail improvement projects from across the study area. The highest-priority projects were found to be:

New trail construction projects - top 10 priorities

- | | |
|-----------------------------|--|
| 1. Sydenham Rail Trail | Construct an off-road shared trail along the railway line from Watergardens Station to Furlong Road (approx. 7.5km) |
| 2. Regional Rail Link Trail | Implement a shared path in conjunction with the Regional Rail Link from West Werribee to the existing section of trail within the municipality of Brimbank |
| 3. Werribee River Trail | Extend Werribee River Trail 7km south of the Princes Freeway to Werribee South on the eastern side of the river to connect with the Wyndham Bay Trail at Grahams Wetland Reserve |
| 4. Wyndham Bay Trail | New length of trail (14km) from Wyndham Bay Trail, Werribee South, to connect to Coastal Trail in Hobsons Bay |
| 5. Federation Trail | Complete missing section (2.5km) of the Federation Trail from Fogarty Avenue to Hyde Street including bridge across the railway |
| 6. Kororoit Creek Trail | Extend the Kororoit Creek Trail 6km from Princes Highway to Millers Road including three underpasses |
| 7. Werribee River Trail | Extend the Werribee River Trail north of Davis Creek to Melton South |
| 8. Western Freeway Trail | Construct an off-road shared trail along the Western Freeway from Melton to Caroline Springs |
| 9. Sydenham Rail Trail | Continue the extension of the trail along the railway line from the Harvester Road to Sunshine Station to connect to the RRL |
| 10. Werribee River Trail | Construct the 80 metre gap from the Federation Trail to the bridge over the Werribee River adjacent to the Princes Freeway. |



C O N T E N T S

Executive summary

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Appendix A

Existing strategies and policy overview

Appendix B

*Trail improvement projects schedule
(grouped by trail and reference number)*





1 . I N T R O D U C T I O N

Western Metropolitan Melbourne includes some well-known and well-used shared trails designed for use by pedestrians and cyclists. These include longer trails of a regional scale, many of which are aligned with roads (such as the M80 or Western Ring Road Trail), waterways (including trails along the Maribyrnong and Werribee Rivers and numerous creeks) and the Port Phillip Coastline. These trails provide opportunities for transport, exercise, recreation and sight-seeing to both residents and visitors.

The Western Metropolitan Region Trails Strategy Plan (also abbreviated in this document to ‘West Trails’) seeks to develop a strategy for the improvement of regional trails in Western Metropolitan Melbourne.

One of the key challenges to developing regional trails in metropolitan settings is that by their nature regionally-scaled trails cross municipal borders and land tenure. This makes a shared vision and coordination between Local Government Authorities (as one of the key managers of metropolitan trail networks) an important part of achieving an effective and integrated regional trail network. In recognition of this, this study brings together the six Western Metropolitan Melbourne Local Government Authorities (being the cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham), as well as involvement from many other parties who have an interest in the provision and management of a regional trail network in Melbourne’s West.

A focus upon the provision of trails in urban environments is a relatively recent phenomenon. Cycling and walking trails did not appear in the Melway Street Directory until the 14th edition in 1982 (source: www.melway.com.au/melway-releases). In

addition to this, Western Metropolitan Melbourne has grown enormously over the past few decades. The same 1982 Melway Street Directory covered only a tiny portion of either the Cities of Melton or Wyndham, municipalities that together now account for approximately one third of the population of Western Metropolitan Melbourne (refer to chapter 5 for further demographic details).

The network of trails existing in Western Metropolitan Melbourne has therefore been mostly constructed over the past few decades. It is an incomplete network that is still under development. It includes gaps in otherwise extensive trails, as well as trails that stop short of logical destinations or connections.

While regional trails are broadly recognised as being beneficial to society in a range of ways, they are funded with public money in competition with many other types of worthy projects. It is therefore important to have a strong argument for funding of trails and a rationale behind the prioritisation of the many different unbuilt trails and other trail improvement projects.

This document contains the findings and recommendations of the Western Metropolitan Region Trails Strategy Plan. It includes recommendations to improve the provision, quality, knowledge, development and access to regional trails.

The strategy can also be used as a tool to advocate to various levels of government and governmental authorities for support and funding. The document provides the strategic direction required to ensure that local government authorities and state departments and agencies are working together toward the shared goal of an interconnected and well-used trail network that is accessible for all.



2 . ABOUT THE PROJECT

2.1 Project study area

The project study area covers Western Metropolitan Melbourne. This is defined for the purposes of this project as being the area within the boundaries of the Cities of (in alphabetical order) Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham.

The study area is bounded by Port Phillip Bay to the south and adjoins 6 municipalities beyond the study area. They are (clockwise, from the south-west): the City of Greater Geelong, Moorabool Shire Council, Macedon Ranges Shire Council, and the Cities of Hume, Moreland and Melbourne. The Cities of Hume and Moreland are involved in a parallel project relating to the regional trails within Northern Metropolitan Melbourne.

Landscape

The regional trail network is influenced strongly by both the landscape forms of the region and the subsequent settlement patterns.

Geologically, the study area sits on the eastern edge of the extensive volcanic plain (second largest volcanic plain in the world) that makes up much of western Victoria. These western plains were predominantly vegetated by extensive grasslands prior to European settlement. The plain is relatively flat, rising gradually from south to north. The City of Melton is the only area that rises significantly above 100 metres above sea level, including some rounded peaks such as Mount Cottrell (between Werribee and Melton) and Mount Kororoit (between Melton and Sunbury). The other key topographical features of the study area are the incised river valleys (most significantly the Werribee and Maribyrnong Rivers) running in a general north to south alignment. The landscape of the southern edge of the study area is dominated by Port Phillip Bay which includes sandy beaches.

Settlement patterns

Settlement patterns within the study area have been influenced strongly by water bodies, both as a form of transport and as a source of fresh water. The location of Melbourne and the early founding of associated coastal settlements including Williamstown were due to the opportunities these locations presented as ports. Inland settlements are usually centred around rivers that provide a reliable source of fresh water.

The relatively flat topography and grassland vegetation to the west of Melbourne also meant that routes out of Melbourne in this direction are quite direct, not having to detour around any major obstacles. The result is a radial 'hub and spoke' circulation network, with major roads radiating out toward the gold rush cities of Ballarat (Western Freeway) and Bendigo (Calder Highway), and along the edge of Port Phillip Bay to Geelong (Princes Highway). The wedges between these routes have been gradually developed for residential and other urban purposes over time. Townships that once sat outside the city (including Werribee and Melton) are now firmly part of the broader metropolis. In response, the radial road network has been supplemented with connecting routes, including the Western Ring Road (M80) that commenced construction in 1989 and was completed in stages throughout the 1990s.

Western Metropolitan Melbourne today comprises a wide variety of land uses and character types, from the largely rural fringes, to the increasingly dense urban areas of the inner city suburbs. The geology and landscape character of the region create a discernible region that goes beyond convenient lines on a plan, and which differentiates it from other parts of Metropolitan Melbourne.

Information and analysis of the demographics of the region is provided in chapter 5.



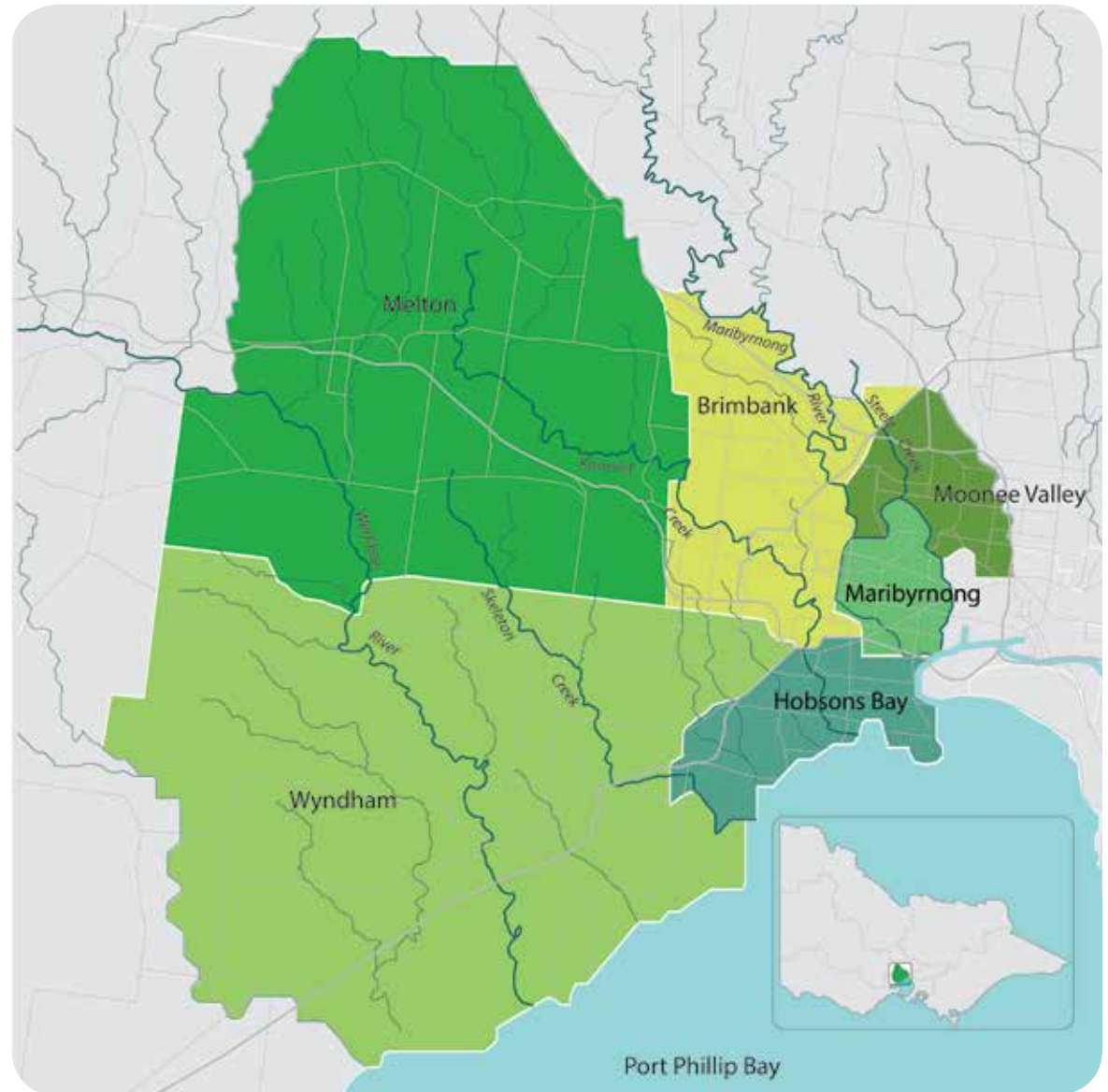


Figure 2.1
Project study area extents and context map

2.2 Purpose of the study

The purpose of this project is to undertake a planning exercise that reviews the current status of regional trails within the study area and to ascertain gaps in provision within the identified trail network. The objectives of the project are to establish an action plan to address the identified gaps in provision, determine key strategic trail links and obtain an understanding required for feasibility, planning, capital works and staging, establish consistency in maintenance, trail quality, marketing and management for the period 2014 – 2024.

As a project covering multiple municipalities, the study has the opportunity to deal with issues not able to be adequately addressed by individual Local Government Authorities, land owners and managers. In particular, the project is able to deal with regional trails in a holistic way, regardless of the boundaries they cross along their length.

The vision for the project is to achieve a network of regional trails within Western Metropolitan Melbourne that provides a quality experience for all users and a range of social, health, environment, tourism and economic benefits.

It is proposed that this document be used by those people and organisations that have responsibilities for the construction and management of regional trails, and is proposed to;

- focus their attention upon the issue of regional trails, by defining and identifying them.
- encourage regional cooperation and management of trails, and recommend ways to achieve this.

- focus their attention upon existing issues associated with the trails, through a trail audit and community consultation.
- identify and prioritise trail improvement projects.
- provide standards and guidelines for trail development.

This document is also intended to provide a resource for those involved in trail advocacy and funding, including:

- defining what regional trails are, and identifying the regional trails of Western Metropolitan Melbourne. Identifying them allows a focussed discussion about their role in society and their future.
- detailing the potential benefits of regional trails, which can be used to help build the case for regional trail funding.

2.3 Project approach

The project approach has included a number of phases, designed to gain a full understanding of the trail network and the various stakeholders associated with it. These have included the following key broad phases.

Trail audit

At the commencement of the project, the key existing trails in the study area were individually ridden. The trails ridden were selected based upon a broad review of trails marked on various publicly accessible maps, as well as those identified in the various Council strategies relevant to trail provision.

Around 250 kilometres of trail were audited by bicycle. With return trips and travelling between trails included, this amounted to over 900 kilometres of riding. The information collected as a part of the trail audit included spatial data, recorded with the aid of a Global Positioning System (GPS) unit attached to the bicycle. The spatial data collected includes an accurate recording

of the trail locations, as well as materials, width, condition, and associated trail infrastructure. The audit also recorded general trail character and navigation observations as well as specific issues and opportunities.

Findings of the audit are integrated throughout the report, but is particularly evident in the chapter 6 mapping.

Community engagement

The community engagement approach consisted of a number of components designed to get feedback from a broad cross-section of the community.

An on-line questionnaire ran for 2 months between August and October 2014 that attracted over 250 respondents. It provided details about how people use trails, as well as information about community priorities for trail improvements. The findings from the questionnaire are used extensively through chapter 5.

Six consultation events were held on the trails themselves in mid-September 2014, with one two-hour session on a weekend being held in each of the six Local Government Authorities within the study area. These sessions drew attention to the project and the on-line questionnaire, as well as providing a valuable opportunity to talk to people face to face about their use of regional trails and their vision for the regional trail network. The events were advertised via LGA websites and targeted notification of relevant clubs and groups. The events attracted some people who intentionally participated to talk about certain issues, as well as many trail users who may otherwise not have been aware of the project.

Information about the project has been available to the public throughout the project via the project-specific web site,

www.west-trails.com, and this site has hosted links to the questionnaire. The site also provided access to the draft report for feedback during the exhibition period.

A project-specific Twitter account (@westtrails) was created which has been used to spread information about up-coming engagement opportunities (such as the on-site consultation sessions and the on-line questionnaire).

The findings from the engagement activities are summarised in chapter 5 (*Trail Users*) and have also helped to inform specific actions identified in chapter 6 (*The Regional Trail Network*).

Stakeholder engagement

The stakeholder engagement process involved meeting representatives from the key stakeholder groups to talk about the key issues and opportunities associated with regional trails provision. The Project Steering Group included representatives from each of the six LGAs within the study area. In addition to these regular meetings, the engagement also included meetings with representatives from each of the six LGAs across the range of departments that have an interest or responsibility for regional trails, including strategic planning, transport, implementation, maintenance and promotion.

In addition to these meetings, two workshop sessions were held focussing upon trail marketing and trail management. Participants in these sessions including Council Officers with interest and experience in the subject matter.

Meetings were also held with key state government departments and authorities (including Melbourne Water, VicRoads, VicTrack, Parks Victoria and the Metropolitan Planning Authority), and key user group representatives (such as Bicycle Network Victoria, Bicycle User Groups including BrimBUG and Moonee BUG, and Melton Cycling Club).



The community engagement included weekend sessions held on the trails, including in Williamstown (top), on the Maribyrnong River in Footscray (middle) and on the Toolern Creek in Melton (bottom).

The findings from these engagement activities are included under chapter 8 (*Trail Management*), as well as strongly informing the *Trail Infrastructure* chapter and the *Action Plan* (chapters 7 and 10).

Strategic context review

Strategic documents relevant to regional trail provision at both a local and state government level were reviewed. The information from these, in particular the recommendations from local government strategies relating to shared path provision, provided a starting point for the identification of individual trail improvements to be assessed as a part of the Action Plan. A summary of this review process is contained in chapter 4.

Action Plan

The preparation of an action plan (which forms chapter 10 of this document) required potential trail improvements (identified via the trail audit, public engagement, stakeholder engagement, and the strategic context review) to be assessed against a set of criteria, allowing them to be prioritised. These criteria are clearly stated in this report, and the working documents provided allowing the assessment method and workings to be scrutinised, or repeated for the assessment of future actions.

2.4 Acknowledgements

The preparation of this report involved the input and support from a wide variety of people from a range of organisations. Key individuals and groups who provided valuable input into the report include those listed below.

The project management team from Hobsons Bay City Council:

- Hany Hanna, Marg Scanlon

Other Western Metropolitan Region Local Government Authorities:

- Christopher Cook, Adrian Gray (Brimbank City Council)
- Gael Reid, Hamish Coates (Maribyrnong City Council)
- Chris Lunn, Adrian Cope (Melton City Council)
- Chris Morris (Moonee Valley City Council)
- Sue Hawes (Wyndham City Council)

Funding partner:

- Evan Wilkinson (Sport and Recreation Victoria)

Authorities:

- Dan Green, Karyn Hunter, Kathryn Naylor (Melbourne Water)
- Matthew Bunney (VicTrack)
- Carol Buckingham (Parks Victoria)
- Mark Kulyk (VicRoads)
- Cath Olive, Paul Cassidy (Metropolitan Planning Authority)

This project has also benefitted from input from individuals and groups within the broader community, including:

- Jason Den Hollander at Bicycle Network Victoria,
- Bicycle User Groups (including BrimBUG and MooneeBUG),
- Melton Cycling Club

and the hundreds of individuals who participated in consultation events and provided information about their trail usage and preferences in the survey conducted as a part of the project.

3 . R E G I O N A L T R A I L S

3.1 What are regional trails?

Trails

The term 'trails' is commonly used in the context of walking and cycling routes. The general understanding of the term tends to be based around the characteristics of facilities like 'rail trails' (routes constructed along disused former railway lines) and routes along river corridors. The characteristics common to these kinds of facilities include:

- multiple potential user groups, but with a recreational focus
- an off-road location
- a relatively long and continuous length.

These characteristics are also evident in the definition provided in the Victorian Trails Strategy 2014-2024, which defines a trail as:

an established path, route or track which often traverses natural areas and is used by people for non-motorised recreation, such as walking, running, cycling, mountain biking and horse riding.

This definition, with a focus upon off-road routes and connections to nature, is limiting for the purposes of this study which includes extensive areas that are densely developed and very urban in character. The establishment of long and continuous trails sometimes requires the incorporation of routes of a more urban nature, including road-side shared paths, footpaths and on-road bicycle lanes.

To accommodate the urban focus of this study and the full range of conditions found across the study area, the term 'trails' in this document includes both off-road and on-road trails.

The urban nature of much of the study area also makes horse riding (one of the user groups identified in the Victorian Trails Strategy definition) a much lower priority than it may be in other areas, and there is no reference to horse-specific infrastructure within this document.

Regional trails

'Regional trails' are defined for the purposes of this study as those that fit the definition of trails developed above, and also have a regional scale, purpose and/or impact. Some key areas in which this manifests itself are:

- **Transport:** the provision of non-motorised transport routes accessing and linking key destinations, activities and natural/cultural features of regional importance. Importantly, regional trails in a metropolitan context do not exist in isolation, and must be integrated with a network of other regional and local trails.
- **Recreation:** the provision of recreation opportunities that are both accessible and attractive to a group of users of a regional scale and/or distribution.
- **Economic benefit:** the potential to deliver economic benefits of regional importance (including promoting economic development and/or tourism)
- **Ease of access:** the ability to be readily accessed by the community living and working within the region, as well as by visitors. Trails that require special skills or equipment to access (e.g. trails only accessible by mountain bikes) are not defined as regional trails for the purposes of this study.



In addition to the definitional points noted above, there are also some key expectations of regional trails that form non-negotiable principles for trail provision. These are:

- **User safety:** regional trails must be safe to use, including compliance with standards and the appropriate application of guidelines relating to trail construction and management.
- **Environmental sustainability:** regional trails must seek to conserve or enhance the environments in which they are constructed. A key example of potential environmental enhancement resulting from trails works is vegetation installation and management, having the potential to increase habitat values, biodiversity and canopy cover. This is a particularly important factor in maintaining the recreation and tourism potential of trails, which are both uses that often benefit strongly from the environmental values of the trail surrounds.
- **Maintenance capacity:** where regional trails are provided, there must be appropriate capacity for their ongoing maintenance and management to appropriate standards to ensure ongoing safety, usability and presentation. Most regional trails join with a broader network of local and regional trails, meaning that degradation of a regional trail can have far-reaching negative flow-on effects.

- **User experience:** regional trails must provide appropriate facilities and be managed in a way that facilitates convenient usage, including the provision of wayfinding signs and access to drinking water and toilets.
- **Universal Design:** regional trails should not only be designed according to industry standards, but where possible consider current best practice, such as the principles of Universal Design to ensure these trails are accessible and useable to as many people as possible.

Regional trails checklist

A combination of the elements considered definitional to regional trails, as well as the non-negotiable principles regarding their provision are combined below to create criteria for assessing if a trail/path/track qualifies (either currently, or under future proposals) as a regional trail for the purposes of this study:

Regional trails checklist

- **Multiple usage modes:** the ability to accommodate multiple usage modes/types, including both pedestrians and cyclists.
- **Multiple user groups:** the ability to accommodate multiple user groups, including people using the trail for transport, recreational and touristic purposes.
- **Off-road focus:** regional trails should have an off-road focus, but should include path types aligned with roads as required to achieve continuous routes in urban areas.
- **Long and continuous:** regional trails should provide a continuous route that is relatively long in length.
- **Regional-scale usage benefit:** providing an easily-accessible non-motorised transport route linking locations of regional importance, and/or the provision of recreation opportunities that are both accessible and attractive to a group of users of a regional scale and/or distribution.
- **Regional-scale economic benefit:** the potential to deliver economic benefits of regional importance (including promoting economic development and/or tourism).
- **User safety:** regional trails must be safe to use, including compliance with standards and the appropriate application of guidelines relating to trail construction and management.
- **Environmental sustainability:** regional trails must conserve or enhance the environments in which they are constructed, rather than being the cause of damage or degradation.
- **Maintenance capacity:** where regional trails are provided, there must be appropriate capacity for their ongoing maintenance and management to appropriate standards to ensure ongoing safety, usability and presentation.
- **User experience:** regional trails must provide appropriate facilities and be managed in a way that facilitates convenient usage, including the provision of wayfinding signs and access to drinking water and toilets.
- **Universal Design:** regional trails should be designed using a user-centred approach to ensure they are accessible and useable to as many people as possible.

3.2 The potential benefits of regional trails

Regional trails provide a range of benefits to the community. These are grouped into three main categories in this chapter, being: social, health and economic & tourism.

It is recognised that there are strong inter-relationships between these categories, and some cross-reference has been required to be made between them. Environmental sustainability benefits are addressed individually as they relate to these three categories.



*The Maribyrnong River Trail at Canning Reserve in Avondale Heights.
(photo: FFLA)*

3.2.1 Social Benefits

Regional trails provide social benefits, primarily to the resident populations through which they pass. There are a number of different aspects to this benefit.

Transport

There are potential social benefits deriving from the functional contributions that regional trails have the potential to make active transport options more attractive as an alternative to motorised transport for a range of reasons, including;

- the increase in safety associated with trail use compared to on-road routes for cyclists (particularly for cyclists who lack confidence or are inexperienced, where safety concerns are a key barrier to participation).
- the scenic value of many regional trails, providing a transport option that can literally be 'a walk in the park'.
- a lack of congestion on trails compared to roads, providing potential travel-time benefits.

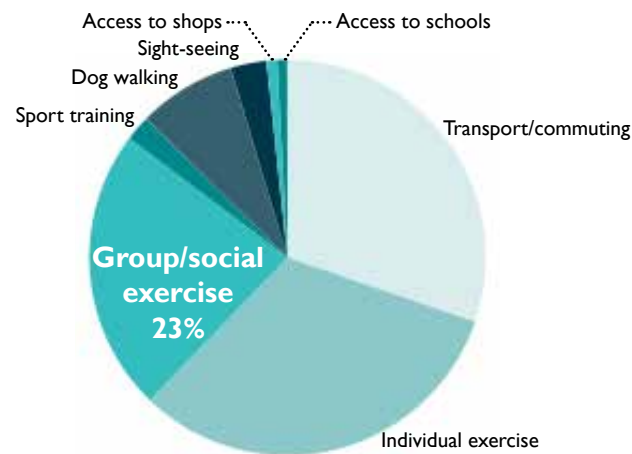
These attractors are particular to active transport on trails, but combine with broader benefits of active transport when compared to motorised transport, including health benefits and cost savings.

Regional trails also assist in providing options for low cost travel and transport options for those people who do not have access to vehicles.

The social benefits that derive from the use of regional trails for transport include:

- reduced vehicle numbers on roads, resulting in reductions in air pollutants, noise pollution, congestion and the effects of road accidents.
- societal health benefits (which are covered in detail in section 3.2.2 of this chapter)

Figure 3.1
Why do you most often use regional trails in Western Metropolitan Melbourne?



Social interaction

Firstly, regional trails focus human activity into a relatively confined corridor where social interaction inevitably occurs. The potential for social interaction is heightened by users not being confined within vehicles. Trails users are often not subject to the other side-effects of vehicles (including noise and reduced pedestrian/cyclist safety) which further improve the conditions for social interaction.

The social interactions that result from trail use can be either planned or unplanned. Trail users may intentionally go for a walk or ride together, they may come across people they know also using the trail, or they may have interactions with people they haven't met before.

A questionnaire undertaken as a part of this study sought to understand the regional trail user groups, and showed that a significant proportion who use the regional trails in

Western Metropolitan Melbourne were in social groups. When asked 'Why do you most often use regional trails in Western Metropolitan Melbourne?', just under one quarter of respondents nominated 'group or social exercise'. This is less than the number of respondents who nominated 'individual exercise' (around one third).

When combined with the questionnaire result indicating that 57% of respondents use the regional trails at least once per week, it can be seen that the potential social benefits gained from the regional trails that are the subject of this study are high.

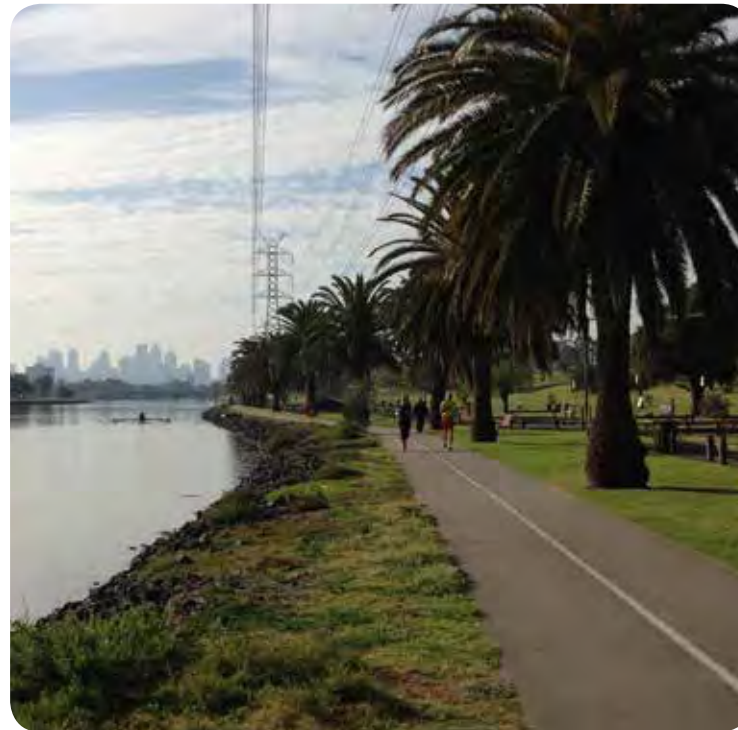
Chance encounters on regional trails may be no more than a smile as people pass, but there are also many examples of situations where people have lengthier interactions or begin to establish relationships over multiple interactions. In such cases there is often an obvious shared interest, such as dog walkers, families, or neighbours. These chance encounters provide opportunities for social interaction for people who may otherwise be socially isolated. Importantly, these opportunities for social interaction are available to all members of the community, regardless of social or economic standing.

Events based around the regional trail network can increase the opportunities for both planned and chance social interaction. Through providing a space and a reason for social interaction, regional trails contribute to a sense of community connectedness and a sense of belonging.

3.2.2 Health Benefits

The link between physical activity and health is well established and documented. The Victorian Government health promotion foundation, VicHealth, has ‘encouraging regular physical activity’ as one of their five key public health platforms, along with promoting healthy eating, preventing tobacco use, preventing harm from alcohol and improving mental wellbeing (source: <http://www.vichealth.vic.gov.au/Programs-and-Projects.aspx>).

Life choices made regarding smoking and eating, the choices people make regarding physical activity impact strongly upon their health. Particularly relating to what VicHealth identifies



Regional trails, such as this section of the Maribyrnong River Trail, are a focus for physical activity, attracting people who set out to undertake exercise through walking, jogging or cycling. (photo: FFLA)

as ‘lifestyle-related diseases’ such as type 2 diabetes and heart disease (*VicHealth Indicators Survey 2011: Selected Findings, page 63*). While the health benefits of physical activity are well-recognised, the Australian Health Survey prepared by the Australian Bureau of Statistics has consistently found over recent years that Australians getting enough physical activity to benefit their health are in the minority.

Three key reasons for lack of physical activity and sedentary behaviour within the Australian population are identified by VicHealth:

- an increased reliance on cars for transportation
- leisure activities have become more sedentary in nature
- many workplaces require people to sit for long periods (source: *VicHealth Indicators Survey 2011: Selected Findings, page 55*)

A high-quality trail network in an urban environment has the potential to strongly influence the choices people make regarding two out of three of these reasons for inactivity.

- Trails can make active transport options more attractive, by providing safe, convenient and desirable alternatives to vehicles for personal transport.
- Trails can stimulate participation in active recreation activities, by providing a range of cost-free, convenient and attractive leisure opportunities.

Regional trails have been defined for the purposes of this study as routes that cater for a range of user types, including transport and recreational uses. Regardless of the use type, all activity undertaken on regional trails delivers health benefits to the trail users. This includes people who are actively seeking

health and well-being outcomes from their trail use, as well as people who are using the trails as part of their day to day activities, including for active transport.

Regional trails create a focus for physical activity within the community, and they are often the destinations of choice for people setting out to purposefully engage in exercise. This is clearly evident on fine weekend mornings on many sections of the regional trail network, where walkers, joggers and cyclists are in abundance.

Reasons for people choosing to exercise on regional trails include:

- the high scenic value of many regional trails
- the location of many regional trails away from traffic and other noise, pollutants and distractions.
- the continuous nature of many trails, without crossing points or traffic lights.
- the use of the trails by other people, providing a sense of safety, a sense of community, and people-watching opportunities.
- very low barriers to involvement. There are no opening hours, no entry fee, and in the case of walking, no special equipment required.

Walking and cycling are the exercise forms of choice for many people, and have very high participation rates compared to other forms of exercise.

Walking/jogging

Walking for exercise, fitness or recreation remains the most popular physical activity of choice for Victorian adults with a regular participation rate approaching one quarter of the

population (*Australian Bureau of Statistics Adult Participation in Sport and Physical Recreation, Australia, 2011-12*). When combined with jogging and running, almost one third of all Victorian adults either walk, jog or run for exercise, fitness or recreation. Regional trails can provide an ideal location for these activities, particularly where they are located close to population centres, thereby making them easy and convenient to access.

Cycling

Levels of cycling for exercise are lower than levels of walking, however a variety of studies have shown consistent growth in cycling participation over the last ten years. *Victoria's Cycling Strategy Cycling into the Future 2013-23* notes that 19 per cent of Victorians ride a bike in a typical week and up to 42 per cent over the course of a year. While cycling has more barriers to access than walking (including the need for a bicycle and helmet), the report notes that almost two out of three households in Victoria own at least one bike.

Participation in cycling has a lot to gain from an improved regional trail network. Regional trails generally provide off-road routes that significantly reduce safety, and perceived safety, associated with riding in traffic. This increase in safety is particularly attractive to cyclists who lack confidence or are inexperienced, and in many cases is a key barrier to participation.

Well-located, well-connected and accessible regional trails provide great opportunity for people to integrate healthy active transport into their lives through commuting and other general transport (riding to school, riding to the shops, etc.).

3.2.3 Economic and Tourism Benefits

Some aspects of economic and tourism benefits of regional trails are closely linked, especially if a relatively broad definition of tourism is applied. Most of the visitors to the regional trails in Western Metropolitan Melbourne live in Melbourne themselves. These local tourists have the same potential to provide economic advantage as those travelling greater distances before arrival.

There are also strong relationships between economic benefits of trails and the two previous categories (health and social benefits). The cost to the community of ill health, for instance, is very large, and a portion of this can be attributed to physical inactivity. Mental illness also has an associated economic cost, which includes the costs from loss of productivity and absence from the workforce. Regular participation in physical activity has been shown to improve mental and physical health, and regional trails are a direct way to invest in improving that participation.

In addition to providing a healthy transport alternative, regional trails can also prove to be a time-efficient, reducing costs such as those associated with lost productivity associated with transport congestion. Commuting time is associated with negative health effects. The *VicHealth Indicators Survey 2012* noted that 'perceived stress during or immediately after commuting increases with commute time, lack of predictability or control associated with commuting, and crowding during the commute journey', and that commuting is also linked with negative health outcomes not directly related to the commute itself, such as time spent commuting resulting in less time available for health-promoting behaviours such as physical activity and relaxation.

A 'commuter race' held in April 2014 from various locations within Wyndham City to central Melbourne as a part of

Wyndham City's 'get Wyndham Moving' campaign resulted in cycling and mixed cycling and train travel modes being the quickest forms of transport. While cycling long distances is not feasible for many commuters, the efficiency of cycling as a mode of commuter transport can be taken advantage of by those travelling shorter distances, or by people mode-sharing (e.g. cycling to a railway station). Off-road regional trails provide the opportunity to maximise these efficiencies by avoiding the congestion of roads in peak times.

Any decrease in vehicle based transport in favour of active transport on the regional trail network reduces the negative externalities associated with vehicle traffic, such as noise, air quality and greenhouse gas emissions. All of these ultimately have an economic impact.

The trails can also provide a focus for economic activity. This includes the kinds of activities described under the *Tourism* sub-heading below, but also includes non-touristic activities such as personal training and fitness.

In addition to the above items, the construction and maintenance of regional trails also provide economic benefit through the creation of local employment opportunities.

Tourism

Regional trails already attract large numbers of users in a number of locations in the study area, including locals and a wide range of visitors. The trails, and the environments through which they pass, provide destinations without entry fees suitable for a wide range of visitors.

Being a focus for people also makes these locations a focus for business. Trails provide an activity that encourages visitors to participate, stay longer, and ultimately increase the amount they spend on items such as food and beverages.

While the majority of businesses who benefit from regional trail users are currently focussed upon food and beverage, there is an opportunity for the regional trails to also support other trail-based businesses, including guiding services, equipment hire (bikes, canoes, etc.), and passenger transport (land and water based). All of these have the potential to create local jobs and provide opportunities to package and promote regional products to establish destination experiences.

There is also the opportunity for a program of trail-based events to increase the use of the regional trail network and attract local users and visitors.

3.3 Developing business cases for regional trails

This chapter has detailed a broad range of benefits that can flow to the community from the provision of regional trails. The challenge facing those who wish to build or improve the network of regional trails is to justify spending public money on them. In many cases this justification will take the form of a business case. A business case is a document that provides the justification for a proposed project on the basis of its expected benefit.

In commercial situations a business case will measure benefits almost exclusively in the unit of dollars. This allows easy comparison between the amount of money being spent versus the amount of money being recouped, earned or saved. This direct and easy comparison of figures makes these economic arguments amongst the strongest and most easily digestible for both policy makers and the broader public.

There are some benefits of regional trails that fit well with this commercial model. Estimates can be made about the likely economic benefits arising from tourism, for instance, by using

research and case studies to estimate the likely tourism usage levels and average daily spending per person. In these types of calculations, the regional scale of regional trails should support higher visitor numbers than lower-hierarchy trails and paths, having the potential to create strong economic arguments for their construction. However, as this chapter has demonstrated, there are also potential benefits to the community not as easily translated into dollars (including social cohesion, happiness and health).

Government authorities have responsibilities beyond dollars and profit, and therefore normally have detailed strategic goals and objectives relating to community wellbeing, the natural environment and sustainability. Ideally, any assessment of regional trails within a business case will include reference to these goals as well as dollar values, so that the true value of the investment in regional trails can be communicated.

As with economic arguments, the regional scale and other attributes that define them as regional trails should also normally result in greater quantities of those non-monetary benefits compared to lower-hierarchy trails and paths.

One evaluation tool used by the Victorian Government to outline the logic for an investment, as well as being flexible enough to consider economic measures is the Investment Logic Map (ILM), which is derived from the Department of Treasury and Finance's (DTF) Investment Management Standard. DTF defines the ILMs as:

'a single page depiction of the logic that underpins an investment. It provides the core focus of an investment and is modified to reflect changes to the logic throughout its lifecycle' (source: <http://www.dtf.vic.gov.au/Publications/Investment-planning-and-evaluation-publications/Investment-management/Investment-logic-map-template-Initiative>)

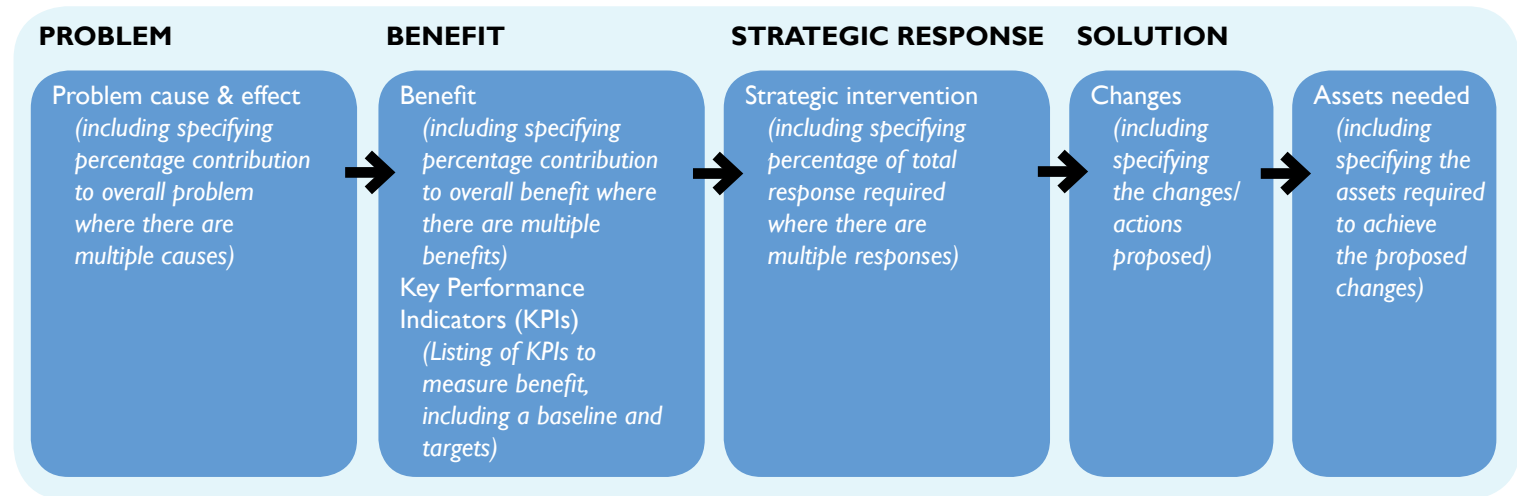


Figure 3.2
Investment Logic Mapping (ILM) summary diagram
(source: adapted from the Victorian Department of Treasury and Finance ILM template)

The logical sequence of elements that make up this depiction are summarised in figure 3.2, comprising the problem/s, benefit/s, strategic response/s and solution/s.

While the ILM process allows for monetary measures of benefits, it is not based solely upon them. The benefits identified and the Key Performance Indicators (KPIs) relating to these benefits would be expected to include non-monetary benefits and targets for regional trails projects (eg. percentage increases in trail use based upon an existing use base-line, as a measure of community wellbeing/health).

While many of the benefits of trails identified in this chapter will be relevant to many ILMs for regional trails, the problems need to be specific to a particular project.

The nature of regional trail provision means that there are likely to be multiple problems, whose 'cause and effect' will need to be addressed by the ILM. These might include;

- a lack of recreation and active transport opportunities in the west has led to increased obesity in the community.
- gaps in the existing trail network across the west is limiting access to employment opportunities for youth.

The ILM process involves the identification of the key problems, and their percentage contribution to the total problem estimated, helping to guide a proportional response.

4 . STRATEGIC CONTEXT

4.1 Existing strategies and policy overview

Given the large geographical size of the study area and the breadth of existing and potential user groups, there are many existing strategies and policies that are relevant. All of these have been reviewed in detail as a part of this project, and are summarised (highlighting their relevance to this project and comparing key differences between strategies with similar aims) in a tabulated format in Appendix A.

In general, the types of documents most relevant to this study fall into the following broad groups:

Municipal cycling & walking strategies

There are many similarities amongst the walking and cycling strategies from across the region. Common themes include:

- provision of an integrated and connected trail network
- improvements to existing on and off-road trails
- identified gaps or missing links in the existing trail network that need to be addressed to provide a connected trail network
- provision of increased instances of line marking and behavioural signage in cycling and/or walking strategies
- extensions of existing trails
- establishment of wayfinding signage across trail networks creating linkages between the trails throughout the region.

The locations of each of the municipalities affect the focus of their strategies. For example inner-city municipalities focus on improvements to existing trails while the outer-metropolitan LGAs tend to focus on the provision of new trails. The different LGAs deal with cycling and walking in different ways. Brimbank, Melton and Moonee Valley strategies that deal with walking

and cycling together in the same document. Maribyrnong has separate walking and cycling strategies. And Hobsons Bay and Wyndham have cycling strategies but not walking strategies. Each of these strategic documents are outlined in Appendix A.

Municipal open space strategies

The aim of these strategies is common for each LGA; to provide adequate open space throughout the municipality to meet the needs of the existing and future populations. There are also many similarities in the recommendations stated within the strategies. These include:

- establishment of shared trails along waterway corridors
- provision of a shared trail network to provide access and connections to the open space network, activity centres, bordering municipalities and other trails
- provision of linear and continuous open space, suitable for the establishment of continuous shared trails
- development of circuit paths in, around and between parks
- integrating the open space network with neighbouring municipalities (i.e. through shared trails)
- development of standards for the provision of quality open space.

Municipal integrated transport strategies

The aims and desired outcomes across Brimbank, Hobsons Bay, Maribyrnong and Moonee Valley's Integrated Transport Strategies are similar due to the common issues the municipalities face. The similarities in the aims and objectives of the respective municipalities include:

- improving access to transport
- increasing the use of sustainable transport by providing more opportunities and improved access
- improvement of shared paths and bicycle lanes (i.e. address gaps, complete trails and connections, maintenance)



- provide additional shared and cycling routes (to activity centres and schools)
- improving cycling safety
- provision of cycling related end of trip facilities

Melton and Wyndham were both developing Integrated Transport Strategies at the time this report was prepared.

Municipal recreation & leisure strategies

Five of the regions LGAs have recreation and/or leisure strategies (Hobsons Bay, Maribyrnong, Melton, Moonee Valley, Wyndham). The aims and objectives of each have some similarities such as:

- to direct the development and provision of leisure activities and facilities
- to increase participation in leisure activities, including walking and cycling
- to provide diverse and accessible leisure opportunities across the municipality

The recommendations associated with trails and cycling were fairly consistent across the LGAs:

- improve the provision and quality of shared trails
- inform the community of trail networks through marketing opportunities
- provide trails for recreational use to facilitate a variety of programs for multiple groups and abilities
- provide connections between trails (i.e. closing gaps and completing trails) and linkages to the trails from residential areas and activity zones to increase informal leisure participation.

Brimbank City Council currently have a Sports Facility Development Plan, but do not have a recreation strategy in place.

Municipal tourism strategies

Melton and Wyndham, the two outer-metropolitan municipalities are the only LGAs with current tourism strategies in place.

Waterway master plans & strategies

Many of the more prominent waterways within the region have strategies and master plans in place to guide their management and development. The provision of trails is an important part of the direction for each of these.

The documents include local strategic documents prepared by individual LGAs, as well as the following broader strategic documents:

- *Maribyrnong River Valley - A Shared Vision for a Vibrant River* (2010, DPCD)
- *Kororoit Creek - Kororoit Creek Regional Strategy* (2005, DPCD)
- *Werribee River Shared Trail Strategy* (2013, Melton and Wyndham City Councils)

More detail about all of these documents can be found in Appendix A.

Higher-level strategic documents

These documents are typically state government strategies relating to particular issues, including city-wide planning, cycling, walking, trails, tourism, and open space provision.

At a broad-brush strategic level, there is general agreement amongst the documents reviewed that walking and cycling as both exercise and as transport should be supported and encouraged in order to achieve the range of potential benefits, including community health and reduced transport congestion.

5 . T R A I L U S E R S

5.1 Demographics

While Melbourne's West is often spoken about as a cohesive entity with a distinctive character, the Western Metropolitan Melbourne region covered by this study is highly diverse. The six local government authority areas that comprise the region include inner-city suburbs, rural areas and everything in between.

In order of physical size (largest to smallest), the six local government authorities of Western Metropolitan Melbourne are:

- Wyndham City (54,200 hectares)
- Melton (52,750 hectares)
- Brimbank (12,335 hectares)
- Hobsons Bay (6,420 hectares)
- Moonee Valley (4,309 hectares)
- Maribyrnong (3,121 hectares)

Wyndham and Melton are very large in size, but large areas within these municipalities are rural in nature, meaning that their current populations are comparable with their much smaller neighbours (as shown in figure 5.1). These currently rural areas provide a lot of scope for residential development and these municipalities are projected to grow significantly over the coming decades compared to much more modest growth in the other municipalities which are already significantly developed. The large population growth projected for Wyndham and Melton make the timely provision of trial infrastructure important in order to keep up with demand.

Figure 5.2 shows population density across Western Metropolitan Melbourne, providing a clearer idea about where the key population centres are located within the larger municipalities.

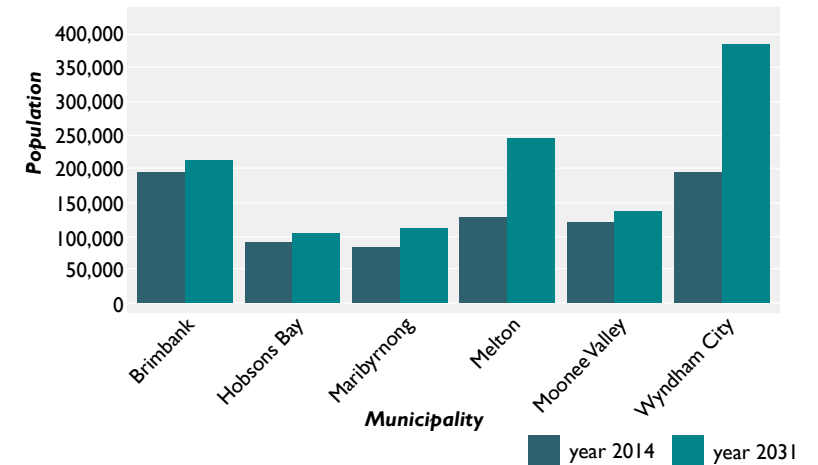


Figure 5.1
Existing 2014 population and projected 2031 populations by municipality for Western Metropolitan Melbourne
(source: ID Profiles for each LGA)

The modest population growth in areas like Maribyrnong and Moonee Valley will largely be a result of increased urban density, including a greater number of apartments and other dense residential development forms. These denser development types create a higher demand for public facilities, particularly those like trail networks that provide opportunities for connections to nature and a sense of space.

Density of population presents a challenge for regional trails. On one hand, creating trail links tends to be easier in areas that are relatively undeveloped, where the constraints posed by existing infrastructure and development are less. New trails can be constructed in an integrated way with other infrastructure in accordance with the latest standards and guidelines. On the other hand, the trails that are most used are those located in population centres where they can be easily accessed.

This challenge is exacerbated by a relatively short history of shared trail construction as a part of city building. This means that well-established suburbs are likely to have trails retrofitted to an historic urban fabric, often with many compromises having been required along the way. Modifications, extensions and additions to these trails can prove to be difficult.

It has been noted that Wyndham and Melton are projected to experience significant growth over the coming decades. This is a continuation of an existing growth trend, resulting from these municipalities having been a focus of new home building and related development in recent years. The main target market for the residential development in these areas has tended to be first home buyers and young couples. The result of this is that these municipalities have average ages significantly lower than the overall Victorian average age of 37. This younger-than-average age profile is replicated across much of Western Metropolitan Melbourne, with only Moonee Valley being above the state average age (as shown in figure 5.3).

There are areas within Western Metropolitan Melbourne that have industrial and strongly working class heritage, and have a reputation for being at the lower end of the socio-economic spectrum.

The Australian Bureau of Statistics prepares data and area rankings relating to socio-economic disadvantage based upon census data. This includes the Socio-Economic Indexes For Areas (SEIFA). This data (mapped in figure 5.4) shows that the stereotype of the west being disadvantaged is based upon fact in Brimbank, and to a lesser degree in Maribyrnong. The remaining four municipalities are in line with the Victorian State average or better regarding disadvantage as measured by this index.

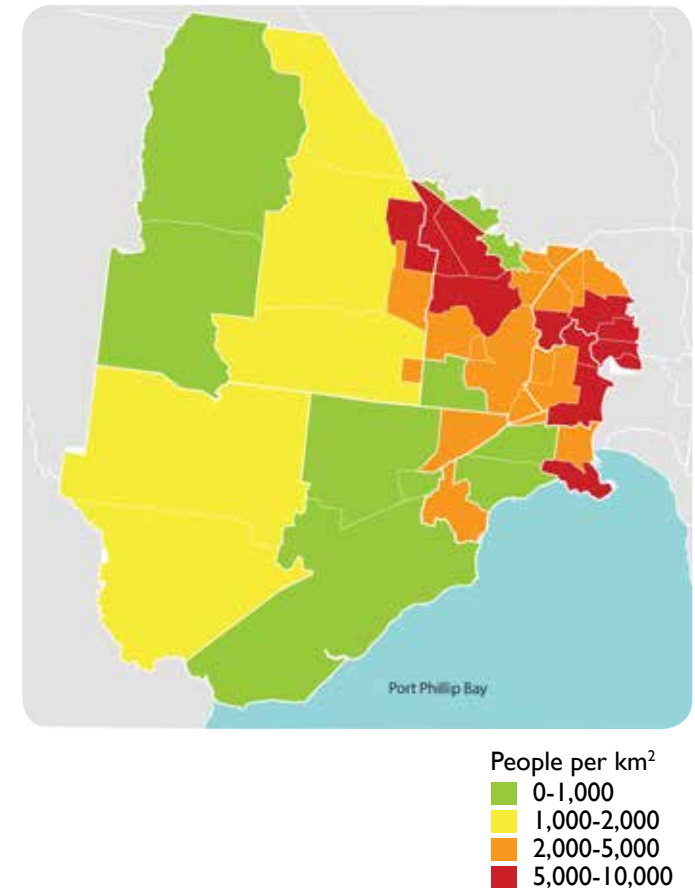


Figure 5.2
Population density by postcode in Western Metropolitan Melbourne.
(source: Census 2011 Maps, ABS)

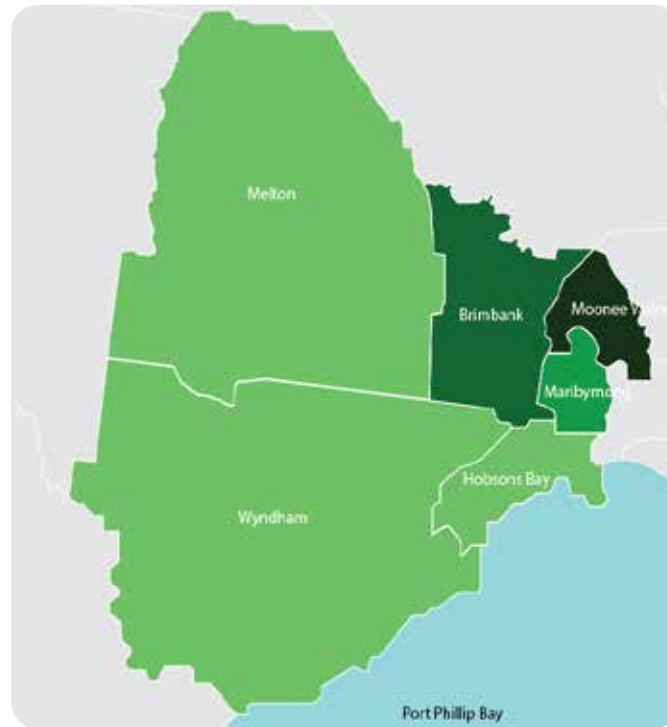


Figure 5.3
Average age by municipality for Western Metropolitan Melbourne
 (source: Census 2011 Maps, ABS)

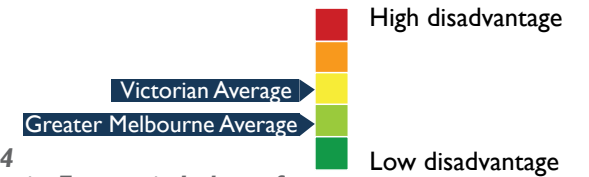
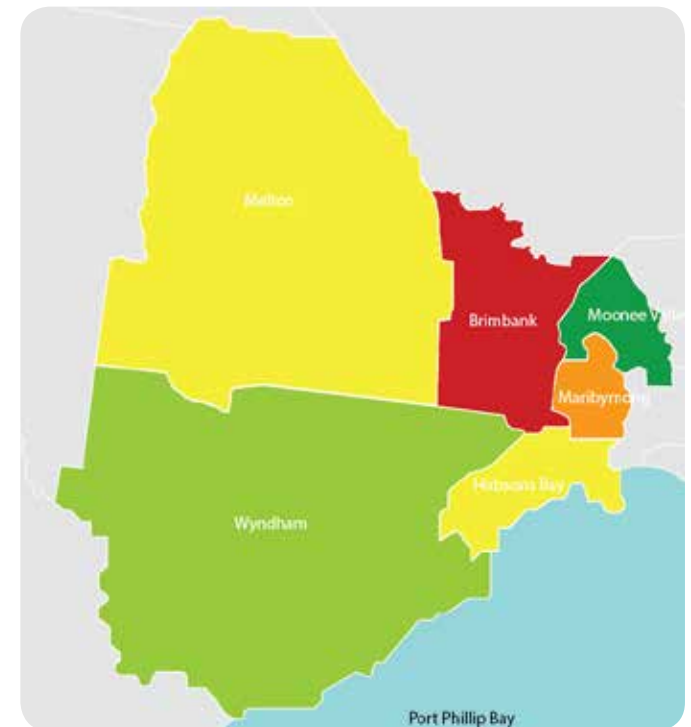


Figure 5.4
SEIFA (Socio-Economic Indexes for Areas) by municipality for Western Metropolitan Melbourne
 (source: ABS, 2011)

5.2 Existing trail users

There is no comprehensive information available about regional trail network use and users across Western Metropolitan Melbourne. However, the use of the regional trail network is free, self-directed, and accessible to everyone, every day, which allows for a variety of users, their habits and their preferences. In this chapter we seek to piece together a picture of regional trail use and users in the study area using a number of sources of information, comprising:

- existing information gathered regarding trail use in discrete parts of the study area, such as counts undertaken associated with individual municipalities, and often involving only one use mode (e.g. cyclists only).
- existing information regarding broader recreation participation and visitation rates that are not specific to regional trail use.
- results from a questionnaire undertaken as a part of this study, which was targeted primarily at existing local trail users (including via LGA websites and local clubs/interest groups) and includes input from over 250 respondents. While not statistically accurate, the results from this questionnaire seek to supplement the other available information in a way that is very specific to regional trails in Western Metropolitan Melbourne. The full questionnaire results and the methodology are attached as an appendix to this report, and key relevant findings provide a useful snap-shot of trail use here.

The purpose of understanding existing trail use is to try to determine:

- who is already using the regional trail network, so that trail planning and management can try to continue to meet their needs and improve their regional trail experiences.

- who isn't using the regional trail network and the likely reasons why, with a view to making regional trail use more attractive to them. The benefits of getting additional people using trails are covered in chapter 3. Importantly, having a regional trail network that is used by a broad cross-section of the community (not just a couple of special-interest groups) is a key argument for ongoing trail construction and funding.

The next part of this chapter dealing with potential trail users (section 5.3) provides recommendations regarding the attraction of regional trail users. It should be noted that regional trail planning and marketing would benefit greatly from more comprehensive and detailed information regarding trail use than was able to be undertaken as a part of this study.

The questionnaire respondents were primarily people from the LGAs within the study area, but also included respondents from other Melbourne metropolitan areas, elsewhere in Victoria and overseas. Figure 5.5 shows the proportion of respondents from each. It is worth noting that the questionnaire responses were highest from the two municipalities within the study area that have the smallest populations (Hobsons Bay and Maribyrnong).

For the purposes of this study, regional trail users can be broadly categorised and their trail use analysed under a number of headings regarding use numbers, mode, frequency and function.

Use numbers

Very detailed information is available regarding the use of some of the regional trails within the study area via the visual counts undertaken as a part of the 'Super Tuesday' and 'Super Sunday' counts undertaken annually by Bicycle Network Victoria. The

‘Super Tuesday Commuter Bike Count’ counts include only cyclists and is focussed upon commuter traffic. The ‘Super Sunday Recreational Count’ records all trail and path users on a day (Sunday) when commuting use of the trails is minimal.

From the detailed information available, we know that regional trails record high levels of commuter cycle traffic in the ‘Super Tuesday’ commuter count. Count sites on the Federation Trail in Wyndham and the Coastal Trail in Hobsons Bay both recorded the highest cycle commuter numbers in the municipality in the most recent counts. A count site on the Maribyrnong River Trail within the City of Maribyrnong recorded amongst the highest cycle commuter numbers after routes such as Footscray Road.

The results from these counts are very location-specific and are available for only some sections of some of the regional trails within the study area. Participation of LGAs within these counts is also irregular (some LGAs do not participate at all,

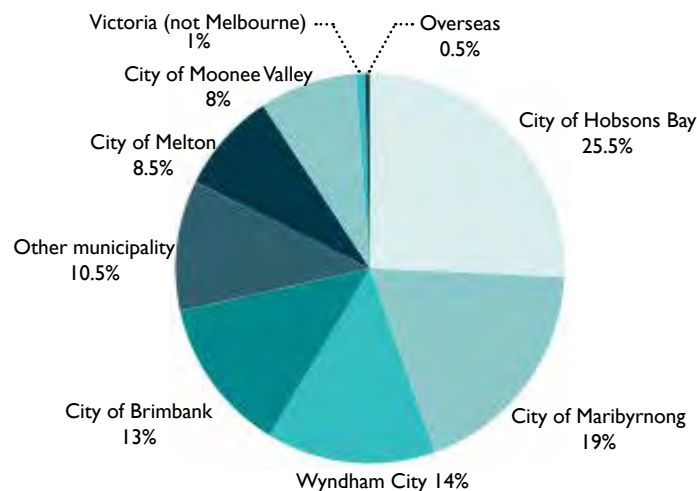


Figure 5.5
Origin of questionnaire respondents
(source: Questionnaire undertaken as a part of this study)

and some do not participate consistently). The results also show that even for single regional trails within a single municipality, count numbers can vary dramatically between locations.

To gain information on the comparative quantity of use between the trails in the study area, the questionnaire undertaken as a part of this study included a map of the key trails within the Western Metropolitan Region and asked respondents to indicate which they had used within the past 12 months. The results are shown in figure 5.6. As can be seen, the trails that recorded the highest responses were the Coastal Trail, the Maribyrnong River Trail, and the Federation Trail.

Use mode

With few exceptions, users of regional trails are generally either on foot or on a bicycle. As shown in figure 5.7, the majority of trail users who responded to the questionnaire undertaken as a part of this study were cyclists, but this is not an accurate reflection of actual use. There are a number of potential reasons for a higher number of bicycle-riding respondents to the questionnaire undertaken as a part of this study, compared to state-wide participation numbers, including:

- the greater prevalence of organisations and advocacy groups related to cycling
- the high value of the opportunities that regional trails provide for bicycle usage (including safety benefits of off-road routes)

The ‘Super Sunday’ counts previously noted provide another source of information regarding regional trail use mode. The 2014 count included a record of use modes at two different locations on the Maribyrnong River Trail which are shown in figure 5.8. The findings show dramatically different mode usage,

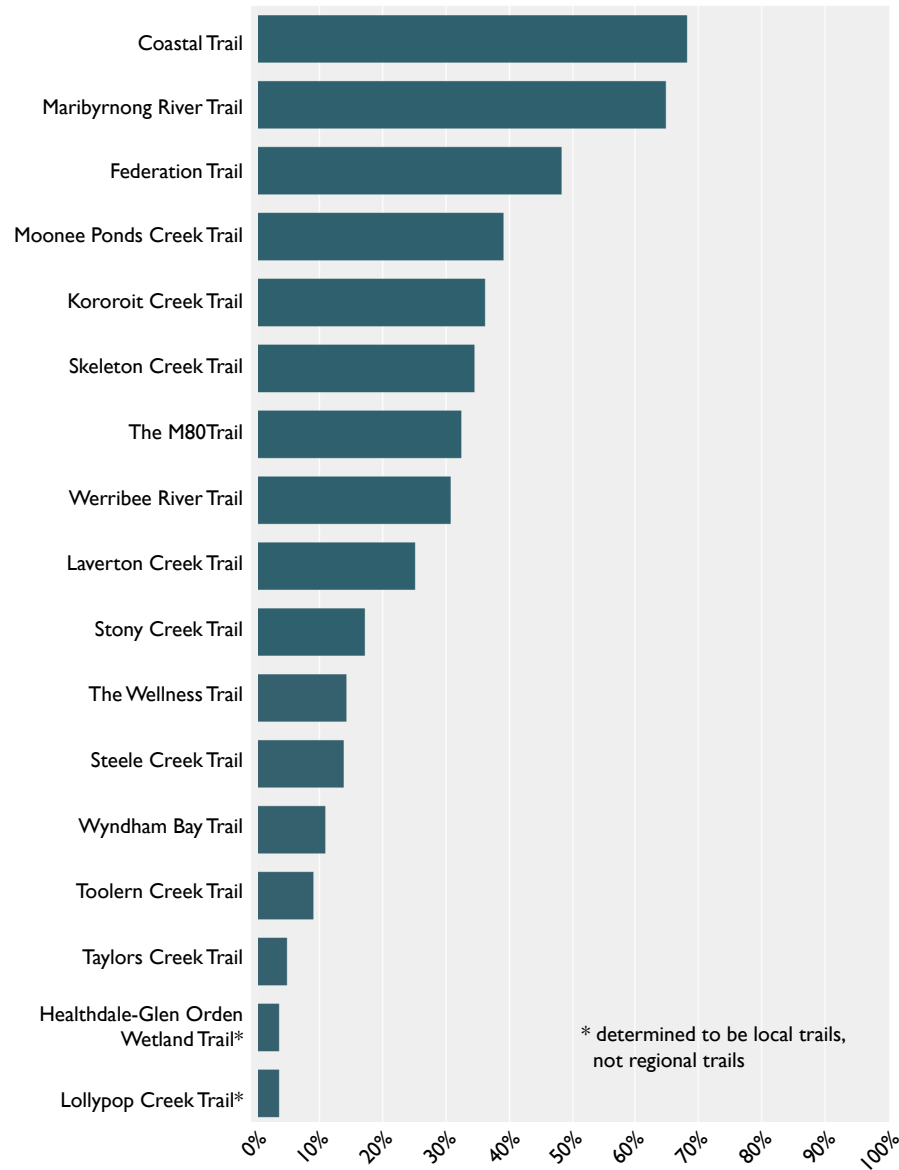


Figure 5.6
 'Which of the following regional trails have you used in the past year?'
 (source: Questionnaire undertaken as a part of this study)

even though the counts were undertaken simultaneously and the locations are only 2 kilometres apart on the same trail within the same municipality. The number of users recorded in each location was also dramatically different (a total of 1132 at Chifley Drive, and only a little over half of that, 578, at Footscray Park). These findings highlight the variability across the whole regional trail network and suggest that caution should be applied when considering specific trail actions based upon non-specific data.

Participation rates of the broader population in various physical activities (collected by the Australian Bureau of Statistics, ABS) indicate that walking for exercise, fitness or recreation is the most popular physical activity for Victorian adults. As shown in figure 5.9, walking undertaken for exercise, fitness or recreation has a participation rate approaching one quarter of the population (24.3%). When combined with jogging/running

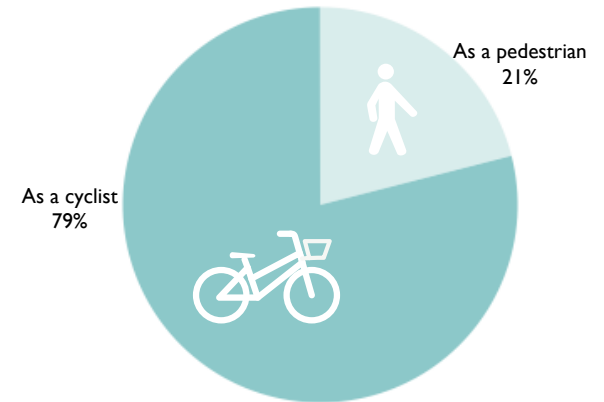


Figure 5.7
 Use mode: 'How do you most often use regional trails in Western Metropolitan Melbourne?'
 (source: Questionnaire undertaken as a part of this study)

(7.8%), almost one third of all Victorian adults either walk, jog or run for exercise, fitness or recreation. Cycling (including BMX) has lower, but still significant participation rates (8.8%).

Gender

The questionnaire undertaken as a part of this study had more male respondents than female (refer figure 5.10), although the difference was only 9%.

The available ABS participation data indicates that there are distinct differences in the participation rates in various activities between men and women. Males are almost twice as likely to cycle than females. There have been modest increases in the number of women riding in recent years. Female cycling participation rates are sensitive to the quality of route provision. For instance, Bicycle Network Victoria notes that women are considered an ‘indicator species’ regarding the quality of the

riding environment, and safe bike infrastructure seems to be a prerequisite for equality in numbers of women riding (source: www.bicyclenetwork.com.au/general/better-conditions/982/).

The Australian Heart Foundation also recently undertook research into female cycling participation and found that ‘Women generally feel having more as well as separate bike paths to cycle on would entice women to cycle more. This view was consistent amongst all women, irrespective of whether women had cycled in the past six months or not, their age or residential location.’

(source: www.heartfoundation.org.au/SiteCollectionDocuments/Cycling-Survey-2013-Women-and-Cycling.pdf)

A high-quality regional trail network therefore has the opportunity to positively impact upon female cycling participation rates.

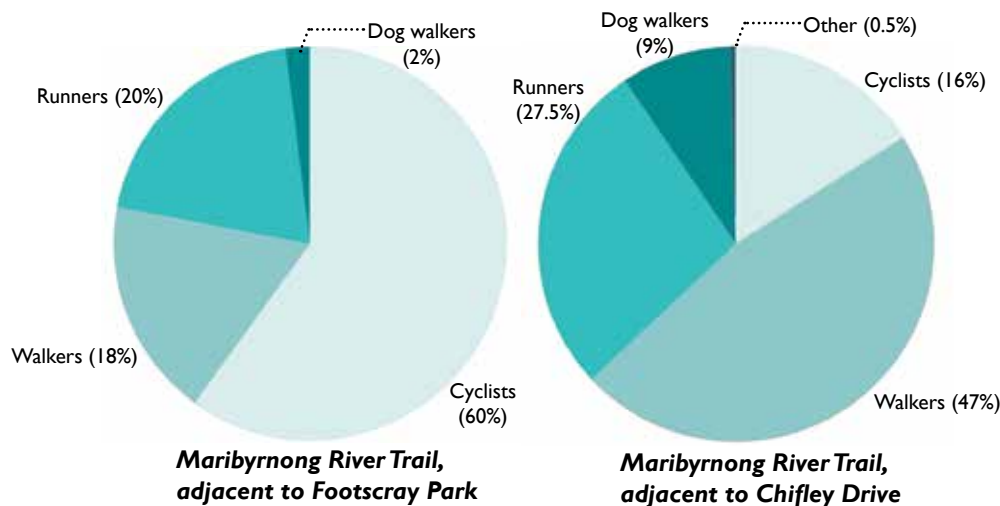


Figure 5.8
Types of users on the Maribyrnong River Trail compared across two sites, ‘Super Sunday Recreation Count’, 2013.

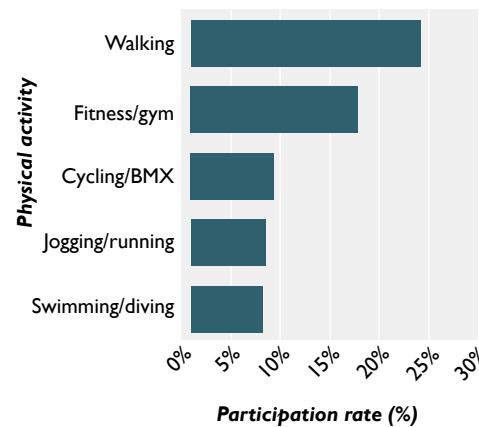


Figure 5.9
Participation rates for the top five physical activities undertaken by Victorian adults aged 15 and over (source: ABS, 2011-2012)

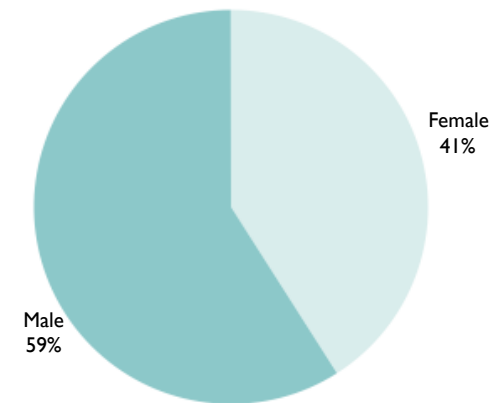


Figure 5.10
Gender of questionnaire respondents (source: Questionnaire undertaken as a part of this study)

The opposite trend is evident for walking, with females almost twice as likely to participate in walking as a form of exercise, fitness or recreation (source: *National Exercise, Recreation and Sport Survey, 2010*).

Age

Age also plays a part the participation in walking and cycling. Figure 5.11 shows the age break-down of the respondents to the questionnaire undertaken as a part of this study. The respondents were spread quite evenly across the age brackets, except for the younger age groupings (no respondents aged under 20, and 4% response from people aged 20 to 29) and the oldest age groups (4% response from people 70 and over).

Unlike some other forms of exercise and sport that become more difficult to participate in as strength, flexibility and mobility decrease with age, both pedestrian and cycling activities

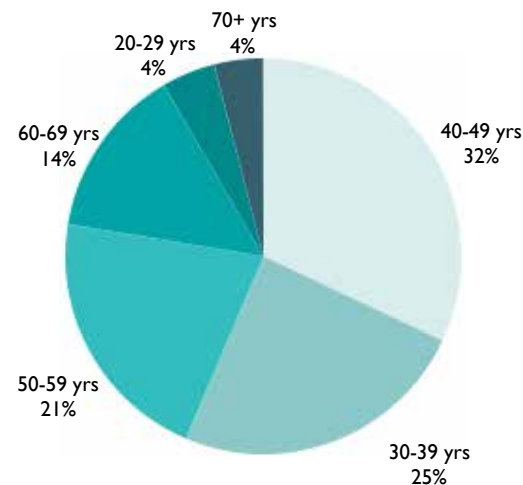


Figure 5.11
Age of questionnaire respondents
 (source: Questionnaire undertaken as a part of this study)

remain popular options for exercise and recreation for people of advanced years. The relatively high proportion of people aged 60 or above (18%) who responded to the questionnaire undertaken as a part of this study provides evidence that this is the case in Western Metropolitan Melbourne.

While figure 5.3 shows that much of Western Metropolitan Melbourne has a average age lower than the Victorian average, Australian Bureau of Statistics (ABS) figures show a consistent trend of population ageing across Victoria. Regional trails provide a recreation resource that meets the needs of an ageing population. Therefore, as the proportion of older people in the community increases, the proportion of older people using the trail network would also be expected to increase.

A low response rate for this kind of questionnaire is common for the younger age groups (including students and dependants still living at home) where there has been no specific targeting (e.g. promoting the questionnaire through schools).

This does not suggest that young people are not using regional trails. In many cases it could also be expected that their trail use may be strongly influenced by a parent or guardian who may have completed the questionnaire with the needs of their dependent/s in mind.

Use frequency

Respondents to the questionnaire undertaken as a part of this study were mostly frequent users of regional trails. As shown in figure 5.12, almost a quarter usually used the trails most days, and the majority (57%) usually used the trails once per week or more. These figures suggest that the trails are a part of a regular routine for many people, either for exercise or for transport/commuting.

Use function

There are many reasons why people use regional trails in Western Metropolitan Melbourne. The most popular of these according to the questionnaire undertaken as a part of this study, is exercise. As shown in figure 5.13, this includes individual exercise (31.9%) and group/social exercise (23.1%) which make up over half of the total use when combined. Transport/commuting (30.3%) also recorded high levels of use, and dog walking (8.0%) moderate levels. Very few respondents chose sport training, sight-seeing, and access to shops and schools as being most often the reason for their trail use, but in some cases these activities may be secondary uses of regular trail users.

Tourism

The questionnaire primarily targeted a local audience (and close to 90% of the respondents were from one of the six LGAs within the study area), so sight-seeing and tourism activities would not be expected to gain significant numbers of responses. Some idea of the quantity of tourism use of regional trails in Western Metropolitan Melbourne can be gained from other sources. The two key segments of tourism-related visitors associated with regional trails are ‘day-trippers’ and overnight visitors. The overnight visitors can be further subdivided into their origin (domestic or international). The overall visitor numbers visiting Western Metropolitan Melbourne from each of these segments over the past five years are shown in figure 5.14 and are described in further detail below:

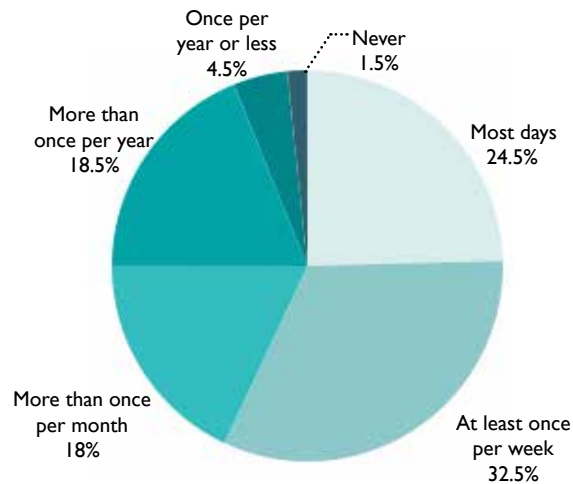


Figure 5.12
Use frequency: ‘How often do you usually use regional trails in Western Metropolitan Melbourne?’
(source: Questionnaire undertaken as a part of this study)

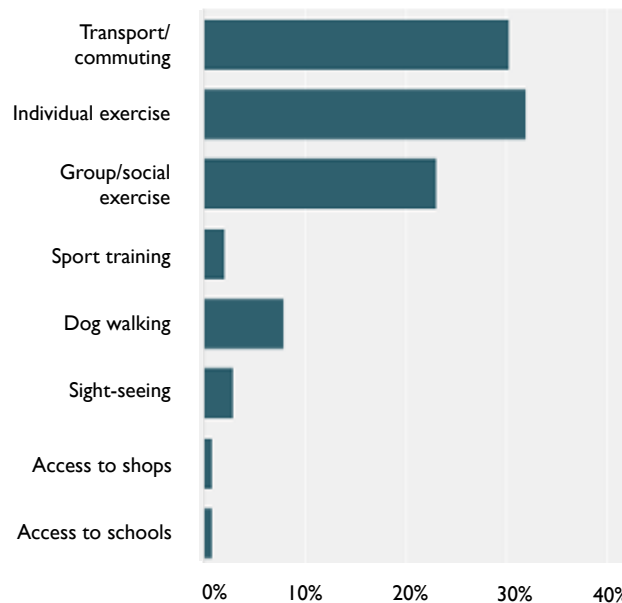


Figure 5.13
Use function: ‘Why do you most often use regional trails in Western Metropolitan Melbourne?’
(source: Questionnaire undertaken as a part of this study)

- Melbourne day trippers** – This segment of visitors is defined as people who visit the region from other parts of Melbourne on a day trip. They are considered to be ‘visitors’ or ‘tourists’ as they bring ‘new’ money into the region. Their primary purpose of trail usage could be leisure or health and fitness. They could be motivated to visit the region for leisure, to visit friends and relatives, or business.

As shown in figure 5.14, domestic day trips to Melbourne’s West have been increasing in recent years. It is not known how many of this growing number of visitors is using the trail

network during their visits, but there is evidence that this is occurring. This includes the 10.5% of the respondents to the questionnaire undertaken as a part of this study who live within Metropolitan Melbourne but outside the study area. The use of trails by people who live some distance from them helps to define the trails as being regional, not local, facilities.

- Overnight Visitors** (domestic and international) – This segment of visitors is defined as people who visit the region for one or more nights from Regional Victoria, interstate or overseas. Their primary purposes of trail usage and reasons

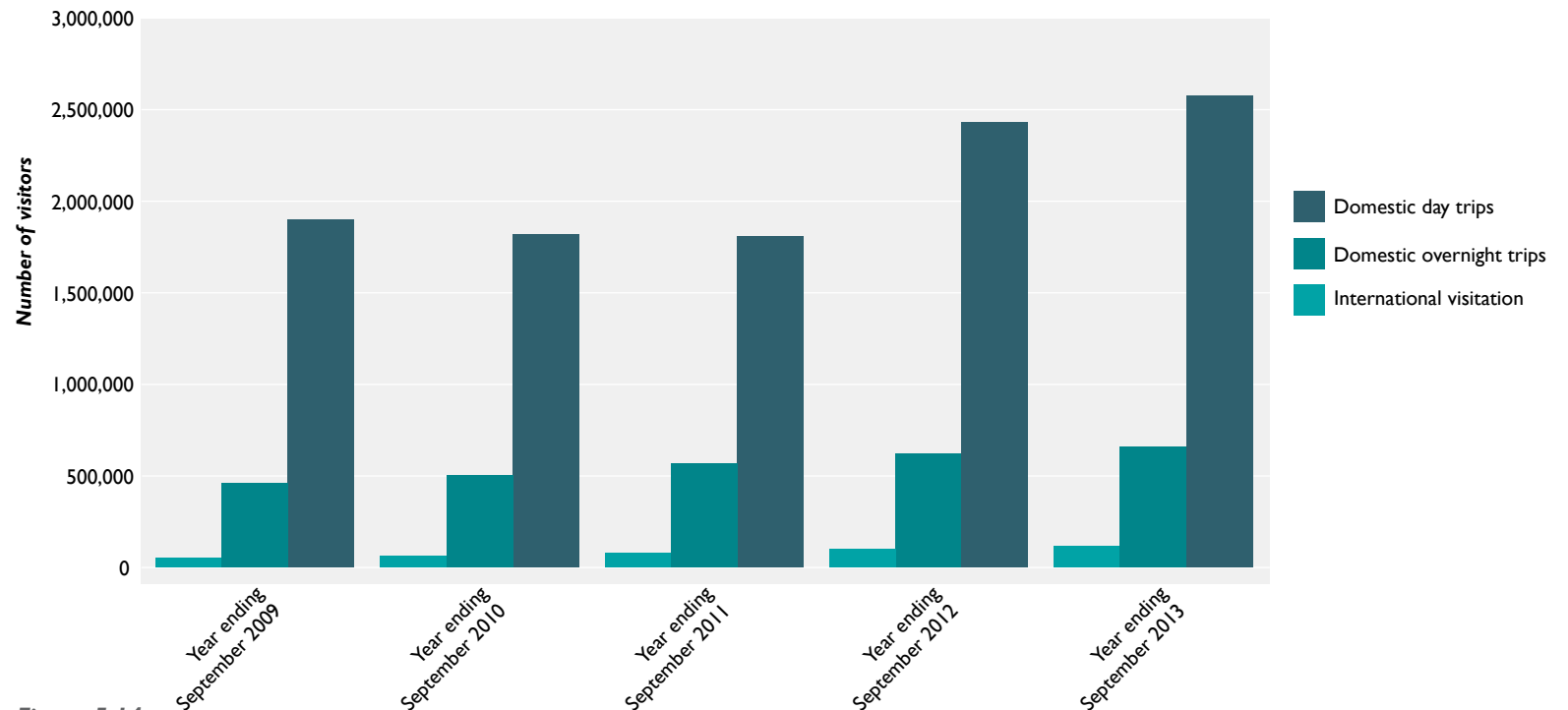


Figure 5.14
Number of domestic and international visitors to Melbourne’s west
 (Source: National Visitor Survey and International Visitor Survey conducted by Tourism Research Australia)

for travel are similar to those of Melbourne day trippers. Their primary purpose of trail usage could be leisure or health and fitness, and they could be motivated to visit the region for leisure, to visit friends and relatives, or business. Figure 5.14 shows a steady increase in the numbers of both domestic and international overnight visitors over the past five years. The questionnaire undertaken as a part of this survey recorded small numbers of domestic visitors from Regional Victoria (1%) and overseas (0.5%). As previously noted, these questionnaires were primarily targeted at a local audience, so the small numbers of visitors recorded is not unexpected. The presence of some visitors from beyond Melbourne within the questionnaire responses is evidence of the interest and use of this segment in the regional trails in Western Metropolitan Melbourne.

Cycle tourism

The cycle tourism market for all of Victoria is analysed by *Victoria's Cycle Tourism Action Plan 2011-2015* (Tourism Victoria, 2011). It notes that cycle tourism is a growing market within the Australian tourism sector, particularly within the nature-based tourism segment. Although there are no figures available regarding the use of regional trails by cycle tourists, there is a strong potential for use even if it is not yet realised.

According to the Tourism Victoria research, a number of identified key drivers have led to an increase in the demand for cycle tourism, including:

- Consumer interest in holistic health and wellbeing.
- More Australians than ever are making purchasing and lifestyle choices that reflect their concerns about health and wellbeing, the environment and sustainability.
- Consumer driven response to sustainable tourism.
- Government promotion of sustainable tourism

The National Visitor Survey and International Visitor Survey conducted by Tourism Research Australia and analysed by Tourism Victoria provides the following analysis of domestic visitation relating to cycle tourism.

- In 2010, 280,000 domestic overnight visitors participated in cycling in Victoria. These visitors spent approximately 1.5 million nights in the state. Victoria received an estimated 27 per cent share of domestic overnight cycle visitors in Australia behind New South Wales (35 per cent) and followed by Queensland (17 per cent).
- Approximately 141,000 daytrips were undertaken by domestic overnight visitors participating in cycling in Victoria during the year ending December 2010.
- In the same year, domestic overnight visitors to Victoria that participated in cycling were predominantly from intrastate, comprising 84 per cent of the market. Melbourne visitors accounted for 45 per cent of the market, with the remaining 38 per cent from regional Victoria.
- Among interstate markets, New South Wales accounted for 9 per cent of domestic overnight cycle visitors to Victoria, followed by Queensland at 6 per cent.
- Domestic overnight visitors to Victoria that participated in cycling stayed longer and did more while on holiday when compared with other tourists, making them a stronger source of income for local economies.
- Domestic overnight visitors to Victoria that participated in cycling had an average length of stay of 5.3 nights, higher than the average overnight visitor to Victoria of 3.1 nights.
- Domestic overnight visitors to Victoria that participated in cycling engaged in an average of 5.3 activities during a trip, compared with an average of 3.3 activities for total domestic overnight visitors.

The National Visitor Survey and International Visitor Survey conducted by Tourism Research Australia and analysed by Tourism Victoria provides the following analysis of international visitation relating to cycle tourism.

- In 2010, Australia recorded approximately 258,000 international overnight visitors who participated in cycling. Of these overnight visitors to Australia, approximately 100,000 travelled to Victoria.
- International cycle visitors to Australia who travelled to Victoria in 2010 were predominantly from Europe (27 per cent), the United Kingdom (20 per cent) and North America (11 per cent).

Nature-based Tourism

While the regional trails of Western Metropolitan Melbourne are located only partially in natural environments, the following data depicts the growing interest in outdoor experiences in natural areas, as well as trends in bushwalking.

Nature-based tourism involving domestic visitors is growing in Victoria. According to Tourism Victoria's nature-based traveller data, the State hosted 3.3 million domestic overnight nature-based visitors staying on average 3.7 nights and almost 3.7 million day trips were undertaken to, and within, Victoria by domestic nature-based visitors in the year ending June 2013.

Intrastate visitors represented the largest proportion (75%) of the domestic overnight nature-based visitors; interstate visitors accounted for 25% (primarily driven by New South Wales).

Half of the domestic overnight nature-based visitors participated in bushwalking or a rainforest walk and a further 44% visited a National or State Park.

The *Victorian Nature-based Tourism Strategy 2008-2012* offers the following analysis of visitors participating in nature-based tourism:

- Consumers are seeking environmentally sustainable experiences that protect biodiversity and take steps to limit their carbon footprint.
- Short break stays of 2–4 days are increasing, with consumers undertaking one or two smaller breaks in favour of one long holiday.
- Consumers are seeking more experiences in unique locations, that are more memorable, engaging, intimate and highly personal.
- Travellers are increasingly interested in more socio-culturally acceptable tourism products, particularly local Indigenous cultures.
- Nature-based tourism markets have a higher yield and longer length of stay than the average visitor to Victoria.

5.3 Potential trail users

One of the key measures of success of a regional trail network is the number of people using it. A growing regional trails network needs to attract new users to be successful.

Trail use levels will change over time in response to many different factors. Some of these influences upon use are external to the trails themselves and their management, while others are highly dependent upon them.

Factors that are external to the trails themselves that are likely to positively influence regional trail usage include:

- Strong population growth within the region (as demonstrated in the *Demographics* section of this chapter) will increase the demand for facilities such as regional trails for recreational and transport/commuting purposes.
- Increasing urban density associated with population growth which is likely to increase the demand for open space and trails in natural settings.
- Growth in participation in cycling, walking and running by Victorian residents.
- Growth in cycle tourism and nature-based tourism in Victoria, especially by intrastate markets, a significant proportion of whom are Melbournians.
- Strong, continued growth in domestic day trips to Western Melbourne, with a significant proportion from Melbourne, over the last nine years. Visitors are always looking for new things to do, so new trail experiences in the region will strengthen its product offer.
- Steady growth in domestic overnight trips to Western Melbourne, primarily by Melbournians and Regional Victorians.
- International overnight visitation is growing strongly from a low base.

There are also factors that are likely to positively influence regional trail use that are strongly related to the development, management and marketing of the trails themselves. These are assessed here under subheadings relating to the potential user type: local residents, day-trippers, and overnight visitors.

Local residents

For local users of regional trails, the questionnaire undertaken as a part of this study provides some insights into the factors that might positively influence regional trail use. The questionnaire included a question that asked respondents ‘What trail improvements would be most likely to increase your use of regional trails in Western Metropolitan Melbourne?’, and asked them to nominate a first, second and third preference from a list of options. The results, graphed in figure 5.15, show that the key improvements desired by the community relate to the construction of new trails, with a particular focus on creating an interconnected trail network and linking to destinations. The top three desired improvements were:

- better connections between trails
- better connections to destinations
- greater length of trails

There are a couple of likely key reasons for people prioritising these options. For people who primarily use the regional trail network for commuting, all of the top three categories provide some potential of a more convenient and efficient commuting route. For recreational users, greater length of trails provides more choice and variety, and the connections between trails implies opportunities for circuits and loops.

Loops and circuits are recognised as being highly desirable for recreation use and provide a more interesting experience for users (by not having to retrace your steps associated with a

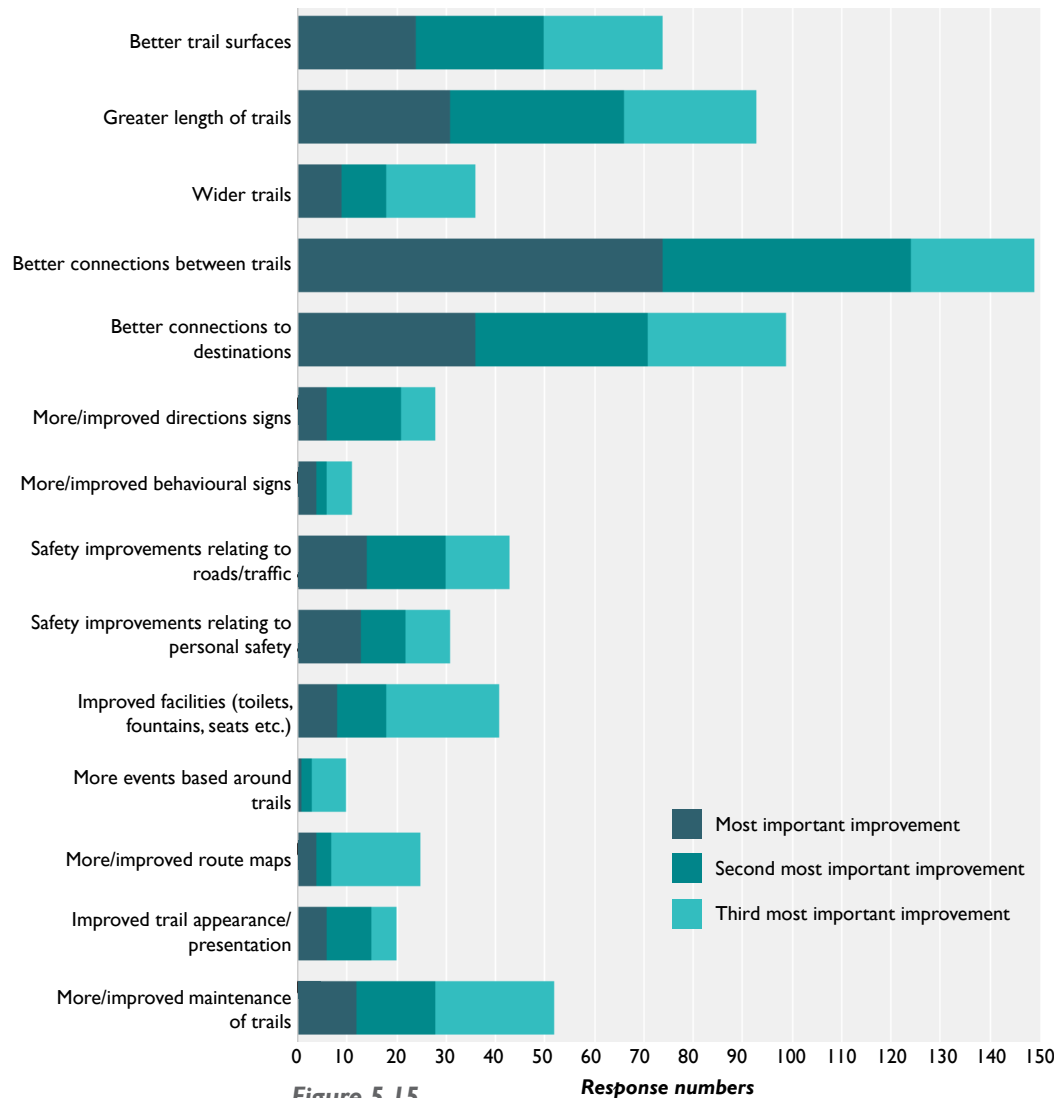


Figure 5.15
 'What trail improvements would be most likely to increase your use of regional trails in Western Metropolitan Melbourne?'
 (source: Questionnaire undertaken as a part of this study)

return journey). They allow users to set themselves goals and challenges relating to circuits of a particular length. Given the different use modes of regional trails, ideal circuit lengths might be anywhere from just a few kilometres long for walkers, up to 20 kilometres or longer for cyclists. The size of the study area offers the potential for circuits over 100 kilometres in length.

As demonstrated in Chapter 6, where the existing regional trail network of Western Metropolitan Melbourne is mapped, there are currently few existing regional trail circuits. The construction of additional trails and filling gaps in the existing network provides a huge amount of potential for the creation of circuits and associated increases in use.

Visitors

The visitor data previously presented in this chapter notes visitation numbers to Western Metropolitan Melbourne increasing steadily. With appropriate marketing of the regional trails (based upon the recommendations in chapter 9 of this report), there is a strong potential for greater use of the regional trails by domestic and international visitors in the future. This relates particularly to the cycling and nature-based tourism markets.

Cycle tourism

People looking for cycling opportunities as part of their leisure experiences is likely to continue to grow. As Melbournians undertake 45% of all domestic overnight trips in Victoria related to cycle tourism, this indicates there is significant interest from the Melbourne market which is on the doorstep of the West Trails. Whilst Melbourne visitors may be less likely to stay overnight on the West Trails due to proximity to home, this trend augurs well for the day trip market.

Cycle tourism does require participants to have a bicycle. This creates a barrier to participation for visitors who are not

Below is a sample of written responses to the questionnaire undertaken as a part of this study relating to what kind of trail improvements might increase use of regional trails. These responses provide some more insight into the priorities expressed in figure 5.15, organised under subheadings that reflect the range of responses received.

Connections

'There's not many and they don't link up well. They're only good if you're heading to one of a couple of destinations where the trails end.'

'Connecting trails together and connecting to destinations would vastly improve the recreational use of trails and probably also help commuters.'

'These trails are completely disjointed. Compared to trails everywhere else in Melbourne that join and travel for hundreds of kms, ours end in the middle of no where.'

'The road connections onto the trails are very poor. While the trails are great to ride on when you get there, connecting residents to them via good quality on-road facilities is important.'

'The paths are ad hoc, disconnected and going where they were easy to build (i.e. next to noisy freeways), not where they are needed.'

Maintenance

'They must be kept clear of debris and broken bottles.'

'The cracks in the surface are more than the width of bike tyre.'

Information and promotion

'More maps would help.'

'Was unaware of many of those trails on your map. Maybe better promotion or centralised point of information on walking trails (whether brochure/map or web-based):

- where to access the paths,
- how to do a 'loop' back to your car (preferable rather than 'there and back' type walks),
- what's at the other end,
- how long it will take,
- how difficult,
- if there are toilets, water, etc.'

Facilities & presentation

'It is great to have these trails. I would like more, with wooded areas to ride or walk through.'

'The trails could improve with more tree planting and landscaping around the trails. In particular offering shade from the harsh sun etc.'

'Need rest seating, water fountains, accessible surfaces for people using wheelchairs.'

'Signage is the big let down on most of these trails'

Shared use

'Are used by a huge variety of users i.e. pedestrians, cyclists, joggers, kids, dogs and this causes hazards because the trails aren't wide enough or educate each other on the other users needs.'

'Hate trails that go through off lead dog areas.'

visiting solely with cycle tourism in mind, and therefore do not wish to deal with the logistics of bicycle transport and storage. Bicycle hire businesses aligned with the trails would provide an effective opportunity to overcome this barrier and open up the potential for a new group of regional trail users. This kind of opportunity would be best aligned with regional trails that have high scenic values and well-defined and easily navigable circuits.

There is also potential for overnight stays by special interest groups from Melbourne and Regional Victoria, such as bicycle clubs. The cycle tourism market has also been recognised as a higher yield market compared to general tourists.

Nature-based tourism

The growing interest in nature-based experiences by Melbournians and other Victorians reinforces the value of providing quality trail experiences to stimulate tourism visitation. It also confirms the importance of preserving and restoring natural environments along trail corridors to appeal to this market, and enhancing natural, rural, heritage and cultural features wherever possible to create unique trail experiences.

There are a variety of destinations in close proximity to the existing regional trail network that provide opportunities for nature-based tourism. These include:

- Beaches (including at Altona, Werribee South and Williamstown)
- Waterways (including the Maribyrnong and Werribee Rivers)
- Flora & fauna reserves (including Jawbone Flora and Fauna Reserve in Williamstown, Altona Coastal Park, Cheetham Wetlands in Point Cook, and Derrimut Grasslands Reserve)

There are opportunities to better present and market these opportunities. There is also an opportunity to link to additional sites with strong nature-based tourism value as a part of proposed regional trail construction works. This includes potential future links to the following destinations:

- Organ Pipes National Park in Keilor North
- Werribee River Regional Park
- Point Cook Coastal Park.

5.4 Trail users summary

Knowing who uses the regional trails of Western Metropolitan Melbourne has the potential to be a useful tool in the design of new trails and the management of existing trails. Knowledge about users allows both the design and management to match the needs of different user groups, but also allows inequitable usage patterns to be identified (eg. higher use by one gender, or socio-economic group, or usage mode) with a view to potentially redressing these.

There have been many different sources of information compiled within this chapter to create an overview of the users of the regional trails in Western Metropolitan Melbourne, but it is acknowledged that many of these are not scientific, and/or focus on particular aspects of trail use, rather than the overall picture.

Based upon the information available there are a number of key points that have been able to be determined with a high degree of confidence. These, and their potential impacts upon trail provision and management are summarised on the following page.

KEY KNOWLEDGE ABOUT TRAIL USERS

Population growth: The population of the region is projected to grow significantly in the next few decades, focussed upon the LGAs of Wyndham and Melton.

Disadvantage: Brimbank City Council includes areas of recognised socio-economic disadvantage.

Cycle commuting: Counts of commuter cyclists record high levels of commuter use on many of the regional trails.

Trail popularity: Some existing regional trails attract greater use than others, based upon a combination of factors including: proximity to population centres, scenic values, length and continuity of trail location of trail in relation to key destinations.

Use mode: There is a mix of usage modes and types on the regional trails, dominated by pedestrians and cyclists, and including commuters, people exercising, and tourists. This mix of users varies significantly, even across individual trails.

Tourism: Domestic day trips are the strongest segment of the tourism market in the region, and tourism trends are showing a growing demand for both nature-based tourism and cycle tourism.

Trail improvements: There is a strong preference from trail users for trail improvements to focus upon connections between trails, connections to destinations, and an increased length of trails.

CONCLUSIONS FOR TRAIL PROVISION/MANAGEMENT

There needs to be a focus upon regional trail provision in the growth areas to keep up with the demand created by increased populations.

Regional trail provision in areas of recognised disadvantage has the potential to target some of the key impacts of social disadvantage, including providing low-cost transport and recreation options, and improved health and amenity.

Commuter cyclists need to be considered in the design and management of regional trails, unless dedicated alternative cycle commuting routes are provided.

Highly-used trails can provide case studies for other trails regarding what attracts users in particular regions.

Regional trails need to be designed to accommodate a mix of use modes and types.

There is an opportunity for regional trails to be designed and marketed for use by tourists seeking nature-based experiences, and cycle tourists.

Trail improvement projects should focus upon trail connections and new trail construction.

6 . THE REGIONAL TRAIL NETWORK

6.1 Regional trail identification

There are thousands of kilometres of paths and trails existing across the Western Metropolitan Region, including everything from footpaths in residential streets, to dedicated shared paths serving hundreds of users every day.

A number of steps were undertaken to determine which of the many paths that exist in the study area should be incorporated in this study as regional trails:

- **‘Desktop review’** - a review of available strategic documents (as summarised in chapter 4) identified the major trails within the study area.
- **Trail audit** - the major trails identified were audited, including a process of riding all of the identified trails with a GPS device to map the trail extent and characteristics.
- **Assessment against criteria** - the major trails that were identified and audited were assessed against criteria established as a part of this project. The development of these criteria and an assessment checklist is contained in chapter 3. Because of the strategic nature and proposed lifespan of this study, trails were assessed not just on their existing condition, but also taking into account the proposed development of these trails as identified in the desktop review phase.

There were 17 major trails identified as a part of the desktop review, as identified in figure 6.1. All of these 17 trails, along with some key on-road bike lanes, were included in the trail audit process.

To enable the assessment of the many different types of trails that exist within the study area, from the very urban to the very

rural, the assessment criteria were required to be quite broad and non-prescriptive. These broad criteria allow for difference and variety in trail types, that can be a very desirable attribute of an urban trail network. As previously noted, the assessment of the trails also took into consideration the impacts of proposed future development of the trails.

The assessment criteria detailed in chapter 3 relate to the following ten key items:

- Multiple usage modes
- Multiple user groups
- Off-road focus
- Long and continuous
- Regional-scale usage benefit
- Regional-scale economic benefit
- User safety
- Environmental sustainability
- Maintenance capacity
- User experience

When assessed against these criteria, two of the trails were determined not to be regional in nature. These were the Heathdale-Glen Orden Wetlands Trail, and the Lollypop Creek Trail, both located within Wyndham. Both of these trails were assessed as not being regional trails for the same reasons, which were:

- limited existing length, and limited opportunity to become more regional in scale through future development.
- no existing links to other major trails, and limited opportunities to create substantial links that would make them an integral part of a regional trail network providing regional-scale benefits (both use and economic).



Therefore a total of 15 existing trails were audited and assessed as being regional in nature within the study area.

In addition to these 15 existing regional trails, there are also a number of trails that were either proposed or substantially incomplete when the trail audit process was undertaken. These trails are shown on figure 6.2 along with the 15 existing regional trails. They are:

- **Regional Rail Link Trail** - to be constructed in stages with the Regional Rail Link, currently under construction. Sections of this trail have been completed since the trail audit was undertaken.



Figure 6.1
Major trails within Western Metropolitan Melbourne, as identified in a review of strategic documents.

- **Outer Metropolitan Ring Road Trail** - to be constructed as a part of the future proposed Outer Metropolitan Ring Road. The timing of these works is not yet known.
- **Sydenham Rail Trail** - a proposed trail to be constructed along the rail line between Sunshine and Watergardens stations (some small sections of trail have recently been constructed).
- **Western Freeway Trail** - a proposed trail to be constructed alongside the Western Freeway between Melton and Caroline Springs (most likely to be implemented with an upgrade of the Western Freeway)

All four of these trails have been assessed to be of a regional nature when constructed, in accordance with the regional trail assessment criteria developed for this project.

There are therefore 19 existing and potential regional trails that comprise the Western Metropolitan Melbourne regional trail network. Each of these 19 regional trails is described in section 6.3 of this chapter, including a map showing:

- the extent of the trail and the surrounding context
- existing trail construction materials
- existing trail widths
- significant existing features/attractions/destinations
- location of proposed future trail extensions
- potential trail network improvement project 'action items' (which are explained in more detail in the next section, 6.2)

Any summary of regional trails will always be a snapshot in time and a work in progress. Priorities will change over time, new opportunities will arise, and the planning and management of regional trails will need to respond to these changes. This is particularly the case in growth areas, where change can be both major and rapid.

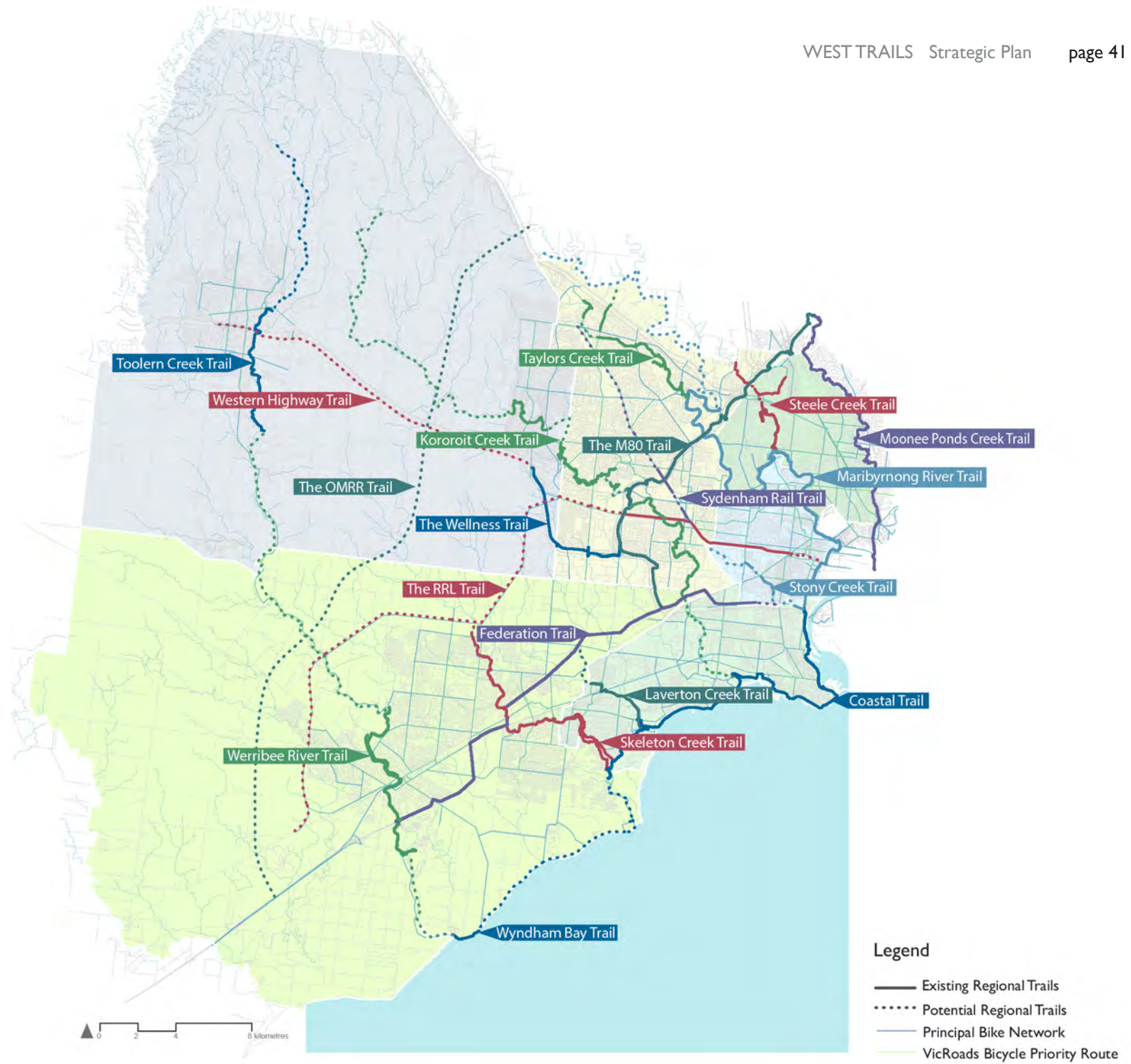


Figure 6.2
Western Metropolitan Melbourne
Regional Trails Network
(including existing and proposed
future trails)

6.2 Trail network improvement projects

There are a wide variety of potential regional trail improvements that could be made to the existing trail network. These range from relatively modest proposals relating to improvements to existing trails, to large scale new trail construction projects.

The potential trail improvement projects that have been compiled in this report (as marked on the maps in this chapter, and detailed and prioritised in chapter 10) have originated from a number of different sources. These comprise:

- A desktop review of existing strategic documents (as analysed in chapter 4), such as walking and cycling strategies and master plans.
- Information supplied by interest groups (especially Bicycle Network Victoria)
- The trail audit (i.e.. items recorded during the riding of the length of all of the existing trails as a part of this project).
- Stakeholder and community engagement activities, including meetings with key stakeholders, on-trail 'drop-in' sessions in each municipality, written submissions, and responses to the online questionnaire.

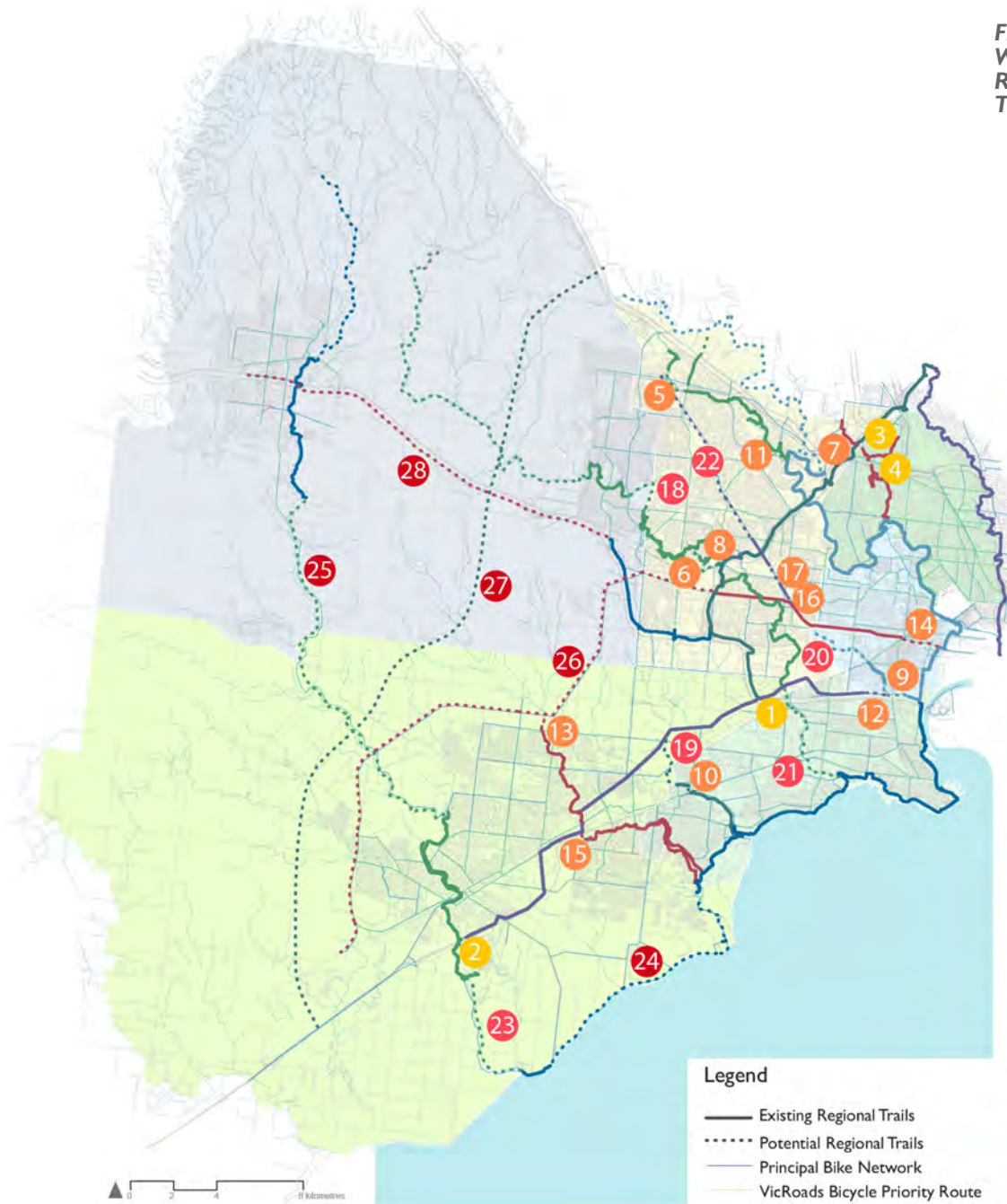
The trail improvement projects mostly fall into one of the five broad categories described below:

- **Gaps** - there are quite a number of instances within the existing regional trail network of gaps within trails (i.e.. where sections of trail are disconnected). Shorter gaps within the trail network often relate to sections of trail that have proven difficult to build. This could be for a number of reasons, including land ownership, issues

associated with other infrastructure (e.g. pipes, railway lines, roads) or natural features. Longer gaps are most often related to insufficient trail construction funding. Figure 6.3 provides a summary of the gaps existing in the regional trail network, sorted by length.

- **Trail extensions** - trail extensions apply to existing trails that are proposed to have additional construction undertaken at one or both ends to extend the length of the trail. Where these extensions aim to join with other trails in the network, there is some overlap between this category and the 'gaps' described previously. These trail extensions are shown on many maps within this report as dashed lines.
- **New trails** - as previously noted, this study includes two not-yet-constructed regional trails, and one currently under construction. Two of these three relate to trails that are solely reliant on large road or rail infrastructure projects, and the trails would be very unlikely to go ahead without the parent project.
- **Existing trail upgrade** - existing trail upgrades are identified in some areas where there are problems with a trail surface (e.g. material, condition, or width) or where other works are needed to improve the function of an existing trail (e.g. improved drainage).
- **Signs** - directional and behavioural signs are provided inconsistently around the existing regional trail network, and the rectification of this in areas where the signage is inadequate or missing is a relatively inexpensive (compared to trail construction) trail improvement type identified.

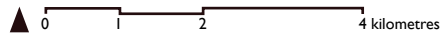
Figure 6.3
Western Metropolitan Melbourne
Regional Trails Network:
Trail gaps



- Under 500 metres**
- 1 Gap under Geelong Road Bridge on the Kororoit Creek Trail
- 2 Gap between the Federation Trail and the Weribee River Trail
- 3 Gap in Steele Creek Trail under the Calder Freeway
- 4 Gap in Steele Creek Trail at Valley Lake
- Between 500 metres and 3 kilometres**
- 5 Gap in Taylors Creek Trail from Kings Road to McCubbin Drive
- 6 Gap in the Kororoit Creek Trail at Waterfield Park, Cairnlea
- 7 Gap between Steele Creek Trail and M80 Trail under the train line adjacent to the Western Ring Road
- 8 Gap in the Kororoit Creek Trail from Glenbrook Avenue to the M80 Trail
- 9 Gap in the Stony Creek Trail from Francis Street to Hyde Street
- 10 Gap in Laverton Creek Trail at Princes Freeway and rail line from Merton Street
- 11 Extension of the Taylors Creek Trail from Burrowye Crescent to Green Gully Road
- 12 Extension of the Federation Trail from Fogarty Avenue to Hyde Street
- 13 Extension of the Skeleton Creek Trail north to the Regional Rail Link Trail
- 14 Extension of the Regional Rail Link Trail east to the Maribyrnong River Trail
- 15 Gap in Skeleton Creek Trail over or across the Princes Freeway
- 16 Gap in Sydenham Rail Trail between Sunshine Station and Harvester Road
- 17 Gap in Sydenham Rail Trail between Albion Station Car Park and the powerline easement
- Between 3 and 10 kilometres**
- 18 Gap in the Kororoit Creek Trail from Caroline Springs to Burnside
- 19 Extension of the Laverton Creek Trail to the Federation Trail
- 20 Extension of the Stony Creek Trail to Sunshine Road
- 21 Extension of Kororoit Creek Trail to the Coastal Trail
- 22 Gap in the Sydenham Rail Trail from Furlong Road to Watergardens Station
- 23 Extension of the Werribee River Trail to the Wyndham Bay Trail
- Over 10 kilometres**
- 24 Extension of the Wyndham Bay Trail to the Coastal Trail (Route to be confirmed)
- 25 Extension of the Werribee River Trail North to the Toolern Creek Trail
- 26 Extension of the RRL Trail from Fitzgerald Road to Wyndham Vale
- 27 Implementation of the OMRRL Trail from the Calder Freeway to the Princes Highway
- 28 Implementation of the Western Freeway Trail from Melton to Caroline Springs

6.3 The Trails

6.3.1 The Coastal Trail



- Actions**
- 01 Completion of the Coastal Trail (700m) at Greenwich Reserve through to the rear of the Newport Power Station
 - 02 Provide line marking on the Gloucester Reserve section of the Coastal Trail
 - 03 Widen path (600m in length) at Nelson Place on the Coastal Trail
 - 04 Provide wayfinding and etiquette signage along Coastal Trail, particularly at Nelson Place and intersections towards the western end of the trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

- Legend**
- Existing 2-3m wide concrete path
 - Existing 2-3m wide asphalt path
 - Existing Regional Trail
 - Proposed Regional Trail
 - Principal Bike Network
 - VicRoads Bicycle Priority Route
 - Waterways
 - Town centre
 - Natural attraction
 - Beach
 - Tourist attraction

Location

The Coastal Trail commences in Spotswood and continues south along the Yarra River where it joins Port Phillip Bay at Williamstown and winds south-west along the coast line to Laverton where the trail ends at the Cheetam Wetlands

Trail type

The Coastal Trail is exposed to a number of different landscape characters and attractions. Beginning in a primarily industrial area of Spotswood the Coastal Trail then continues through the commercial and historic centre of Williamstown as well as residential zones, beaches and parkland.

Trail qualities

The majority of the Coastal Trail has a concrete surface of between 2-3 metres in width.

Existing and potential linkages

Currently the Coastal Trail connects to the Laverton Creek Trail and the Skeleton Creek Trail towards the south-western end of the Coastal Trail. Potential linkages include the Federation Trail via the Stony Creek Trail and the Skeleton Creek Trail, the future extension of the Kororoit Creek Trail south from the Federation Trail to the Coastal Trail via Cherry Lake and once the gap in the Wyndham Bay Trail has been completed it will connect to the proposed Werribee River Trail Extension.

Key issues

Lack of wayfinding signage along the Coastal Trail is a key issue, which is particularly important as the trail attracts a number of tourists and recreational users. Improving safety is also a key issue and could be improved by eliminating on-road segments and increasing width and providing line marking.

Potential future of the trail

The Coastal Trail has enormous potential to become an iconic shared trail particularly when connected to the proposed extension of the Wyndham Bay Trail in the south west. This connection would create a scenic, long distance trail along the western coast of Melbourne (with greater connection to the Bay Trail around the eastern side of the coast to Point Nepean). By closing gaps between other nearby trails (such as the Laverton Creek Trail with the Federation Trail and the Kororoit Creek Trail), the Coastal trail has the potential to become a key part within the recreational network that would provide loop routes and increased recreational opportunities.

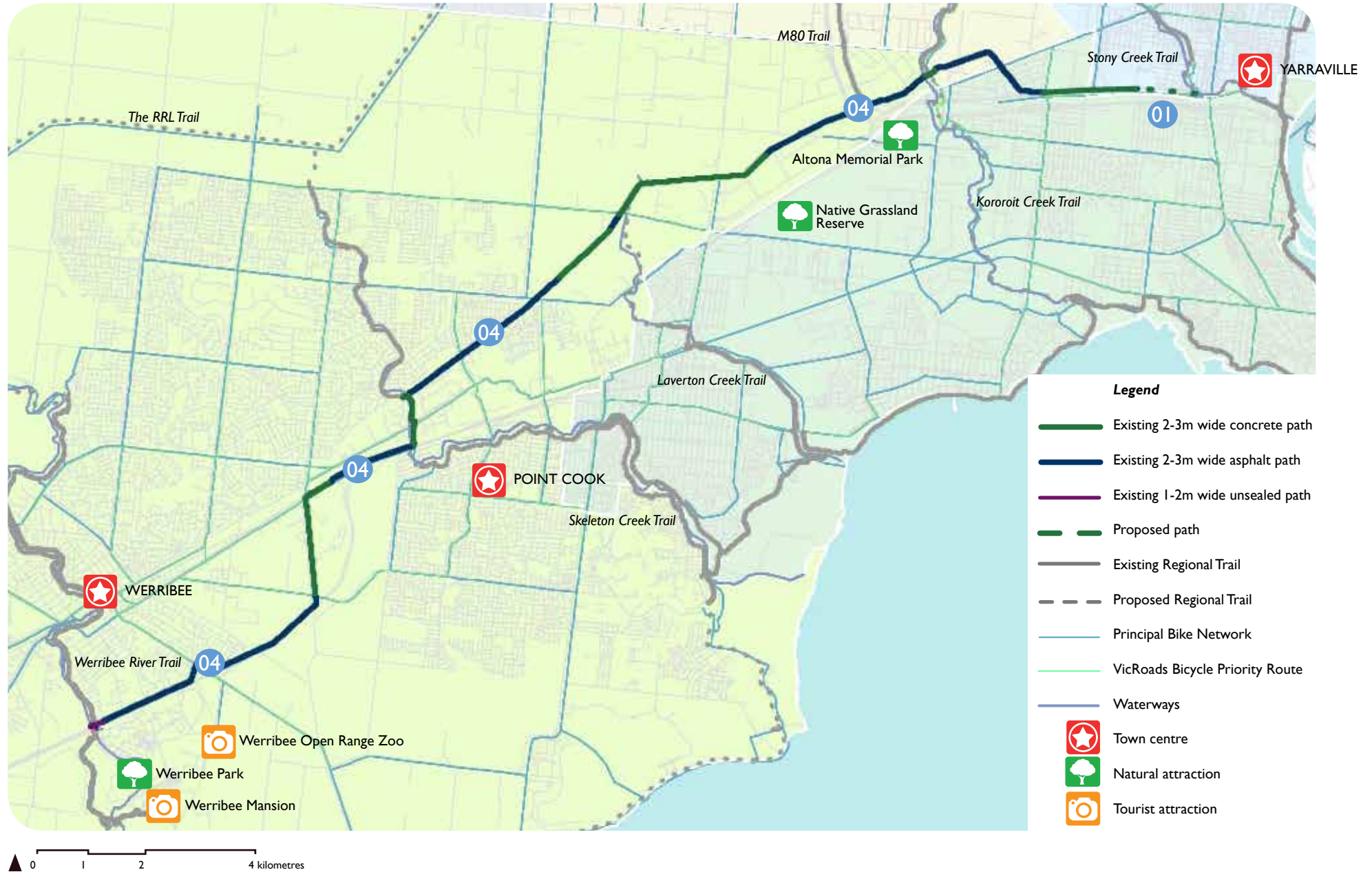
Current status

The Coastal Trail within Hobsons Bay currently exists in its entirety only requiring a few amendments and improvements to enhance the user experience. Development of the trail in response to the Hobsons Bay Bicycle Plan and has seen many improvements in recent times.



The Coastal Trail (photo: FFLA)

6.3.2 The Federation Trail



Actions

- 01 Complete missing section (2.5km) of the Federation Trail from Fogarty Avenue to Hyde Street including bridge across the railway
- 02 Provide signage at trail heads on the Federation Trail
- 03 Provide wayfinding and distance markers along the Federation Trail
- 04 Replace/ repair sections of the asphalt path where needed

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Location

The Federation Trail traverses through multiple western Melbourne suburbs along its 23km length from Werribee Park to Fogarty Avenue. Yarraville.

Trail type

The Federation Trail follows the historic reservation of the heritage listed Main Outfall Sewer and passes through the industrial sites of Melbourne's western suburbs. Due to the directness of the trail towards the CBD, the Federation Trail primarily attracts commuters.

Trail qualities

The Federation Trail offers a mix of concrete and asphalt surfaces.

Existing and potential linkages

The Federation Trail currently connects to the Werribee River trail north of the Maltby Bypass, the Skeleton Creek Trail, The Kororoit Creek Trail to the north and the M80 Trail. Addressing existing gaps will provide further connections to the Werribee River Trail south of the Maltby Bypass (including Werribee Park), the Laverton Creek Trail, the Kororoit Creek Trail south into Hobsons Bay and the Stony Creek Trail.

Key issues

The Federation Trail is located on land that was originally set aside for the historic main outfall sewer. This land is owned by Melbourne Water and is leased to VicRoads who manage the trail. The LGAs that the trail passes through also have a strong interest in the management of the trail.

One of the main issues affecting the Federation Trail is the asphalt surface. A significant portion of the trail is made of asphalt that is in disrepair causing hazards for cyclists. Cyclists also face safety concerns in accessing the trail at the Yarraville end as there is currently no safe passage between other trails or on-road bike lanes. As this is a key commuter route, the lack of safe passage from the Federation Trail to the CBD is a significant issue.

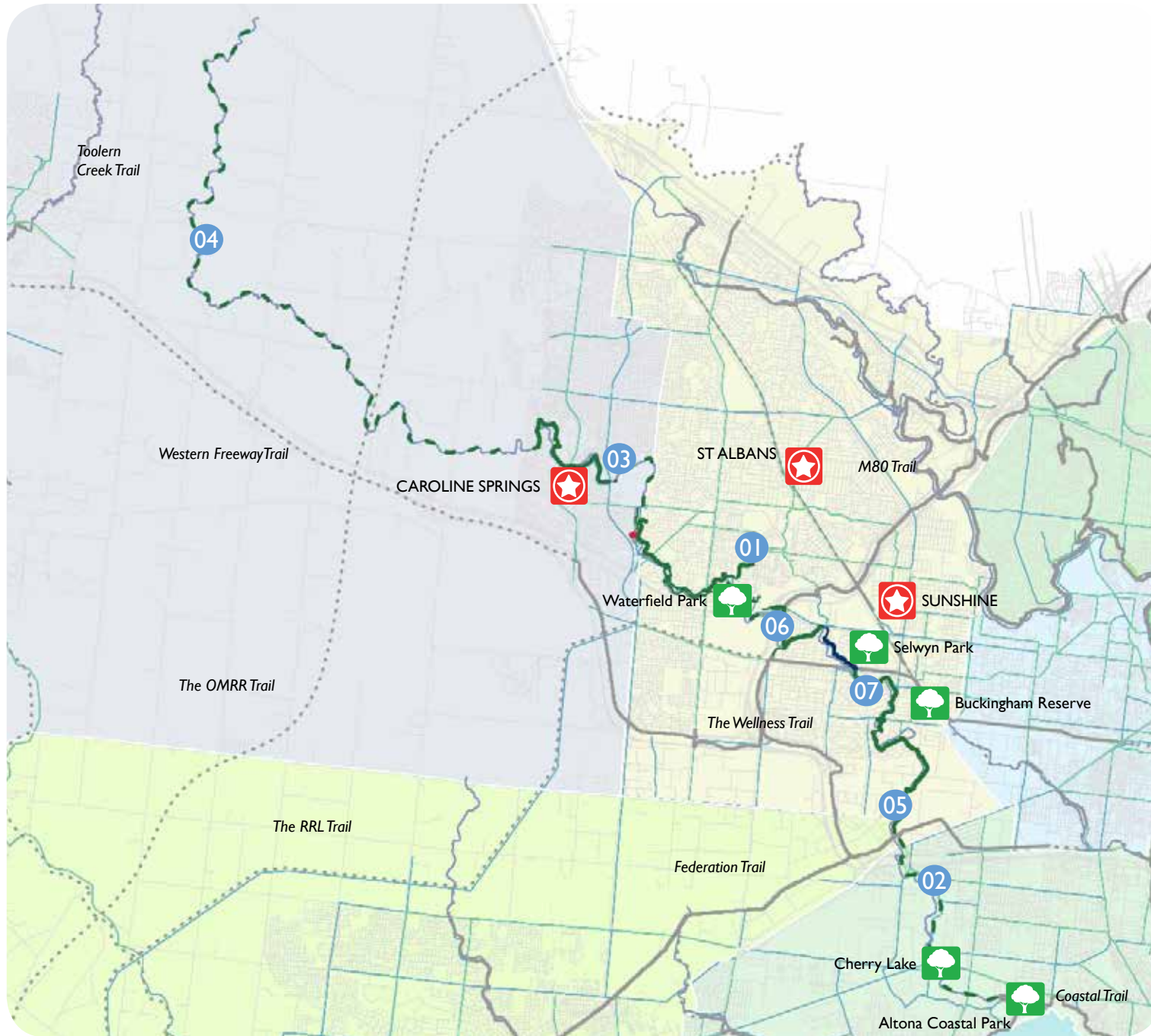
Potential future of the trail

By extending the trail to connect to the Stony Creek and Coastal Trails in the east then the Federation Trail has the potential to become a successful commuter route from the far west to the CBD. By completing connections with nearby trails, such as the Kororoit Creek Trail and the Laverton Creek Trail, the Federation Trail also has the potential of becoming a key part within the network in providing recreational loop routes.

Current status

Recent works (November 2014) on the Federation Trail have seen the trail extend from Millers Road, Brooklyn to Fogarty Avenue in Yarraville bringing the trail one step closer to completion. Construction of the next two stages is subject to further development and funding.

Melbourne Water has indicated that they are investigating options for rejuvenation along the trail corridor, working with VicRoads and LGAs.



Legend

- Existing 2-3m wide concrete path
 - Existing 2-3m wide asphalt path
 - Existing 1-2 metre concrete path
 - Existing 1-2 metre asphalt path
 - Unmade path
 - Proposed path
 - Existing Regional Trail
 - Proposed Regional Trail
 - Principal Bike Network
 - VicRoads Bicycle Priority Route
 - Waterways
 - Town centre
 - Natural attraction
- ▲ 0 1 2 4 kilometres

Actions

- 01 Complete the 1km gap in the Kororoit Creek Trail at Waterfield Park
- 02 Extend the Kororoit Creek Trail 6km from the Princes Highway to Millers Road, including three underpasses to connect to the Coastal Trail
- 03 Complete the missing gap in the Kororoit Creek Trail between Burnside and Caroline Springs
- 04 Extend the Kororoit Creek Trail north west from Caroline Springs to Mt Kororoit (Holden Road)
- 05 Complete missing gap in Kororoit Creek Trail under the Geelong Road Bridge
- 06 Complete missing gap in Kororoit Creek Trail from Glenbrook Avenue to the M80 Trail
- 07 Continue Kororoit Creek Trail under Wright Street on the western side of the creek
- 08 Provide consistent wayfinding and etiquette signage along Kororoit Creek Trail
- 09 Remove barriers and chicanes on the Kororoit Creek Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Location

The Kororoit Creek Trail is currently disconnected and only exists at certain lengths along the Kororoit Creek. The Kororoit Creek begins at Mount Kororoit, north east of Melton and winds its way south east to Altona where it meets the bay.

Trail type

The Kororoit Creek Trail follows the scenic creek line through residential areas from Caroline Springs to Brooklyn with the opportunity to extend the trail north past Mount Kororoit and south to Altona and the Coastal Trail.

Trail qualities

The majority of the trail is of a high quality concrete path of 2-3 metres in width with some sections of the trail continuing along both sides of the creek.

Existing and potential linkages

The Kororoit Creek Trail currently connects to the M80 Trail and the Federation Trail at its southern end. The trail if

extended south into Hobsons Bay will connect to the Coastal Trail at Altona providing a trail of significant length. Currently the municipality of Hobsons Bay presents a complete missing connection in the Kororoit Creek Trail.

Key issues

The main issue affecting the Kororoit Creek Trail is its lack of connectivity. There are a number of gaps within the trail affecting the user experience. Of particular note is the abrupt end of the trail at the border of Hobsons Bay and Wyndham which spoils any opportunity for trail provision between the Kororoit Creek Trail and the Coastal Trail. Lack of wayfinding signage along the trail hinders navigation along the trail, to key destinations and other nearby regional trails.

Potential future of the trail

Continuing the trail along the length of the creek from its northern extent at just north of Mount Kororoit, to Altona with no missing links would provide a scenic, high quality trail of significant distance with potential for loops with connecting trails. The proposed trail alignment (as allowed in the adjacent plan and in VicRoads Principal Bike Network) follows the entire length of the Kororoit Creek from north of Mount Kororoit to Altona where the creek reaches the bay. An extended and complete trail would connect multiple LGAs, destinations and numerous suburbs, including many disadvantaged areas establishing its place as a significant and important trail provider. The Kororoit Creek Regional Strategy 2005-2030 identifies that a continuous shared path should be constructed along the length of the creek.

Current status

Recent works (2014) on the Kororoit Creek Trail saw Brimbank City Council complete gaps in Deer Park and Cairnlea and Wyndham City Council extend the trail from the Federation Trail through to Geelong Road, Brooklyn, taking the trail to the border of Hobsons Bay. Hobsons Bay City Council is currently undertaking a feasibility study into extending the trail into the municipality to connect with the Coastal Trail. Further development in regards to the preferred alignment and approvals for crossing railways and major roads is required.

6.3.4 The Laverton Creek Trail



- Actions**
- 01 Provide 600m connection across railway and under freeway on the Laverton Creek Trail from Merton Street to Maher Road
 - 02 Extend the Laverton Creek Trail north to connect to the Federation Trail
 - 03 Provide directional and use etiquette signage to Laverton Creek Trail, particularly at junction with the Coastal Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

Existing 2-3m wide concrete path	Principal Bike Network
Existing 2-3m wide asphalt path	VicRoads Bicycle Priority Route
Existing 1-2m wide concrete path	Waterways
Unmade path	Town centre
Proposed path	Natural attraction
Existing Regional Trail	Beach
Proposed regional trail	

Location

The Laverton Creek Trail is located within the municipality of Hobsons Bay following the Laverton Creek from the coast line north to the Princes Highway, Laverton.

Trail type

The Laverton Creek Trail is a scenic trail that winds alongside the Laverton Creek passing through residential and semi-rural areas.

Trail qualities

The trail is made up of both concrete and asphalt with limited sections that are currently unmade. The southern section of the trail continues along both sides of the creek connecting residential areas to both the east and the west.

Existing and potential linkages

At its southern end, the trail connects with the Coastal Trail, the only existing connection, however the Laverton Creek Trail has the potential to continue north to connect to the Federation Trail.

Key issues

Lack of connectivity is the main issue facing the Laverton Creek Trail. The majority of the trail is built south of the Princes Highway with a small portion built to the north. In order to connect these two sections the trail must address the railway line and the Princes Highway. Land ownership is another issue that may affect extension of the trail. The Department of Defence currently own the land on which the northern extension of the trail is proposed which may affect decision making and negotiations in regards to trail implementation.

Potential future of the trail

In closing the gap in the trail and extending it north to the Federation Trail the Laverton Creek Trail will provide users increased opportunities for recreational use through increased length and the provision of loops. The trail will also provide off-road access to the Federation Trail, an important commuter trail towards the CBD.

Melbourne Water hope to work with LGAs in the future to improve the amenity of the Laverton Creek Trail, particularly around the Truganina Swamp.

Current status

Early in 2014, development works along the Laverton Creek saw the conversion of rough gravel section within the trail to a concrete path. This new section of trail makes for a well constructed path from Laverton Station through to Port Philip Bay and the Coastal Trail. The northern section, north of the railway, to the municipal boundary, has been identified in Hobsons Bay City Council's Bicycle Plan as requiring a surface upgrade, however will require further development and approvals.



- Actions**
- 01 Repair sections of the M80 trail where needed
 - 02 Provide consistent wayfinding and distance signage along the length of the M80 trail, particularly at connections to other trails
 - 03 Eliminate road crossing at Ballarat Road on the M80 Trail
 - 04 Eliminate road crossing at Furlong Road on the M80 Trail
 - 05 Eliminate road crossing at Sunshine Avenue on the M80 Trail
 - 06 Eliminate road crossing at Keilor Park Drive on the M80 Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

- Legend**
- Existing 2-3m wide concrete path
 - Existing 2-3m wide asphalt path
 - Existing 1-2m wide concrete path
 - Existing 1-2m wide asphalt path
 - Existing Regional Trail
 - Proposed Regional Trail
 - Principal Bike Network
 - VicRoads Bicycle Priority Route
 - Waterways
 - Town centre
 - Natural attraction

Location

The M80 Trail is located alongside the Western Ring Road, beginning at the Federation Trail in Laverton North and continues north east beyond the Western Metropolitan Regional boundary.

Trail type

Due to the relative directness of the trail, the freeway trail attracts a primarily commuter cyclist user group.

Trail qualities

The M80 Trail consists of a mainly asphalt surface of between 2-3 metres.

Existing and potential linkages

The M80 Trail connects to a number of regional trails such as the Federation Trail, the Wellness Trail, the Kororoit Creek Trail and the Maribyrnong River Trail. Beyond the Western Metropolitan Regional boundary the M80 Trail also connects to the Moonee Ponds Creek Trail. The two sections of the Steele Creek Trail either side of the Western Ring Road also have the potential to connect to the M80 Trail if extended. When constructed, the Sydenham Rail Trail and the Regional Rail Link Trail will also cross the M80 Trail providing further connections.

Key issues

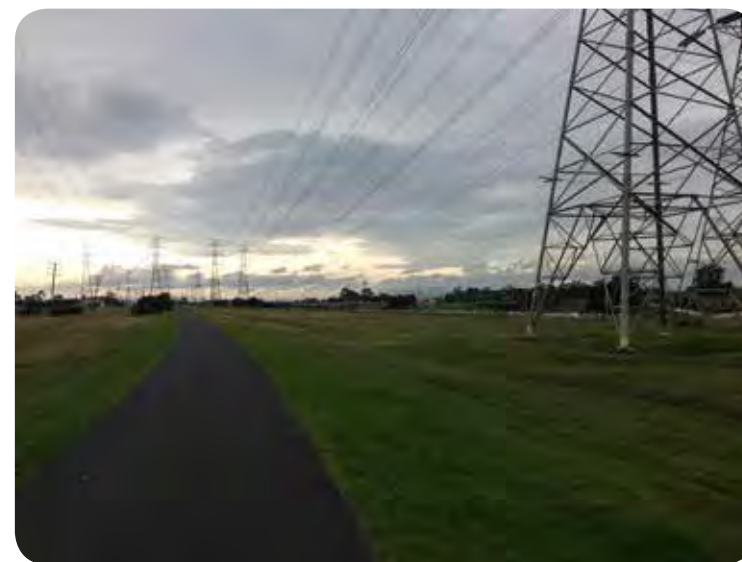
The key issues affecting the M80 Trail is its continuity as a commuter cycling corridor and the quality of the surface. The trail is severely hindered by significant road crossings impacting continuity and its function as a commuter route. Due to the trail being made primarily of asphalt, the surface is often damaged and in disrepair causing potential hazards for cyclists.

Potential future of the trail

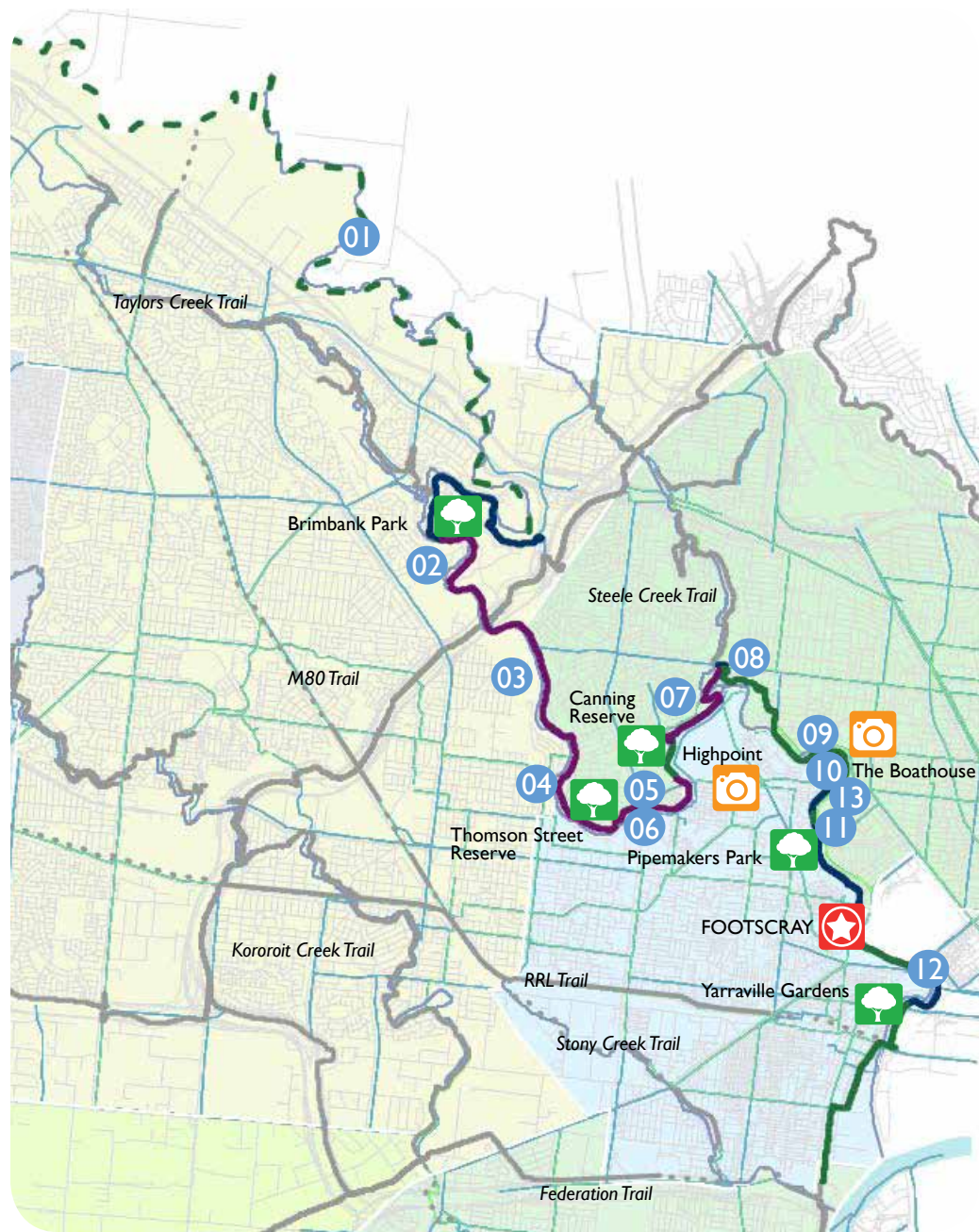
Due to the numerous connections to other regional trails within the network, the M80 Trail plays a significant role in the connectivity of the network. Improving the trail will only enhance the use and experience of the trail opening it up to increased use by both commuters and recreational users.

Current status

As this path is often used by service and emergency vehicles for both the trail and the Western Ring Road, the trail surface is often in a state of disrepair and is constantly undergoing maintenance. VicRoads manage the M80 Trail and are responsible for the maintenance and as such local Council's play an advocacy role for trail improvements.



*A section of the M80 Trail
(photo: FFLA)*



Actions

- 01 Extend the Maribyrnong River Trail 18km north west to Organ Pipes National Park
- 02 Provide a crossing over the Maribyrnong River from Kealba to Brimbank Park
- 03 Implement a weather resistant path on Maribyrnong River Trail from Lily Street, Essendon West, to Brimbank Park (10km in length)
- 04 Provide a bridge crossing near Duke Street, Sunshine on the Maribyrnong River Trail
- 05 Widen the Ahern Bridge (near the Medway Golf Club)
- 06 Fill 500m gap of the Maribyrnong River Trail to address the missing link at the Medway Golf Club to include a path on both sides of the River
- 07 New bridge over Maribyrnong River at Canning Reserve (near the Tea Gardens and the Monte Carlo Path)
- 08 New bridge over Maribyrnong River near the confluence of Steele Creek as part of the redevelopment of the Commonwealth Government's, Explosives Factory Land.
- 09 Seal and widen the gravel section of the Maribyrnong River Trail near the Anglers Tavern
- 10 Widen the shared path at Maribyrnong Road Bridge, adjacent to the Anglers Tavern.
- 11 Upgrade the Maribyrnong River Trail from asphalt to concrete between the Farnsworth Bridge and the Raleigh Road Bridge
- 12 Delineation of the 600m of the Maribyrnong River Path between Hopkins Street and Napier Street
- 13 Construct a cantilevered bridge from the Raleigh Road Bridge to provide a safe crossing between the trail either side of the River
- 14 Provide wayfinding and use etiquette signage along the Maribyrnong River Trail, particularly at junctions to other trails, Raleigh Road underpass and at Brimbank Park

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 2-3m wide concrete path
- Existing 2-3m wide asphalt path
- Existing 2-3m wide unsealed path
- Existing 1-2m wide asphalt path
- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction
- Tourist attraction

Location

The Maribyrnong River Trail is located along the Maribyrnong River through the municipalities of Maribyrnong, Moonee Valley and Brimbank. The trail begins in Footscray near where the River meets the Yarra River and continues north-west to Brimbank Park. It is proposed that the trail will extend north and continue along the River to the Organ Pipes National Park.

Trail type

The Maribyrnong River Trail is an inner city trail that follows a scenic river corridor with numerous attractions along its length. Due to its location, and close proximity to CBD connections, parts of the trail also provide a commuter function.

Trail qualities

The trail surface varies from concrete through to gravel offering a range of recreational opportunities.

Existing and potential linkages

The Maribyrnong River Trail connects to the Taylors Creek Trail at Brimbank Park, the M80 Trail, and the Steele Creek Trail.

Key issues

The issues facing the Maribyrnong River Trail address repairing and improving the existing trail particularly the quality of the surface where the trail is subject to erosion from flooding. As the trail is frequently located in the floodplain, there are times that parts of the trail are not be accessible due to flooding and alternative routes need to be taken.

Potential future of the trail

With the proposed extension to the Organ Pipes National Park, the Maribyrnong River Trail has the potential to become a long distance trail with increased tourism and recreational opportunities.

Current status

As part of the trail is unsealed (from Buckley Street to Brimbank Park), the trail is often subject to flooding and washing away causing the trail to be closed and requiring recovery works. Bicycle Network Victoria is currently advocating to Parks Victoria to have this section of the trail sealed to prevent any future trail closures.

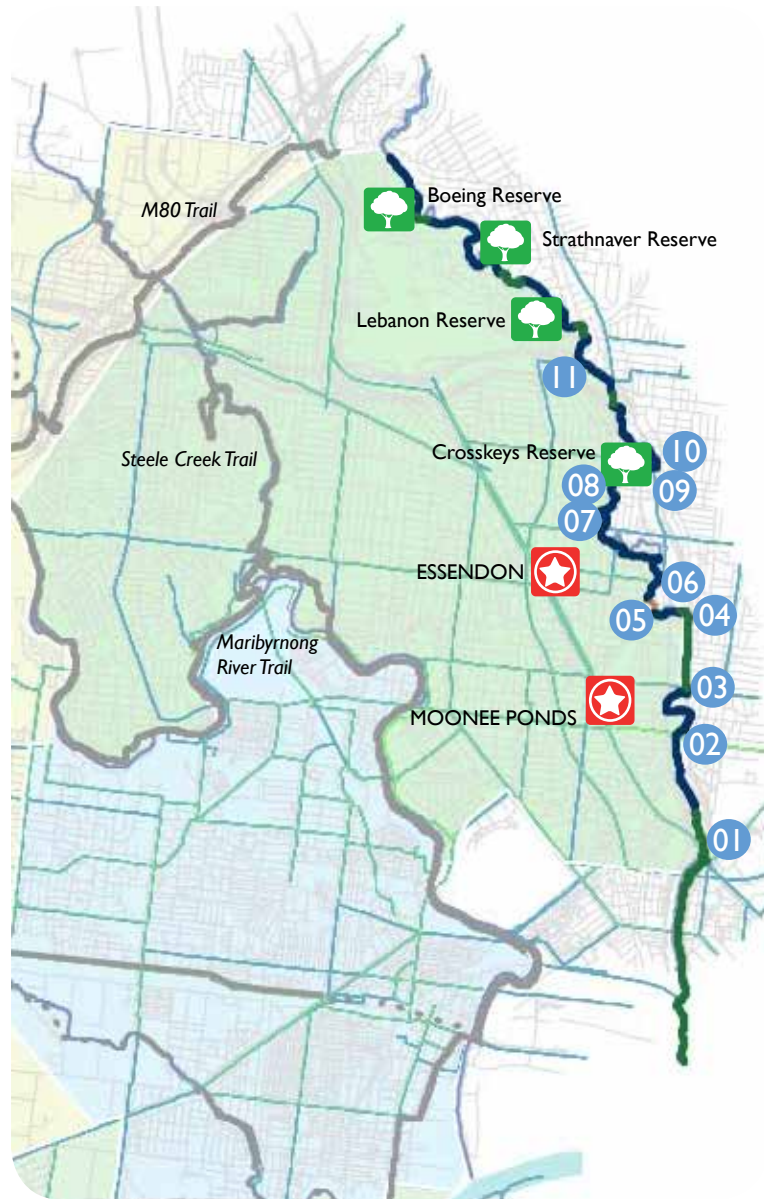


The Maribyrnong River Trail, Footscray (photo: FFLA)



The Maribyrnong River Trail at Canning Reserve (photo: FFLA)

6.3.7 Moonee Ponds Creek Trail



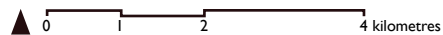
Actions

- 01 Realignment of the Moonee Ponds Creek Trail at the Mount Alexander Road underpass including barrier fencing
- 02 Install barrier fence along creek side of the Citylink underpass near Ormond Road and raise path level to reduce flooding
- 03 New ramp to raise height of Citylink underpass near Dean Street
- 04 Install barrier fence along creek side of the Citylink underpass near Evans Street
- 05 Reconstruct existing Montague Street Boardwalk/ Bridge on Moonee Ponds Creek Trail
- 06 Improve drainage at Albion Street underpass and erect low clearance signs
- 07 Embankment repair at Moreland road underpass
- 08 Install a shared bridge at Five Mile Creek to remove the hairpin bend to improve safety and sightlines.
- 09 Install barrier fencing and improved drainage (currently outlet reduces debris onto the path) at Citylink underpass near Woodland Street
- 10 Install barrier fencing to Citylink underpass near Wheeler Street and Wallace Crescent
- 11 Improve path safety at the rail underpass near Strathmore Secondary College by removing redundant gantries, improving path and installing barrier fencing
- 12 Refresh and install line marking along entire path
- 13 Implement a regular maintenance schedule to entire trail (with Moreland, Hume and Melbourne City Councils)
- 14 Provide wayfinding and user etiquette signage to the length of Moonee Ponds Creek Trail, including distance indicators, particularly at junction with other trails (i.e. the M80 Trail)

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 2-3m wide concrete path
- Existing 2-3m wide asphalt path
- Existing 1-2m wide boardwalk
- Existing Regional Trail
- - - Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction



Location

The Moonee Ponds Creek Trail runs in a north-south direction along the eastern border of the City of Moonee Valley. The Trail begins and ends beyond the Western Metropolitan Regional boundary from Docklands to Tullamarine. It is proposed to extend beyond Woodlands Historic Park to the proposed OMRR outside the boundary of this study.

Trail type

The Moonee Ponds Creek Trail follows the Moonee Ponds Creek from its CBD beginnings in Docklands and continues through inner city and suburban residential areas. Due to its north-south orientation and direct connection with the CBD, the trail is often used as a commuter trail as well as recreationally.

Trail qualities

The trail is primarily constructed of a 2-3 metre wide asphalt path with some on-road and boardwalk sections.

Existing and potential linkages

The Moonee Ponds Creek Trail connects to the M80 trail beyond the Western Metropolitan Regional boundary.

Key issues

The key issue affecting the Moonee Ponds Creek Trail is flooding and consequent maintenance. Parts of the trail regularly flood leaving debris and or water on the trail making it unsafe or inaccessible to users.

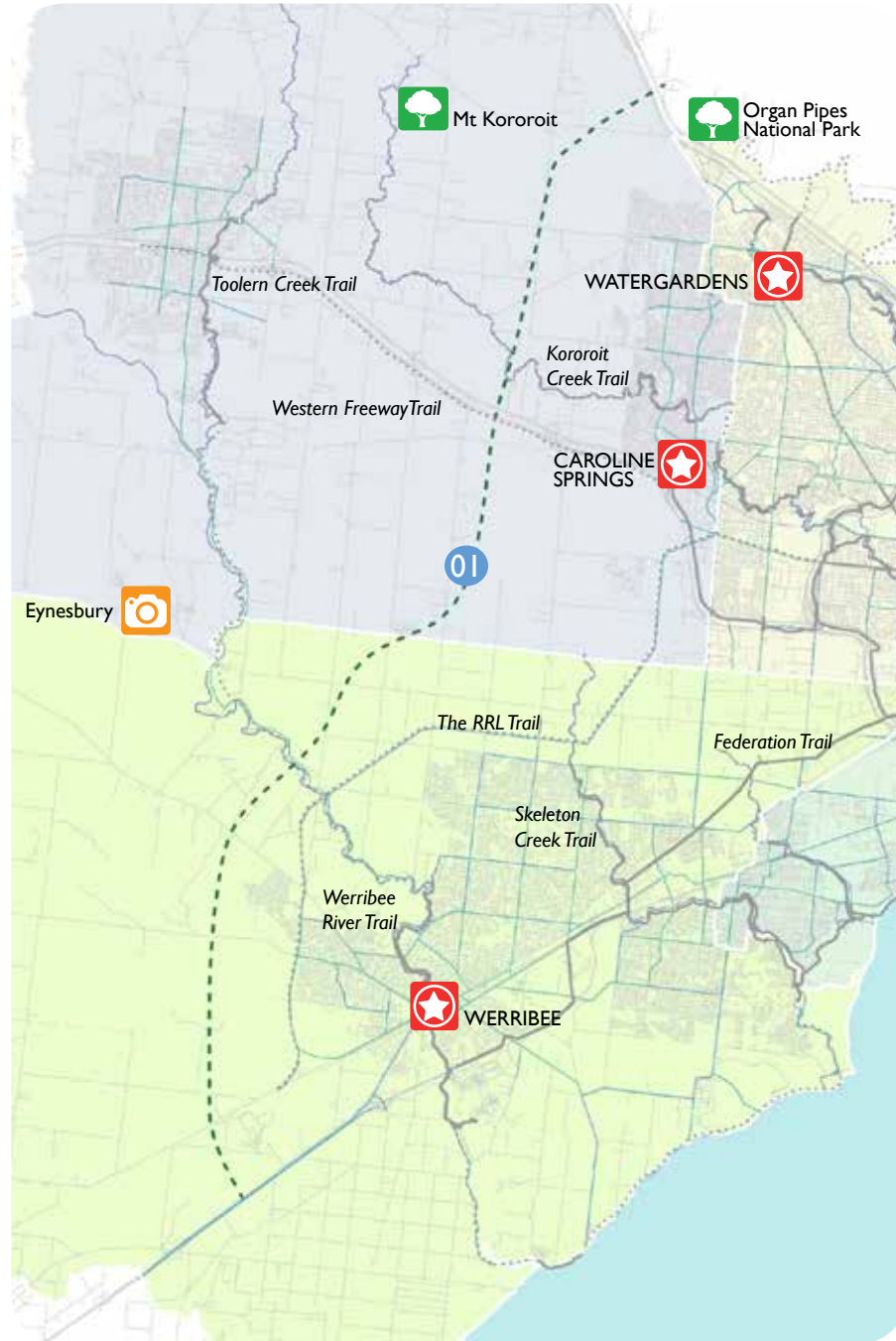
Potential future of the trail

The Moonee Ponds Creek Trail has the potential to become an important commuter route for the west by addressing issues around safety and maintenance due to flooding and other weather events.

Current status

As an existing trail, the Moonee Ponds Creek Trail does not have any planned development or construction however maintenance to the trail infrastructure is ongoing. The most recent maintenance on the trail was the upgrade of the boardwalk sections of the trail occurred in mid-2014.

6.3.8 The Outer Metropolitan Ring Road (OMRR) Trail



Actions

01 Implement a shared path in conjunction with the proposed Outer Metropolitan Ring Road within the Western Metropolitan Region

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction
- Tourist attraction



Location

The proposed Outer Metropolitan Ring Road Trail will run alongside the The Outer Metropolitan Ring /E6 reservation through Werribee, Melton, Tullamarine and continuing north beyond the Western Metropolitan Region.

Trail type

The trail will run adjacent to the proposed transport corridor providing a relatively direct route between The City of Melton and Wyndham City for both commuting and recreational users. It will also provide a cross connection between the main waterway trails providing greater opportunity to have multi-day rides without have to duplicate courses and connections.

Existing and potential linkages

The proposed trail alignment will connect the trail to the Werribee River Trail, north of Werribee Town Centre. It will also cross the Kororoit Creek Trail west of Caroline Springs leading to the Calder Freeway and the proposed Western Freeway Trail. It will also continue outside the study area to the north, into the Cities of Hume and Whittlesea.

Key issues

The trail itself is reliant upon the construction of the Outer Metropolitan Ring Road which is still in a planning phase. Construction of the freeway and consequently the trail is also subject to acquiring funding.

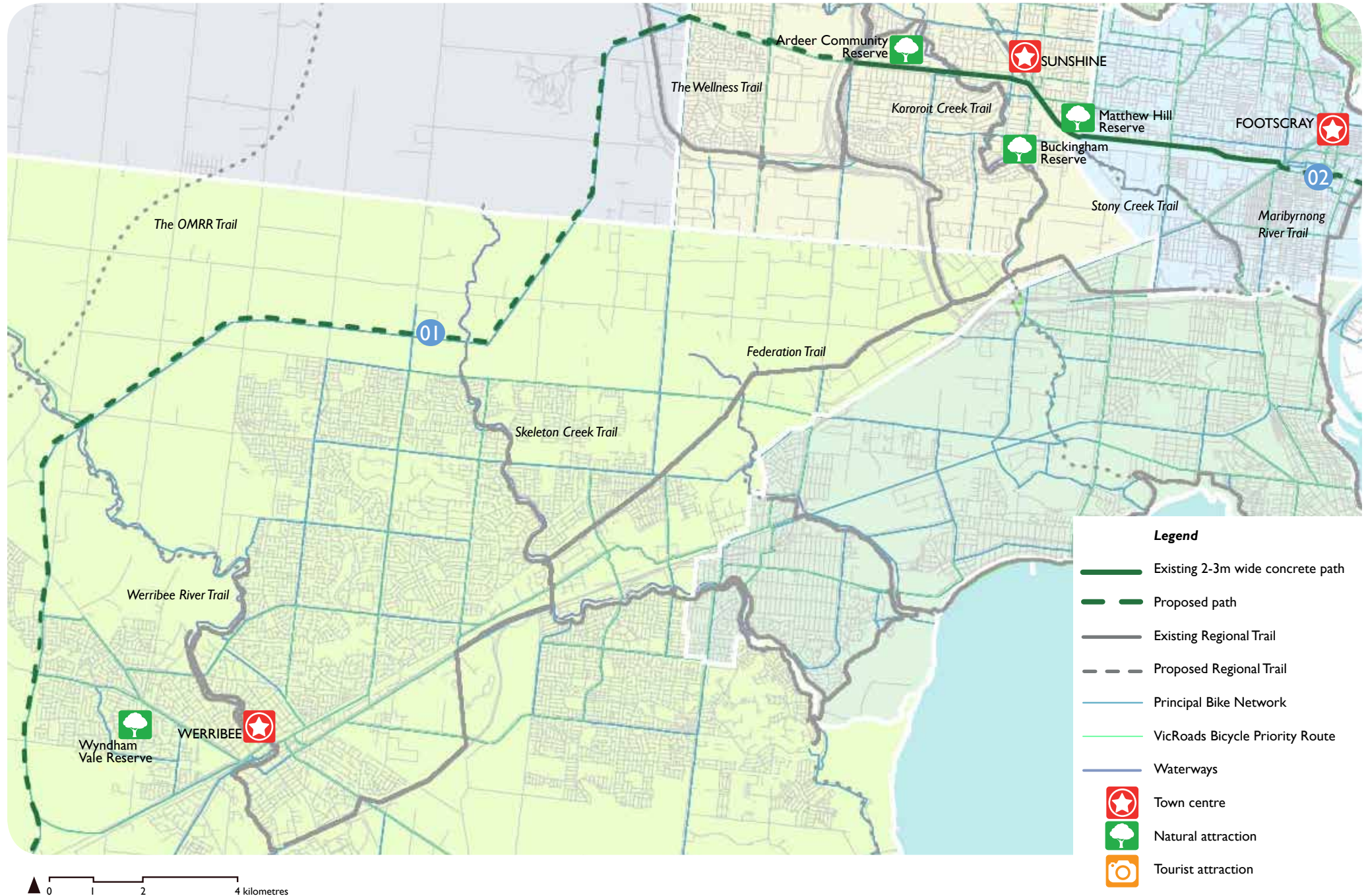
Current status

The provision of the OMRR Trail is associated with and reliant upon the Outer Metropolitan Ring Road, a proposed road and rail transport link. Reservation of the corridor for the proposed road has been completed but further work and approvals are required before any construction can begin. The construction of the transport corridor is a long term proposal based on future needs and funding.

Potential future of the trail

The trail has the potential to provide significant and direct linkages between residential and employment areas in the western metropolitan growth areas as well as offering integrated connections to the existing regional trail network.

6.3.9 The Regional Rail Link (RRL) Trail



Actions

- 01 Implement a shared path in conjunction with the Regional Rail Link from West Werribee to the existing section of trail within the municipality of Brimbank
- 02 Continue the extension of the trail from the existing path at West Footscray to Footscray to connect to the Maribyrnong River Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Location

The Regional Rail Link Trail currently runs a short distance adjacent to the train line from West Footscray Station to towards sunshine. The trail however is proposed to continue along the Regional Rail Link to Wyndham Vale.

Trail type

Due to the fact that the trail runs alongside a rail line, the path is direct in nature and will attract a primarily commuter use but will serve an important recreation purpose also.

Trail qualities

The existing section of the Regional Rail Link Trail has been constructed recently and therefore provides a high quality, wide concrete shared path.

Existing and potential linkages

Due to the short length of the existing section of trail, it does not currently connect with any other regional trails. When construction of the trail is completed, the trail will connect with the Stony Creek Trail, the M80 Trail, the Kororoit Creek Trail, the Sydenham Rail Trail, the Wellness Trail and the Werribee River Trail.

Key issues

The Regional Rail Link Trail is being/will need to be implemented by State Government departments or agencies,

Local Government or developers. The proposed trail will be implemented in sections due to different land owners and stakeholders. For example VicTrack are implementing trails on some of their land associated with the Regional Rail Link, local councils or State Government will be/are responsible for works in and around train stations and bridge crossings and in some areas, the Melbourne Planning Authority have planned for the trail to be implemented through developer works in growth areas. This implementation structure leaves the potential for gaps and a disjointed network. It is therefore important that the trail is well integrated and implemented to the highest quality as proposed and identified in original plans committed to by the State Government.

Another key limitation regarding the proposed RRL Trail is the lack of adequate linkages for trail users heading towards Footscray and the CBD as the proposed trail currently ends at Cross Street (just south of Whitten Oval). Providing a safe connection at the eastern end of the trail would greatly improve the user experience by enhancing access and safety for all users.

Potential future of the trail

The Regional Rail Link Trail will provide a variety of commuter and recreational opportunities due to its direct and effective route towards the inner west and connections with various other regional trails. It will provide an east-west corridor that contributes to the integration of the existing and proposed network.














Current status

Where the RRL Trail is located within private property in Wyndham, the gazetted Precinct Structure Plans require developers to construct the trail as developer works.

6.3.10 Skeleton Creek Trail



Legend

-  Existing 2-3m wide concrete path
-  Existing 2-3m wide asphalt path
-  Existing 1-2m wide unsealed path
-  Existing 1-2m wide concrete path
-  Existing 1-2m wide boardwalk
-  Proposed path
-  Existing Regional Trail
-  Proposed Regional Trail
-  Principal Bike Network
-  VicRoads Bicycle Priority Route
-  Waterways
-  Town centre
-  Natural attraction



Actions

- 01 Realign the section of trail from St Anthonys Court to South Terrace. Including link to Melbourne Water Wetlands
- 02 Realign the section of trail from Crelin Avenue to Point Cook Road (north side) beyond the 1 in 10 year flood line
- 03 Construct a shared overpass across the Princes Freeway to complete the gap in the trail and to connect to the Federation Trail.
- 04 Complete gap between the Skeleton Creek Trail and the proposed Regional Rail Link Trail
- 05 Provide directional and behavioural signage and trail heads along the Skeleton Creek Trail, particularly at junction with Federation Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Location

The Skeleton Creek Trail is located within the municipalities of Hobsons Bay and Wyndham City. The trail follows the Skeleton Creek from the Coastal Trail in Altona Meadows at Cheetham Wetlands through Seabrook and into Tarneit.

Trail type

This trail follows the creek line through newer residential estates such as Point Cook and Sanctuary Lakes offering connections to local trails within these estates.

Trail qualities

The Skeleton Creek Trail consists mainly of a 2-3 metre wide concrete path with some lengths of boardwalk and unsealed pathways offering a range of recreational opportunities to multiple user groups.

Existing and potential linkages

The Skeleton Creek Trail currently comprises of two sections, north and south of the Princes freeway. Skeleton Creek Trail (south) currently links to the Coastal Trail and Skeleton Creek (north) links to the Federation Trail. The trail also has the potential to connect to the proposed extensions of the Wyndham Bay Trail through Point Cook Coastal Park to Werribee South and the Werribee River Trail.

Key issues

The biggest issue affecting the Skeleton Creek Trail is the lack of continuity at the Princes Freeway which splits the trail into two sections either side of the freeway.

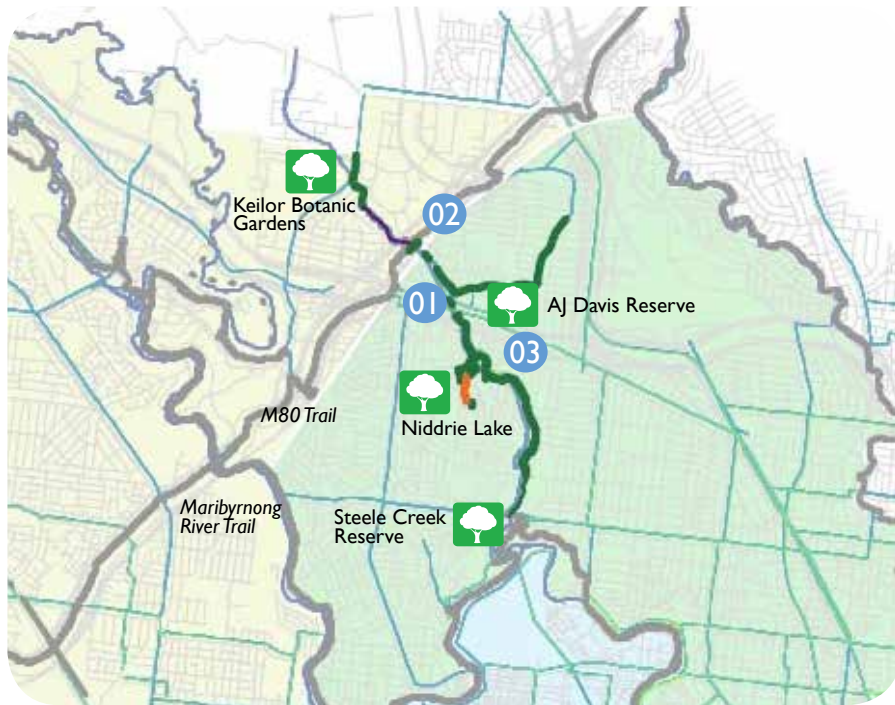
Potential future of the trail

By addressing the gaps in the Skeleton Creek Trail at its northern end (connecting to the RRL Trail) and at the Princes Highway, the trail has the potential to provide for walking and cycling loops with the Federation Trail, the proposed Wyndham Bay Trail, the Coastal Trail and the proposed extension of the Laverton Creek Trail.

Current status

In early 2013, a shared use underpass was completed on the Skeleton Creek Trail that eliminated the crossing over Point Cook Road. Another crossing is now required at the Princes Freeway to connect the two parts of the trail and the Federation Trail. Wyndham City has advised that there is not enough clearance to construct an underpass under the highway, therefore an overpass or another form of safe crossing will be required. In 2013, Wyndham City commissioned a feasibility study for a shared overpass of the Princes Freeway. Further works will be subject to funding.

6.3.1 | Steele Creek Trail



▲ 0 1 2 4 kilometres

- Actions**
- 01 Extend trail north to AJ Davis Reserve including an underpass at the Calder Freeway
 - 02 Complete 1km missing gap in trail between Steele Creek Trail and M80 Trail under the train line adjacent to the Western Ring Road
 - 03 Complete 300m gap in the Steele Creek Trail at Valley Lake along Granite Way.
 - 04 Provide wayfinding and behavioural signage to the length of the Steele Creek Trail, including trail heads, particularly at junctions to other trails

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

	Existing 2-3m wide concrete path		Existing Regional Trail
	Existing 2-3m wide asphalt path		Proposed Regional Trail
	Existing 2-3m wide boardwalk		Principal Bike Network
	Existing 1-2m wide unsealed path		VicRoads Bicycle Priority Route
	Existing 1-2m wide concrete path		Waterways
	Proposed path		Natural attraction

Location

The Steele Creek Trail is located mainly within the municipality of Moonee Valley with extensions into Brimbank north of the Western Ring Road. Beginning in Aberfeldie, the trail continues north through to Niddrie, Airport West and into Keilor Park.

Trail type

The Steele Creek Trail is primarily a recreational trail following the Steele Creek offering access to Niddrie Lake, scenic views and striking terrain.

Trail qualities

The trail consists mainly of a 2-3 metre wide concrete path with some lengths of boardwalk and unsealed pathways.

Existing and potential linkages

The Steele Creek Trail connects to the Maribyrnong River Trail at the southern end and the M80 Trail towards to the north end of the trail.

Key issues

The lack of continuity due to gaps in the trail, such as major road crossings, is the major issue affecting the trail and the user experience.

Potential future of the trail

By addressing the missing links within the trail, the Steele Creek Trail has the potential to provide access to the M80 Trail for commuters and offers loop routes to recreational users.

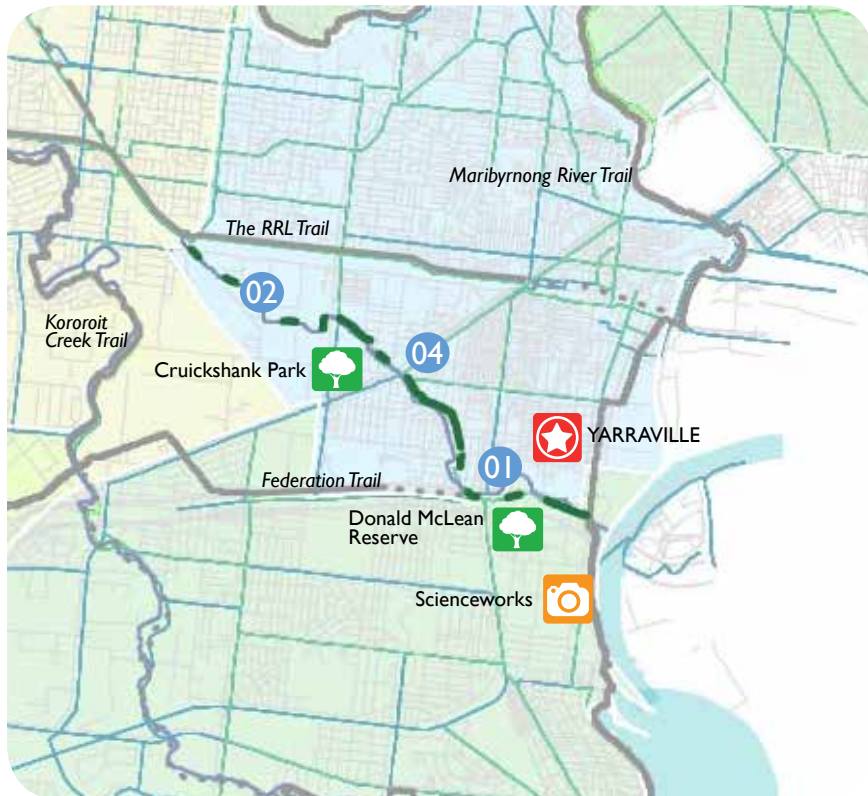
Current status

In mid-2010, the City of Moonee Valley along with the State Government and VicRoads constructed an underpass on the Steele Creek Trail at Buckley Street, creating a safer thoroughfare to the Steele Creek Reserve and Maribyrnong River Trail.

New trail construction has occurred in Niddrie due to the recent and on-going development at Valley Lake.

Moonee Valley's Walking and Cycling Strategy (2012-2022) identifies the need to investigate the feasibility of an underpass at the Calder Freeway.

6.3.12 Stony Creek Trail



Actions

- 01 Fill the 2km gap on the Stony Creek Trail between Cruickshank Park (Francis Street) to existing section west of Hyde Street
- 02 Extend trail 2.5km north west to Sunshine Road (including a train crossing). Route to be confirmed (may require on-road sections)
- 03 Provide wayfinding and behavioural signage to the length of the Stony Creek Trail, including junctions to other trails
- 04 Fill 600m gap from Somerville Road to Cala Street

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 2-3m wide concrete path
- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction

Location

The Stony Creek Trail begins at Hyde Street in Spotswood and continues in sections along the Stony Creek with a proposed extension north west to Wright Street.

Trail type

The Stony Creek Trail is an inner city creek side trail through industrial areas of Spotswood and Tottenham providing recreational opportunities. However, due to its close proximity to the CBD, the trail also offers a commuter function.

Trail qualities

Constructed fairly recently, the Stony Creek Trail is a 2-3 metre wide shared concrete path.

Existing and potential linkages

The Stony Creek currently links to the Coastal Trail at Hyde Street. The proposed extensions of the Federation Trail, the Regional Rail Link Trail and the Sydenham Rail Trail will improve the integration of the Stony Creek Trail and reinforce its significance as a CBD connection.

Key issues

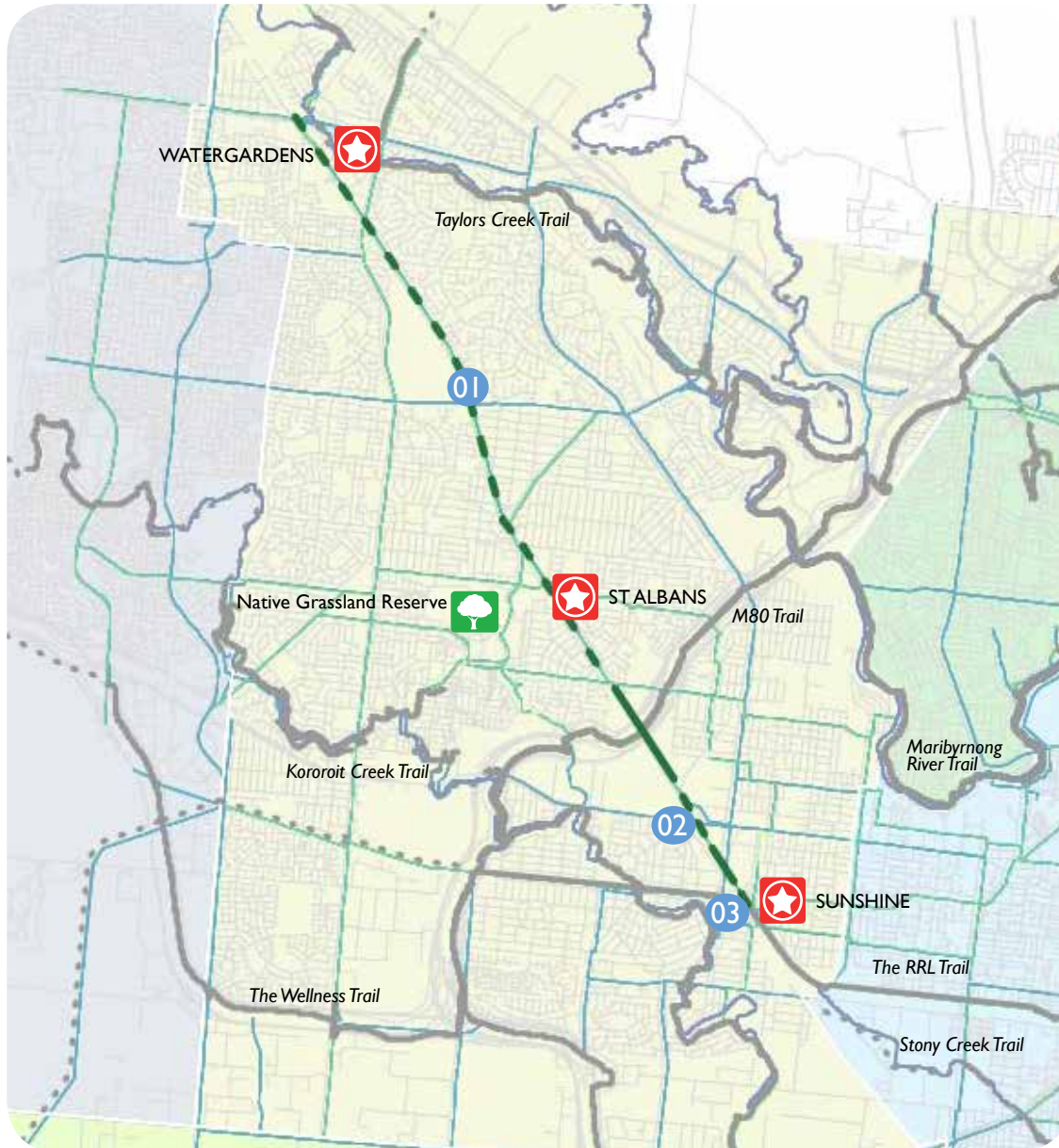
Currently the trail lacks connectivity with significant gaps along its length which is a major issue affecting the Stony Creek Trail.

Potential future of the trail

With the improved connectivity between the key commuter routes of Regional Rail Trail, the Federation Trail and the Sydenham Rail Trail, the Stony Creek Trail will provide a strong connection between these trails and the CBD. Connection between these nearby routes will also create the opportunity for recreational loops.

Current status

In 2011, a review of the Stony Creek was undertaken from which 4 masterplans were developed, each detailing a different section of the Creek. These masterplans have resulted in part of trail being constructed along certain sections of the creek (as visible in the plan on the left), however missing links in the trail now exist. In the Maribyrnong Bicycle Strategy (2014), addressing the missing links in the Stony Creek Trail was identified as a priority.



Actions

- 01** Construct an off-road shared trail along the railway line from Watergardens Station to Furlong Road (approx. 7.5km).
- 02** Complete the gap in the trail from the Albion Station car park and the power line easement to the south.
- 03** Continue the extension of the trail along the railway line from the Harvester Road to Sunshine Station to connect to the RRL Trail

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 3m wide concrete path
- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction

Location

The proposed Sydenham Rail Trail runs adjacent to the Sydenham Train Line from Sunshine Station to Watergardens Station.

Trail type

The off-road trail will provide a direct link from Watergardens Station to connect to a number of other regional trails to then connect to the CBD. Due to the direct nature of the trail, it will offer an excellent commuter cycling corridor towards the CBD and other activity hubs in the west of Melbourne

Existing and potential linkages

The proposed trail will connect with the M80 Trail and the proposed Regional Rail Link Trail and Stony Creek Trail at the trails south-eastern end. The Kororoit Creek Trail and Taylors Creek Trail will also be in close proximity to the proposed trail.

Key issues

Due to the length of the trail (approximately 11kms), funding could be a significant issue in implementing this proposed trail. There are also a number of major roads and potential rail line crossings that could pose potential issues. Negotiations between additional stakeholders in regards to design, funding and construction also has the potential to slow the progress on the implementation of the path.

Current status

The City of Brimbank's cycling and walking strategy (2008) identified a bike path alongside the Sydenham Rail corridor as a key opportunity due to the major role it would play in the regional trail network. In the 2012/2013 financial year Council along with VicRoads committed expenditure to the design of the bicycle path which has resulted in a detailed alignment plan.

Potential future of the trail

The Sydenham Rail Trail has the potential to provide a significant link through the centre of the West Trails network. The trail will provide a direct connection amongst recreational creek trails to the inner west and onwards toward the CBD.

6.3.14 Taylors Creek Trail



Actions

- 01 Extend the Taylors Creek Trail 1.6km from Burrowye Crescent to Green Gully Road and Brimbank Park
- 02 Fill the 1.5km gap on the Taylors Creek Trail between Kings Road and McCubbin Drive (including underpass at Melton Highway)
- 03 Provide directional and behavioural signage to the length of Taylors Creek Trail, including trail heads and distance indicators
- 04 Provide a connection between the Kings Road Trail and Organ Pipes National Park (linking to the proposed extension of the Maribyrnong River Trail)

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- | | | | |
|--|----------------------------------|--|---------------------------------|
| | Existing 2-3m wide concrete path | | Proposed Regional Trail |
| | Existing 2-3m wide asphalt path | | Principal Bike Network |
| | Existing 2-3m wide unsealed path | | VicRoads Bicycle Priority Route |
| | Existing 1-2m wide unsealed path | | Waterways |
| | Unmade path | | Natural attraction |
| | Proposed path | | Town centre |
| | Existing Regional Trail | | |

Location

The Taylors Creek Trail runs alongside Taylors Creek from north-west of Brimbank Park.

Trail type

Taylors Creek Trail is a winding creek side trail through the residential areas of Taylors Lakes, Watergardens and Sydenham.

Trail qualities

The trail offers a mix of surfaces including some unsealed sections contrasting with a 2-3 metre wide concrete trail.

Existing and potential linkages

The Taylors Creek Trail currently connects to the Maribyrnong River Trail at Brimbank Park. The proposed Sydenham Rail Trail will come into close proximity of the trail at the north-western end of the trails.

Key issues

Gaps between existing trail sections are a major issue for the continuity of the Taylors Creek Trail. An underpass at the Melton Highway is needed to offer connectivity at the Kings Road section of the trail and the unmade path at the Brimbank Park end needs to be upgraded to provide an appropriate standard and continuous route along Taylors Creek.

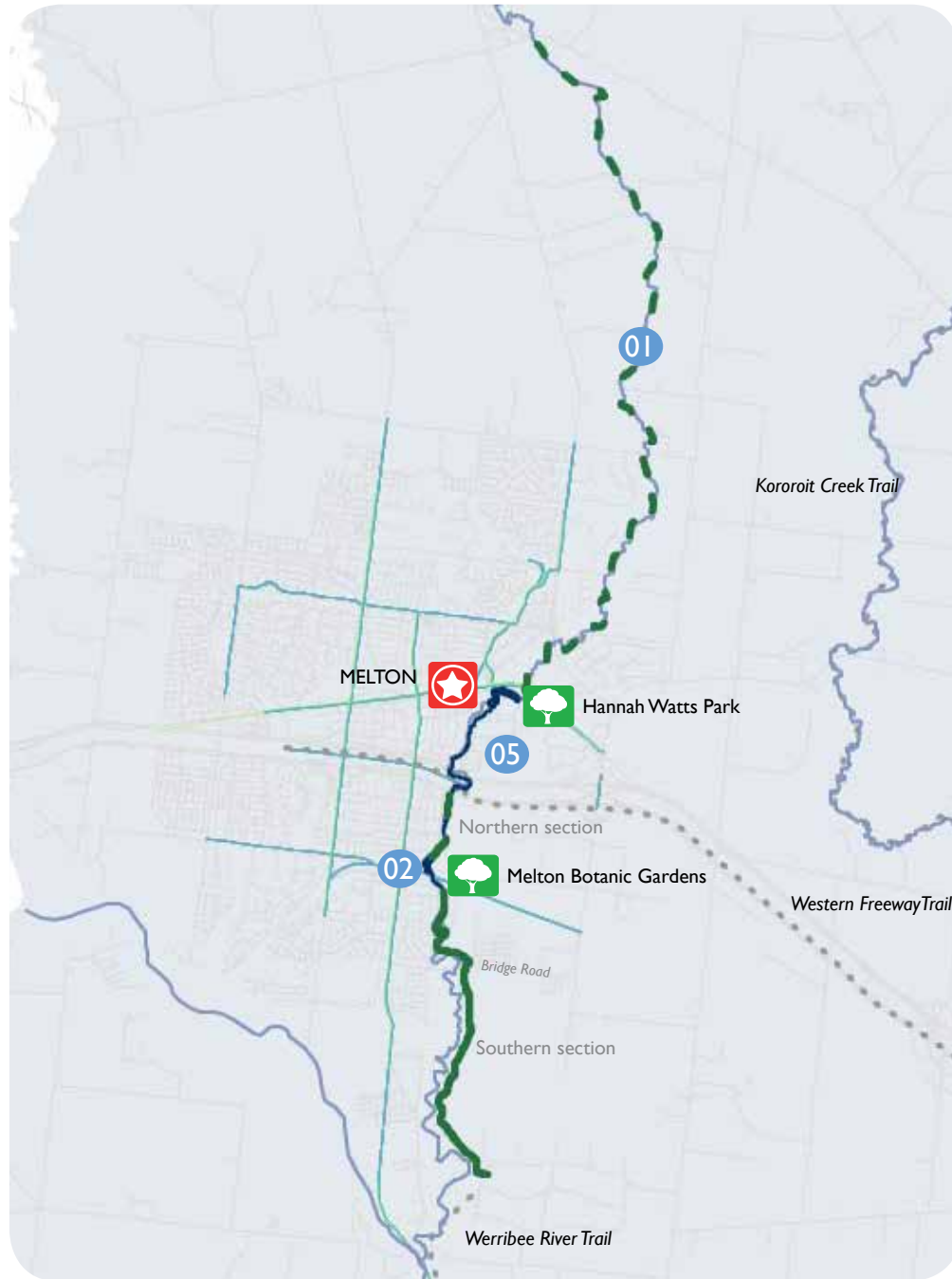
Potential future of the trail

The Taylors Creek Trail has the opportunity to provide an excellent recreational trail that links commercial precincts, residential areas, other regional trails and regional natural attractions.

Current status

Planned development to seal the section of the Taylors Creek Trail between Brimbank Park and the Taylors Creek linear park, as identified in Brimbank's Walking and Cycling Strategy was stopped due to a reallocation of State Government funds. Currently, this gap in the trail remains unsealed, steep and potentially dangerous.

6.3.15 Toolern Creek Trail



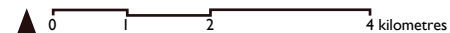
Actions

- 01 Extend Toolern Creek Trail North to Diggers Rest-Coimadai Road
- 02 Provide a bridge over Toolern Creek to connect the Trail to the Melton Botanic Gardens
- 03 Provide wayfinding and behavioural signage, including trail heads, along the Toolern Creek Trail
- 04 Provide line marking along the Toolern Creek Trail
- 05 Replace asphalt sections of the Toolern Creek Trail with concrete

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- | | | | |
|--|----------------------------------|--|---------------------------------|
| | Existing 2-3m wide concrete path | | Principal Bike Network |
| | Existing 2-3m wide asphalt path | | VicRoads Bicycle Priority Route |
| | Existing 1-2m wide asphalt path | | Waterways |
| | Proposed path | | Natural attraction |
| | Existing Regional Trail | | Town centre |
| | Proposed Regional Trail | | |



Location

The Toolern Creek Trail runs in a north-south direction through the Municipality of Melton alongside the Toolern Creek connecting residential areas with Regional Open Space along the Creek.

Trail type

The Toolern Creek Trail is a scenic creek side shared use path that passes through residential and semi-rural areas offering a unique off-road experience within Melton.

Trail qualities

The trail offers a mix of surfaces from asphalt to newly constructed concrete paths. The trail can be looked at in two sections:

- South (south of Bridge Road) - Half of the existing trail is newly constructed and is located within the Toolern Creek Regional Park
- North (north of Bridge Road) - The northern half of the trail is made of a combination of asphalt and concrete surfaces

Existing and potential linkages

Currently the Toolern Creek Trail does not provide a connection with any other trail. However the Werribee River Trail is proposed to extend north to connect to the Toolern Creek Trail which will provide a long distance trail between Werribee and Melton. Similarly, the proposed Western Freeway Trail will provide a new connection from the Toolern Creek trail allowing users a direct link from Melton to Caroline Springs and the regional trail network.

Key issues

The key issue facing the Toolern Creek Trail is the quality of the surface. Much of the trail is constructed of asphalt which is in

disrepair posing safety issues for users. Replacing the asphalt surface with a more robust material is a key priority for the trail

Current status

Melton City Council are currently in the process of upgrading the asphalt paths on the Toolern Creek Trail to concrete, where significant progress has been made. Council are even undertaking tests of different types of concrete along the trail in order to find the most economically and environmentally sustainable concrete to use on the municipality's shared trails.

Potential future of the trail

The trail is currently successful as a local trail for recreational use within Melton however with the proposed extension of the Werribee River Trail and the new Western Freeway Trail, the Toolern Creek Trail will become an integrated part of the West Trails network offering long distance recreation and commuter options.



The Toolern Creek Trail at Hannah Watts Park (photos: FFLA)

6.3.16 The Wellness Trail











Actions

- 01 Provide wayfinding signage to the length of the Wellness Trail
- 02 Eliminate the footpath section of the Wellness Trail at Mt Derrimut Road crossing the Western Freeway

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

-  Existing 2-3m wide concrete path
-  Existing 2-3m wide asphalt path
-  Existing Regional Trail
-  Proposed Regional Trail
-  Principal Bike Network
-  VicRoads Bicycle Priority Route
-  Waterways
-  Natural attraction

Location

The Wellness Trail runs alongside the Deer Park Bypass from southern Caroline Springs to Derrimut.

Trail type

Being a trail that runs alongside a highway, the trail is fairly direct and offers a commuter route from Caroline Springs to the M80 Trail.

Trail qualities

The trail is mostly constructed of asphalt which has the potential to pose issues for maintenance and surface quality, particularly for cyclists.

Existing and potential linkages

The Wellness Trail connects to the M80 Trail at its eastern end with on-road connection north into Caroline Springs. With the implementation of the proposed Western Freeway Trail, the Wellness Trail will connect to this new trail providing a strong link to Melton.

Key issues

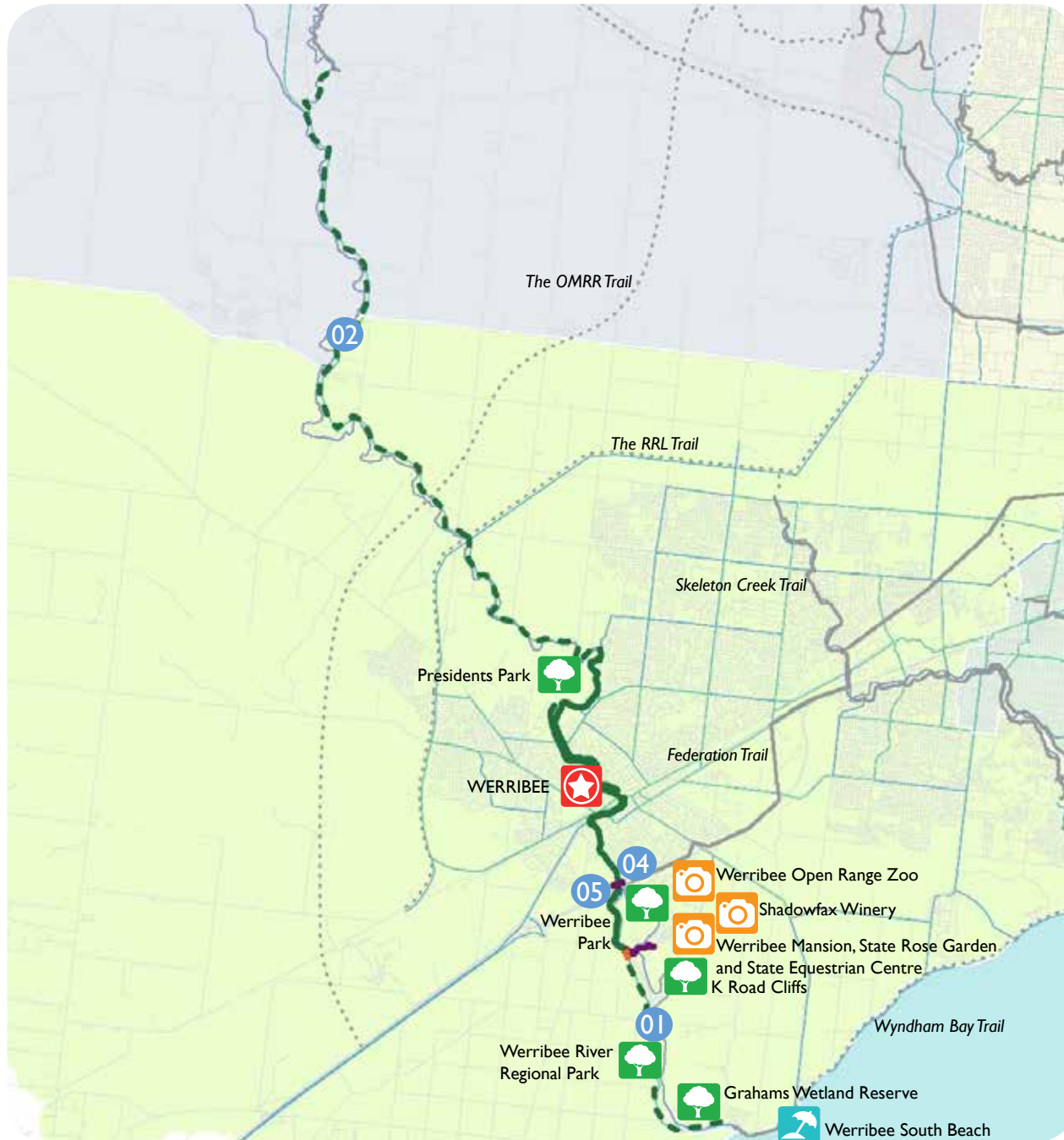
The key issue affecting this trail is the small section of footpath at Mount Derrimut Road which disrupts the continuity of the trail, particularly affecting commuter cyclists. Due to the expansive clay in the west of Melbourne, the asphalt surface may become an issue in the future.

Potential future of the trail

Improving the Wellness Trail will increase the usage, particularly as a commuter path. With the proposed additional commuter routes and improvements, the Wellness Trail will continue to form an important part the West Trails commuter network.

Current status

Bring a primarily asphalt surface on top of expansive soils, the Wellness Trail is often in a state of disrepair with large cracks. The latest works on the trail where completed in January 2014 after a heatwave that caused cracks severe enough to temporarily close the trail. This is likely to be an ongoing issue until the trail is replaced with a more robust surface.



Actions

- 01 Extend Werribee River Trail 7km south of the Princes Freeway to Werribee South on the eastern side of the river to connect with the Wyndham Bay Trail at Grahams Wetland Reserve
- 02 Extend the Werribee River Trail north of Davis Creek to Melton township
- 03 Provide wayfinding and etiquette signage along the Werribee River Trail particularly at Werribee Township, other trails and Werribee Park (Werribee Zoo and Werribee Mansion)
- 04 Construct the 80 metre gap from the Federation Trail to the bridge over the Werribee River adjacent to the Princes Freeway.
- 05 Construct the 300 metre gap on the west bank of the Werribee River from the bridge, under the Princes Freeway, to the existing trail in the Werribee River Park

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 2-3m wide concrete path
- Existing 2-3m wide boardwalk
- Existing 2-3 metre unsealed path
- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Town centre
- Natural attraction
- Beach
- Tourist attraction



Location

The Werribee River Trail runs alongside the Werribee River passing through Werribee from Werribee Park to the north of Presidents Park.

Trail type

This trail is a scenic river side trail that connects to the town centre of Werribee and surrounding residential areas as well as natural attractions and the tourism precincts at Werribee Park.

Trail qualities

The trail offers a mainly sealed concrete surface however parts of the trail runs on both sides of the river offering alternative surfaces such as gravel and boardwalk.

Existing and potential linkages

Currently the Werribee River Trail crosses between the east and west banks of the river at the Princes Freeway. While there is an existing bridge over the river at this point, there is a 300 metre gap in the trail on the west bank from the bridge, under the Princes Freeway, to the existing trail in Werribee River Park. The Federation Trail links to the Werribee River Trail on the east bank of the river however the link between the Federation Trail and the bridge to the west bank is only via an un-made path. Proposed improvements and extensions to the West Trails network would mean the trail would connect formally to the Federation Trail and that the Werribee River Trail would continue south to connect to the Wyndham Bay Trail and north to the Toolern Creek Trail.

The section of trail between Eynesbury Township and the southern end of the existing Toolern Creek trail would provide a safe cycle route between Eynesbury and Melton Township.

Key issues

Funding is a key issue affecting the Werribee River Trail as the extensions proposed to the trail are of a significant length resulting in considerable costs. Only the areas within the residential development have funding commitments through developer contributions and developer works. The sections within the proposed regional parklands and outside the urban growth boundary require funding.

The trail alignment between the growth boundaries of Melton and Wyndham outside the Grassland National Parks may require land acquisition to enable a continuous trail.

The made section of the trail on the west bank and under the Princes Freeway at the Federation Trail is also a key issue affecting the trail. There is a significant gap in the existing Werribee River Trail.

Current status

In November 2013 the underpass under the Geelong railway line bridge, was completed, closing a significant gap within the existing Werribee River Trail. Precinct Structure Plans and future developer contributions and works will ensure that the trail will be extended north to Melton and South to Port Phillip Bay.

Although the trail appears on some relevant PSP's, the majority of the trail will be delivered by Parks Victoria (within the Werribee Township Regional Park and Werribee River Park), and Council (north of the RRL to Melton). There will be some minor developer contribution, when landform dictates that the trail cannot be within the encumbered land and has to be located on developers land.

The *Werribee River Shared Trail Strategy* (2013) document investigated the alignment and design of the trail, including preliminary costings.

Potential future of the trail

With the proposed extension of the Federation Trail the Werribee River Trail will have a direct connection towards the inner city. The extension of the Werribee River Trail will provide increased recreational options and loops including long distance trail options.

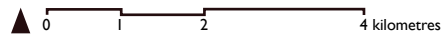


Actions

01 Construct an off-road shared trail along the Western Freeway from Melton to Caroline Springs

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

- Legend**
- Proposed path
 - Existing Regional Trail
 - Proposed Regional Trail
 - Principal Bike Network
 - VicRoads Bicycle Priority Route
 - Waterways
 - ★ Town centre
 - 🌳 Natural attraction



Location

The proposed off-road Western Freeway Trail runs adjacent to the Western Freeway from Melton to Caroline Springs.

Trail type

The shared off-road trail will provide a direct link from Melton Township to Caroline Springs connecting to a number of other regional trails within the network. Due to the direct nature of the trail, it will offer an excellent commuter cycling corridor towards the more urban areas of the Western Metropolitan Region.

The Melton Rail Corridor (approximate location identified on the plan) runs almost parallel to the Western Freeway. Like the Western Freeway, the rail corridor also presents opportunities for shared trail construction associated with other infrastructure works. There is the potential for some or all of this route to be located within the rail corridor instead of on along the Western Freeway depending upon opportunities that arise. The Melton Rail Corridor has also been identified as an 'additional trail opportunity' in figure 6.5, noting that having two regional trails located so close together in this vicinity is not a high priority.

Existing and potential linkages

The proposed trail will connect with the Toolern Creek Trail at its western end before connecting with the proposed OMRR Trail near Rockbank and the Wellness Trail at its eastern end. The proposed extension of the Kororoit Creek Trail runs within close proximity of the Western Freeway Trail and can be accessed by the OMRR Trail and on-road connections.

The trail could create the first trail link to Metropolitan Melbourne for the residents of Melton Township, including links to other population centres in the west and via other regional trails all the way to central Melbourne.

Key issues

Due to the length of the trail (approximately 16kms), funding could be a significant issue in implementing this proposed trail. The trail works would most likely be achieved as a part of any future upgrade of the Western Freeway. There are also a number of major intersections along the proposed alignment where implementing well-integrated crossings could pose a potential issue. Negotiations between additional stakeholders in regards to design, funding and construction of the path also have the potential to slow the progress on the implementation.

Current status

The Western Freeway is one of Victoria's busiest rural highways and is expected to see an increase in usage in the future. With this change of demand, there are long-term plans to upgrade the highway to improve safety and meet the future needs of the road users. This upgrade presents the opportunity for trail construction to be completed alongside any highway improvement works.

Potential future of the trail

The Western Freeway Trail has the potential to provide a significant and direct link from Melton to Caroline Springs via Rockbank, linking these outer western growth areas with the inner urban suburbs and onto the CBD. The trail will create a direct connection, appealing most likely to commuters, from the Toolern Creek Trail to the Wellness Trail.

6.3.19 Wyndham Bay Trail



Actions

- 01 New length of trail (14km) from Wyndham Bay Trail, Werribee South, to connect to Coastal Trail in Hobsons Bay
- 02 Provide directional and etiquette signage along the Wyndham Bay Trail
- 03 Upgrade existing path to Regional Trail width and standard

Refer to trail improvement projects schedule (Appendix B) for additional details about individual actions

Legend

- Existing 1-2m wide concrete path
- Proposed path
- Existing Regional Trail
- Proposed Regional Trail
- Principal Bike Network
- VicRoads Bicycle Priority Route
- Waterways
- Natural attraction
- Beach
- Tourist attraction

NOTE: The proposed extension of the Wyndham Bay Trail may require an alternative route.

Location

The Wyndham Bay Trail starts in Werribee South at the mouth of the Werribee River and continues along the coast of Port Phillip Bay with a proposed extension to Skeleton Creek in Hobsons Bay. This is the last leg of Melbourne's iconic Bay Trail which starts at point Nepean on the south-east side of the Bay, encompassing the Coastal Trail and finishing in Werribee South.

Trail type

The trail is a scenic bay side trail offering access to the Werribee South beach, extensive parkland and wetlands of international importance.

Trail qualities

The trail is a 1-2 metre wide newly constructed concrete path.

Existing and potential linkages

Currently the Wyndham Bay Trail does not connect with any other regional trails however the trail is proposed to extend east along the coast line to connect to the Coastal Trail and the Skeleton Creek Trail. The Werribee River Trail is proposed to extend south which will connect to the Wyndham Bay Trail.

Key issues

Funding will be a key issue to affect the Wyndham Bay Trail. The trail is currently constructed in a short section but is proposed to extend 14km east towards Hobsons Bay. The considerable length of new trail and limited available and suitable public land to complete the extension will have significant cost implications. Land development in the vicinity could assist in delivering some of the proposed trail. Land ownership around the proposed extension could also pose an issue potentially resulting in an alternative route around the RAAF base.

Potential future of the trail

With the proposed extensions of the trail and the Werribee River Trail, the Wyndham Bay Trail has the potential to be a part of an iconic trail that will extend along the coastline all the way to Werribee South and offering connections north to Werribee and into Melton. The trail will provide numerous recreational opportunities for long distance cycling as well as a range of loop options.

Current status

As discussed, the final alignment of the proposed extension east to the Coastal Trail has not been confirmed. Discussions between Wyndham City Council and the RAAF at Point Cook, as to whether the trail will continue along the coastline or require an alternate route around the RAAF base, are ongoing.

6.4 Regional trails prioritisation

Individual trail improvement projects have been identified as a part of this chapter, and these are assessed against criteria and prioritised as a part of the Action Plan (refer to chapter 10). This section deals with the prioritisation of the overall trails, rather than the individual trail improvement projects.

Which are Western Metropolitan Melbourne's most important regional trails?

It should be noted that the vision for this project is the achievement of a *network* of regional trails. The quality of a network will suffer if it contains weak links. Any concentration of resources in one area at the expense of others could be detrimental to the network as a whole.

6.4.1 Trail assessment criteria

In order to prioritise the regional trails, a set of criteria has been established. There are many ways in which the relative importance of different regional trails can be measured. The criteria have been designed to assess the trails against selected measures in order to gain a score used to rank the trails in order of priority. A weighting system has also been established to allow those criteria that best address the priorities of the project and community (as established in chapter 5), to be given greater weight. For instance, feedback from the community showed a strong preference for an integrated and connected network.

In all cases, the trails have been assessed based upon their ultimate form, including both the existing trail and proposed future sections of trail (ie. both the solid and dashed lines

shown on the trail plans in this chapter). This method was adopted based upon the rationale that it is possible that Western Metropolitan Melbourne's most important regional trail is yet to be constructed.

The five criteria and the relative weighting used are as follows:

1. **Contribution to an integrated network (20%)**
For this criteria, a score has been assigned to each trail based upon the number of intersections with other regional trails. Higher numbers of connections increase the ability for users to use the trails to travel across the entire region, and to use trail circuits for recreation and tourism activities.
2. **Contribution to connectedness (20%)**
This criteria relates to the way the trail interacts with key destinations, such as commercial centres, civic services, transport hubs and tourism destinations. A score has been assigned to each trail based upon the quantity and proximity of key destinations it passes. A trail that passes close to numerous destinations is more likely to form a part of the day to day active transport of residents in the vicinity.
3. **Uniqueness & potential economic benefits (20%)**
This criteria assigns a score to each trail based upon their 'selling points' and marketability. This is strongly related to the potential economic benefits to the community of a trail, particularly relating to the potential for attracting tourism and recreational use that can support commercial activity.

4. Encouraging use by spatial location (20%)

This criteria provides a score for each trail based upon the proximity of the trail to population centres and transport hubs. Trails that are easily accessed by the population are more likely to be used on a day to day basis.

5. Existing levels of use (20%)

While it is possible that the most important regional trail in the region is yet to be built, it is also true that there is great value in having a solid base of existing trail users. Established trails have the ability to demonstrate the potential of the trail network, and in doing so create strong arguments for funding and prioritisation of regional trail construction. This ability makes them very important assets to the region.

The existing levels of use score for all of the trails is based upon the outcomes of the questionnaire undertaken as a part of this project, the results of which can be seen in chapter 5, figure 5.6.

6.4.2 Regional trail ranking

The following table shows the regional trails of Western Metropolitan Melbourne, ranked from highest to lowest and includes the scores provided for each criteria.

Ranking of Western Metropolitan Melbourne's regional trails by importance

Ranking	Trail	Contribution to an integrated network		Contribution to connectedness	Uniqueness and potential economic benefits	Encouraging use by spatial location	Existing levels of use	Total Score
		Number of intersections with other regional trails**		Score based on the way the trail interacts with key destinations	Score relates to 'selling points' and marketability of the trail	Score based upon the proximity of the trail to population centres and transport hubs	Score based upon the outcomes of questionnaire (See figure 5.6)	Out of a total possible 25 points
		Number of intersections	Score					
1	Maribryngong River Trail	5	4	5	5	5	5	24
2	The Coastal Trail	6	4	5	5	4	5	23
3	Werribee River Trail	5	4	5	5	3	3	20
4	Moonee Ponds Creek Trail	3**	3	4	3	5	4	19
5	Kororoit Creek Trail	5	4	4	4	3	4	19
6	Federation Trail	6	4	3	1	3	5	16
7	Steele Creek Trail	2	2	4	4	4	2	16
8	The Regional Rail Link Trail	8	5	3	2	5	1*	15*
9	Skeleton Creek Trail	3	3	2	3	3	4	15
10	Sydenham Rail Trail	3	3	4	3	5	1*	15*
11	The M80 Trail	7	5	2	1	2	3	13
12	Stony Creek Trail	3	3	2	3	3	2	13
13	Wyndham Bay Trail	2	2	3	5	2	1	13
14	Laverton Creek Trail	2	2	2	3	2	3	12
15	Taylors Creek Trail	2	2	3	3	3	1	12
16	Toolern Creek Trail	2	2	3	4	2	1	12
17	The Wellness Trail	3	3	1	2	2	2	10
18	Western Freeway Trail	3	3	3	2	1	0*	9*
19	The Outer Metropolitan Ring Road Trail	2	2	2	1	1	0*	6*

*Trail largely incomplete or non-existent at time questionnaire was undertaken ** Including regional trails outside Western Metropolitan Melbourne

6.5 Additional regional trail opportunities

This chapter has identified the existing regional trails of Western Metropolitan Melbourne, and trails that have not yet been constructed but have been identified in strategic documents for potential future construction. This section identifies other potential additional trail opportunities worthy of further investigation. These opportunities have been identified in the following ways:

- Ideas for trails identified by the community and other stakeholders during the consultation phases of this study.
- Areas not well serviced by regional trails, identified as a part of the trail mapping undertaken as a part of this project.

6.5.1 Regional trail distribution

To determine which areas are not well served by regional trails, a study of the distribution of existing and proposed regional trails was undertaken, as summarised in figure 6.4. This figure maps the existing and proposed regional trails of Western Metropolitan Melbourne and highlights an area one kilometre each side of these. All of the areas not highlighted are therefore more than one kilometre away from either an existing or proposed regional trail.

Many of these underserved areas identified by figure 6.4 have relatively low population densities (eg. industrial and rural land). There are also some smaller settlements toward the edge of the study area that are not well serviced by regional trails, that because of their location and relative size might be

better served by local trails linking them to the regional trail network. These have been located on figure 6.4, and include Diggers Rest, Eynesbury and Melton West.

There were also five key population centres identified through this mapping process that were not well serviced by existing or proposed regional trails (listed here from largest to smallest area);

- Hoppers Crossing
- Taylors Hill
- Point Cook
- Newport
- Essendon North

In many cases, these areas may include good local trail networks that lessen the need for regional trails. But consideration should be given to upgrading existing trails or establishing new trails within these areas to benefit the coverage of the regional trail network.

6.5.2 Other regional trail opportunities

The other additional regional trail opportunities are identified in figure 6.5. The opportunities shown in this figure can be broken down into three broad subheadings.

Opportunities associated with infrastructure

Regional trails are often delivered with other infrastructure projects, such as freeway and rail construction. While there can be issues with trails delivered in this way (including trails not necessarily being built in the best strategic locations, and the amenity compromises associated with the visual and noise impact of this kind of infrastructure), the potential these projects offer for rapid trail expansion cannot be ignored.

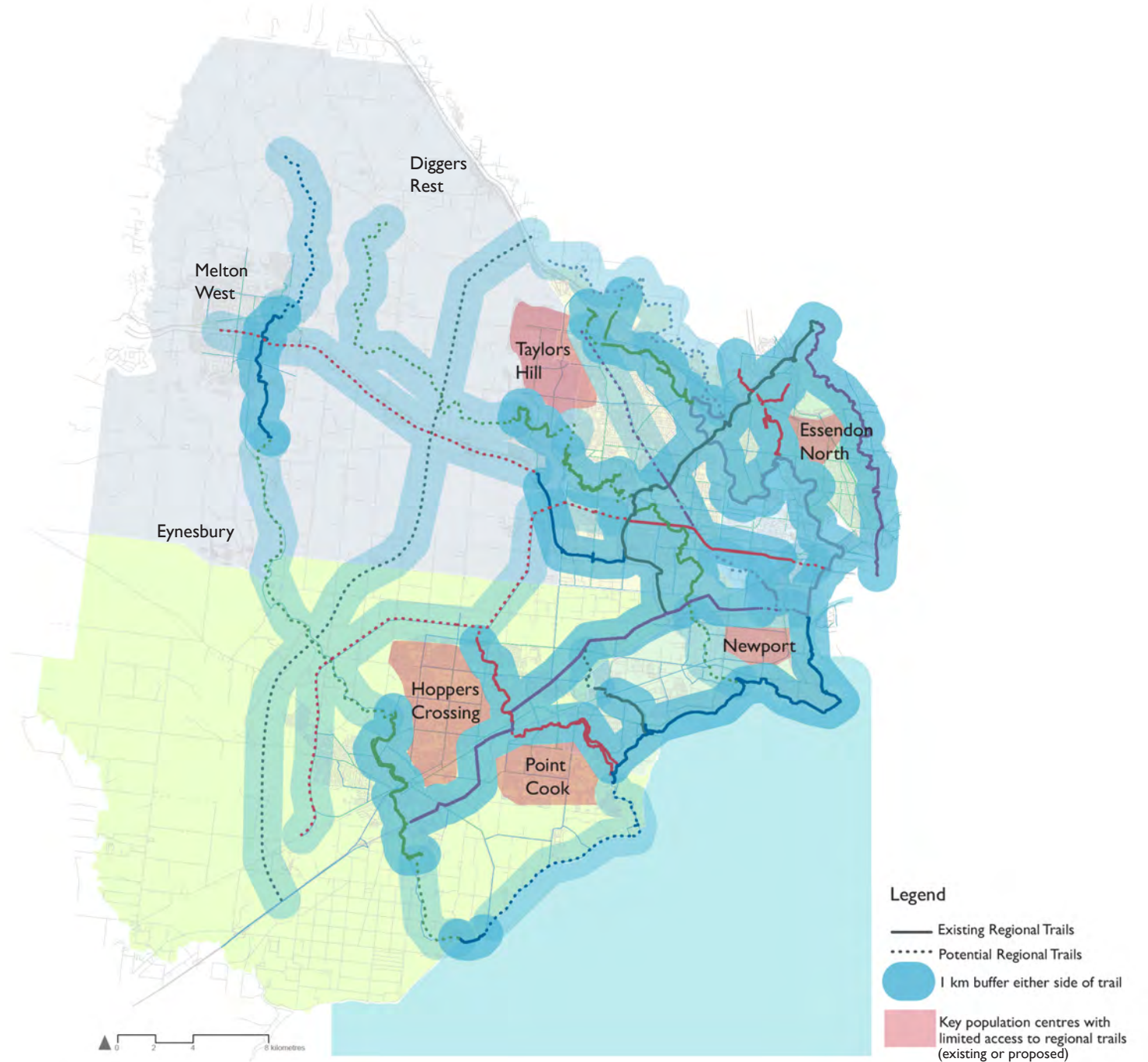


Figure 6.4
Proximity to regional trails in Western Metropolitan Melbourne. Blue shading shows areas within one kilometre of an existing regional trail (dark blue) or proposed regional trail (light blue).

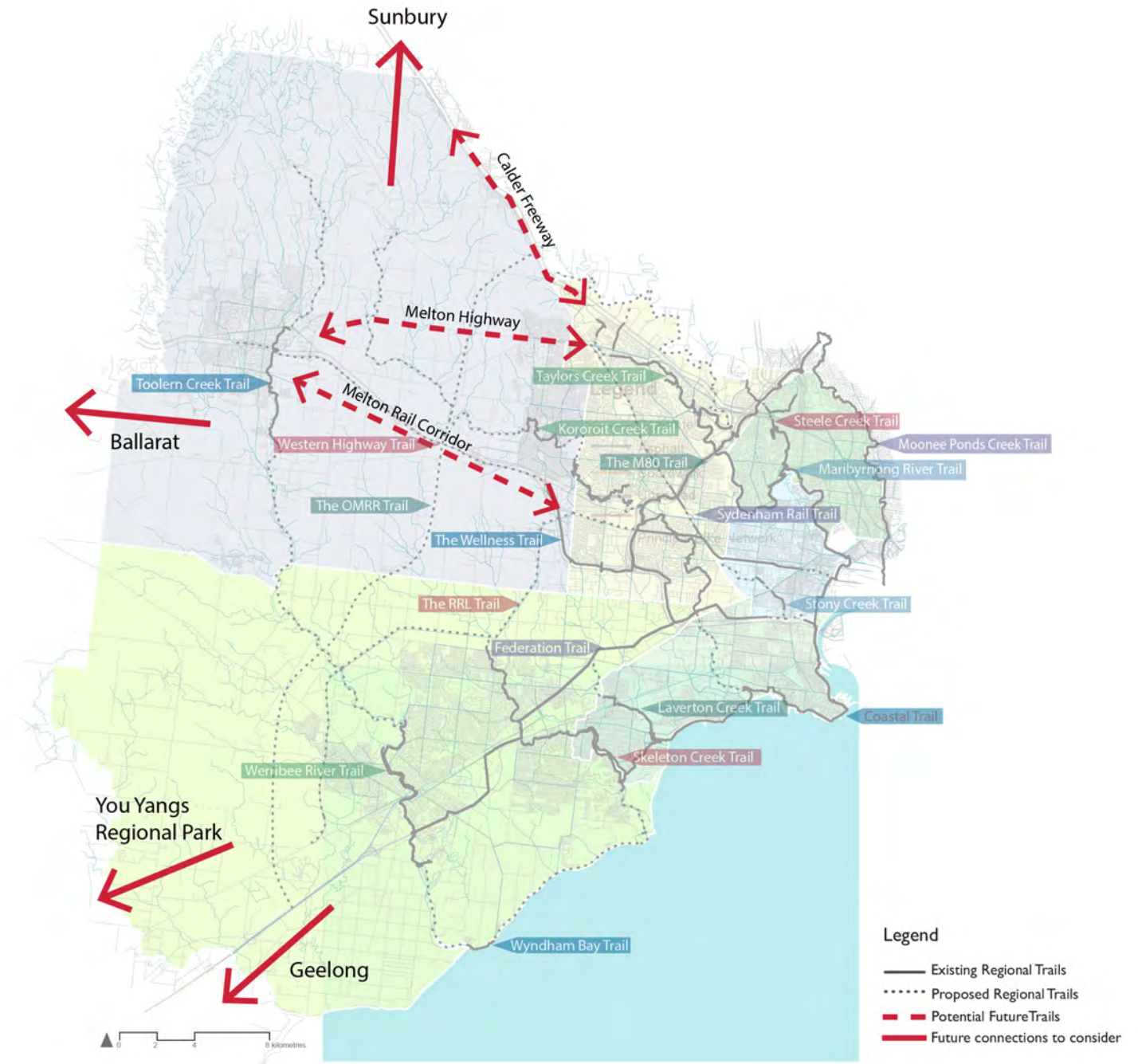


Figure 6.5
Additional regional trail opportunities in Western Metropolitan Melbourne

The following opportunities have been identified where trail construction might be able to be delivered with future infrastructure upgrades.

- Melton Highway
- Melton Rail Corridor (noting the proximity of this corridor to the Western Freeway Trail, covered under section 6.3.18)
- Calder Freeway

Connections to regional Victoria

The regional trail network offers the opportunity to extend beyond the metropolitan area, and create links to rural and regional areas beyond. This includes the opportunity to link to settlements and attractions beyond the to rural/regional trails, including:

- Geelong
- Ballarat
- Sunbury
- You Yangs Regional Park

Opportunities associated with existing gaps in provision

Figure 6.4 identifies key population areas that are further than one kilometre from an existing or proposed regional trail. While many of these areas may be well-served by local trails, there is the opportunity to explore opportunities for regional trail provision in these areas.

The mapping of the regional trail network also identifies some areas where connections are indirect or circuitous. While this is not an issue for some trail users, those using the regional

trail network for transport and commuting may be discouraged from using the network because of these gaps. The indirect routes identified are:

- Newport – the regional trail at this point follows the coastline of Point Gellibrand, which is a significant detour for users heading toward the city. While on-road routes exist as short cuts, there is the opportunity to explore a regional trail in this area.
- Between the Moonee Ponds Creek and Maribyrnong Rivers – both the Moonee Ponds Creek and the Maribyrnong River are important regional trails running roughly parallel in their lower reaches, but there is no regional trail connection between them.

6.5.3 Metropolitan Melbourne connections

The connectedness of the regional trail network is a key focus of this report, and emerged as a key issue in community engagement undertaken as a part of this project. This desire for connectedness does not stop at the boundaries of the Western Metropolitan Melbourne study area. There are significant benefits to the regional trail network in Western Metropolitan Melbourne from having strong links to external trails. Many trail users already use these trail connections (particularly commuters travelling to and from central Melbourne).

Cooperation with LGAs outside the study area to achieve external trail links are strongly encouraged, along with an active engagement in state-wide trail planning.

7 . T R A I L I N F R A S T R U C T U R E

7.1 Existing infrastructure

The material of construction, width and quality of trail surfaces play an important part in the user experience of a trail network, and have the ability to encourage or inhibit the use of trails by certain user groups. For instance, rough surfaces will discourage some bicycle users and narrow shared paths can discourage pedestrian use due to safety concerns relating to sharing a path of inadequate width with cyclists.

Beyond the trail surface itself, there is a wide variety of supporting infrastructure that also plays an important role in the day to day functioning of trails. Directional signs, lights, seats and drinking fountains can all play a large part in the function and usability of trails.

These factors are relevant to all paths and trails, but there are different requirements and expectations relating to infrastructure provided for local compared to designated regional trails. This chapter looks at the existing trail infrastructure provision and the establishment of agreed standards and guidelines for regional trail provision in Western Metropolitan Melbourne.

7.1.1 Trail surfaces

The material of construction and width of a trail play a significant role in providing a quality trail that services a range of users and activities. The regional trail network is made up of a number of surface types and qualities.

Trail Materials

There are three common choices for trail construction materials: compacted gravel, asphalt/bitumen, and concrete. Other specialist surfaces, such as boardwalks are generally used sparingly to deal with specific circumstances, and in some cases trails are informal tracks, not yet surfaced in any way.

The material of trail construction was recorded for all existing regional trails within the study area as a part of the audit of the existing network. The audit showed that the majority of the existing network is constructed from concrete (refer to figure 7.1 and 7.2) and over 90% comprises a sealed trail surface of either concrete and asphalt. Unsealed compacted gravel surfaces make up only 6.5% of the existing network.

There are arguments for and against the use of the three most common path material types.

Compacted gravel

Compacted gravel surfaces comprise crushed rock material that can be compacted to form a trafficable surface. The quality of the surface created is highly variable, depending upon the site preparation, the type of material used, the depth of the road base, the quality of the installation and its location in relation to high velocity water during flood events.

The positive features of this material type include a relatively natural appearance, and the significantly lower cost of construction compared to sealed pavements. The surface also has a lower impact on human joints when the user is running, jogging or long distance walking than harder surfaces such as concrete. The negative aspects of this material type include a higher ongoing maintenance cost, due to issues such as washout (when water runs over the surface and washes parts of the surface away) and rutting (when the surface gets soft when wet, allowing tyres or feet to leave depressions). The maintenance of edges can also be a problem. Where timber edges are used to create a clean edge they can be easily damaged by maintenance or other vehicles. The loose surface material typical of this paving type also makes the surfaces less suited to bicycles with narrow tyres designed for on-road use.



Bitumen/asphalt

While asphalt is a relatively common material choice for shared trails, its use in Western Metropolitan Melbourne can be problematic due to the highly reactive soils found in much of the area. These soils expand and contract more than stable soils, and the somewhat flexible asphalt material becomes cracked and falls into disrepair, thus a deeper road base is required in these soils if Asphalt is used. Asphalt paths are also quite prone, even in areas with stable soil types, to damage caused by tree roots lifting pavements. On the positive side, asphalt is a cheaper sealed pavement surface than concrete.

Concrete

Concrete paths are not flexible, and so are not as readily damaged by soil movements or roots (but can be lifted by roots creating trip hazards). But the durability of concrete paths come at a cost. For each square metre of concrete path installed (costing around \$70 per square metre), you could install twice as much asphalt path (at around \$35 per square metre) and around 4 times as much compacted gravel path (\$15-\$20 per square metre). As previously mentioned the impact on joints of runners is higher. As a consequence in some areas a “goat track” will form adjacent to the sealed path as a result of some users going off path.



Left:
A section of asphalt path on the Toolern Creek Trail at Hannah Watts Park in Melton.

Right:
Concrete path along the Kororoit Creek Trail near Buckingham Reserve in Sunshine West.

Material cost comparisons are often made in the planning stages of trail construction projects. Within available budgets, the full length of a trail may only be able to be delivered if compromises are made on materials. Is it better to have a trail with a lower grade surface or no trail at all? The answer to this question lies in the ability and willingness of the authority charged with the ongoing maintenance of the surface to put resources toward repair and replacement over time. Trail funding is limited, and political and community pressures will often favour the prioritisation of new trails rather than fixing or upgrading existing ones. The maintenance burden associated with damaged paths can also limit the resources available for capital works associated with trail network expansion.

Conclusion

The approach strongly favoured by local government authorities in Western Metropolitan Melbourne who have experience with the cost versus durability trade-off is to prioritise durability. Concrete paths are the preferred trail construction material for all of the local government authorities in Western Metropolitan Melbourne, as shown in figure 7.4.



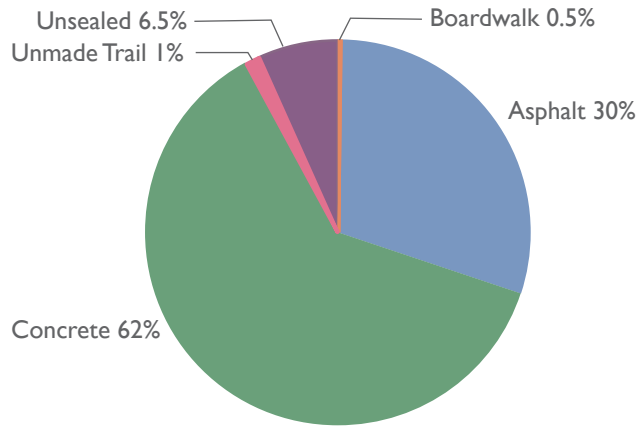


Figure 7.1
Relative quantities of existing regional trail surface materials in Western Metropolitan Melbourne

62%
of all existing regional trails are concrete

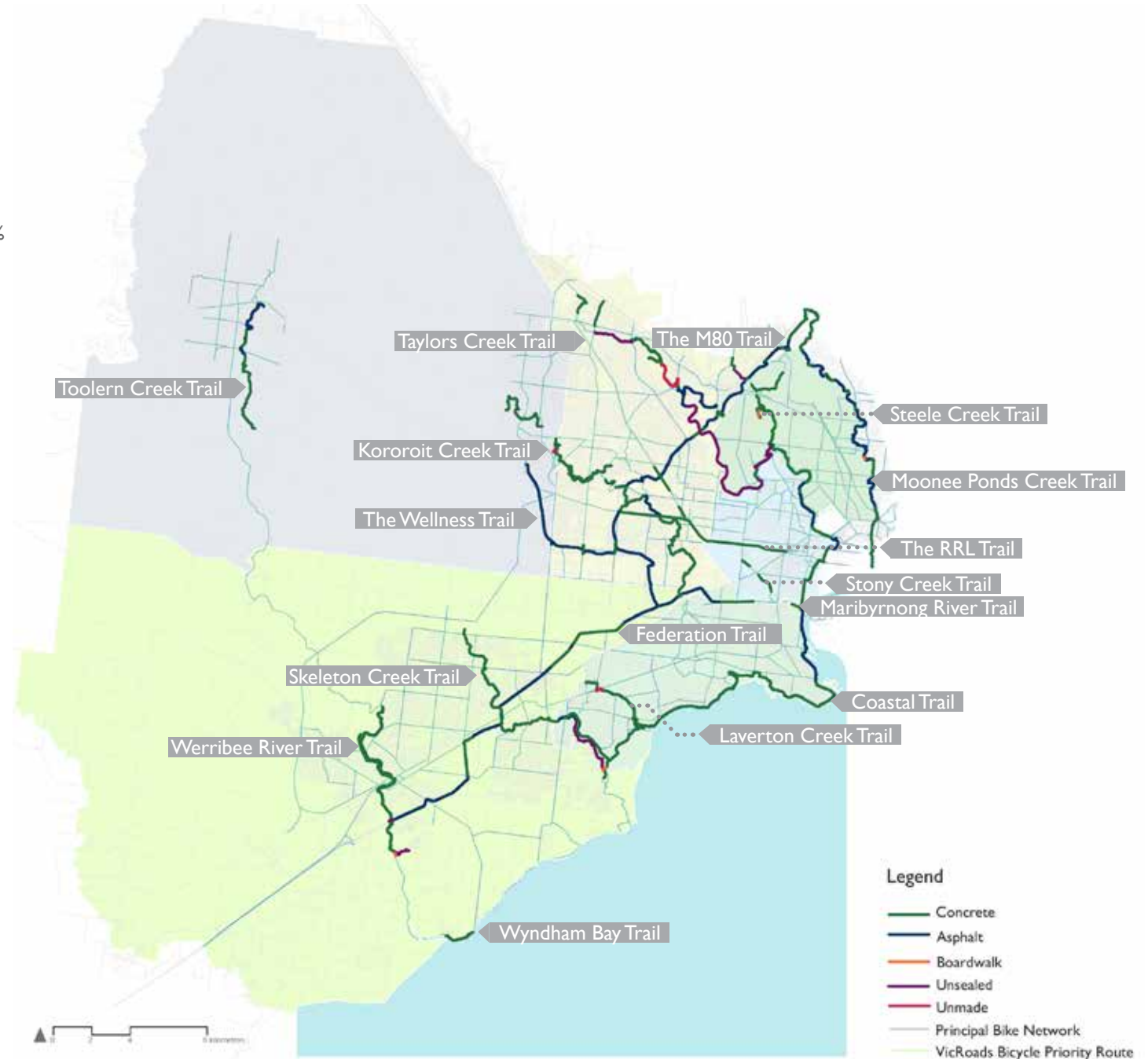


Figure 7.2
Map showing existing regional trail surface materials in Western Metropolitan Melbourne

The majority of new trails built by local government authorities are built in concrete. The asphalt paths that exist in the regional trail network are those that were installed a long time ago, and those that have been delivered by others. It is interesting to note that the two major regional trails that were delivered associated with road projects (the M80 Trail and the Wellness Trail) are both predominantly asphalt for cost-saving reasons.

As shown in figure 7.6, concrete is the recommended standard for all regional trail construction within Western Metropolitan Melbourne. The key reasons for this are summarised as follows:

- The soils in much of Western Metropolitan Melbourne are highly reactive, reducing the life span and/or increasing maintenance associated with flexible sealed pavements such as bitumen/asphalt.
- Compacted gravel pavements are vulnerable to rutting and erosion, requiring increased maintenance costs.
- For pavement types where LGA experience has shown that deterioration is likely, the management of the duty of care responsibilities associated with these surfaces becomes more important (due to their deterioration being reasonably foreseeable).
- Compacted gravel paths actively discourage some user groups (eg. many cyclists will avoid an unsealed trail, and they are normally not suitable for use by small-wheeled modes such as scooters), thereby working against the definition of a regional trail established in chapter 3 (specifically, that they have the ability to accommodate multiple usage modes/types)
- Concrete is the most popular surface material within the current network of regional trails in Western Metropolitan Melbourne, and therefore forms a part of the character of regional trails in the region.

Trail width

The width of trail surfaces plays an important part in the quality of the trail and its suitability for a range of users and uses. Trail widths have a strong impact upon levels of use able to be accommodated and levels of safety (and perceived safety).

The majority of the existing regional trails in the study area are between 2 and 3 metres wide (as mapped in figure 7.3). Relevant trail guidelines and standards relating to width (see figure 7.4) recommend trail widths no less than 2.5 metres, and up to 4 metres.

It makes sense that wider paths will be able to accommodate more users. However, the normal experience of trail use is that people expect to have space around them when using trails, and need to due to the different speeds of different users. Unlike freeways, where vehicles travel in close proximity over multiple lanes during peak times, this kind of congestion on trails would discourage many users who would find alternative destinations or routes. Users travelling in different directions need to be able to pass each other comfortably, and faster trail users need to be able to safely pass slower users travelling in the same direction.

Trail width in most cases needs to be designed with safety and perceived safety as a key determinant. The key issue to be addressed relates to conflict between different user groups. The key conflicts are:

- Faster moving trail users passing slower moving trail users travelling in the same direction. Typically this involved cyclists passing walkers. Narrow paths can force the faster users to pass too close. While warning (by bell or voice) is best practice to avoid this issue even on wide paths, the common use of headphones and mobile telephones among slower moving users or users with degraded hearing can make this difficult.

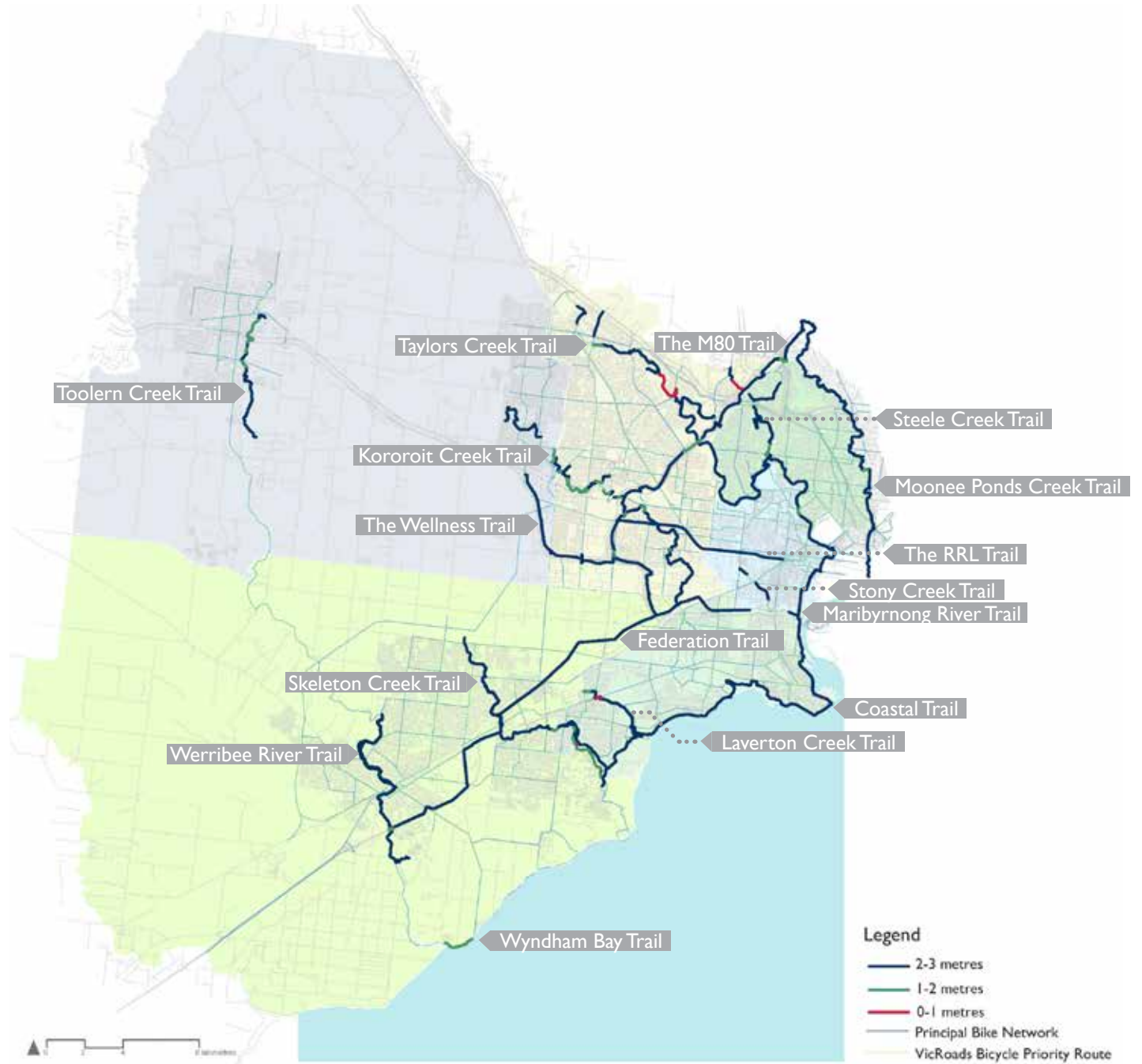


Figure 7.3
 Map showing existing regional trail surface widths in Western Metropolitan Melbourne

	Brimbank	Hobsons Bay	Maribyrnong	Melton	Moonee Valley	Wyndham	Melbourne Water	Melbourne Water Maintenance Path Requirements	AustRoads	Parks Victoria
Width	min, 2.5 metres	2.5-4 metres	2.5-3 metres	3 metres	3 metres (or segregated paths)	2.5-3 metres	2.5 metres	3 metres	2.5-4 metres (3.5 for recreational paths)	
Gradient	5%	3-5%		5% (max 7%)		<=5% (where possible)			3-5%	
Curve		25 metre radius (10 metre min.)							min. 10 metre radius	
Clearance		0.5 metres either side of path		0.5 metres either side of path		0.6 metres minimum, 1 metre preference	Adequate buffer from waterway to protect environmental values		0.4-1.0 metre	
Surface material	Concrete with saw cuts only, not ruled joints.	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete (recommended) gravel around water mains	SL 82 mesh or 85/90 bar chairs reinforced concrete (on 50mm compacted class 3 crushed rock and saw cuts every 3 metres)		Parks Victoria supports the use of all surfaces depending on the experience which is being created and the dynamics of the site it is to be located in
Surface depth	150mm (200mm for vehicular crossovers)					125-200mm		200mm		
Flood level				Above 1 in 10 year flood level			Above 1 in 10 year flood level (Crossings to be above 1:100 flood level)			
Weight loading	vehicular grade (4 tonne)	vehicular grade	vehicular grade		vehicular grade (6 tonne vehicle)	40 tonne	vehicular grade (35-40 tonne)	25 MPa	vehicular grade	
Surface colour	Colour coded for vehicular crossovers	Yellow pigment				Standard grey	Paths to be colour coded to indicate load capacity			
Other		Segregated paths to be considered in areas of high use	Use of boardwalk surface along areas of environmental significance					Connolly key or corked expansion joints every 12 metres and 2m ² top soil per linear metre of path		

Figure 7.4
Existing stakeholder trail design guidelines

- Erratic movements by users. Dogs on leads and children, in particular, are often not aware of the dangers of unpredictable movements on trails, and do not necessarily respond to audible warnings. They can therefore create safety issues for other users passing in either direction.

Where very wide paths are being considered, the preferable option may be to have separated pedestrian and cycle paths, which will be likely to better address the safety and perceived safety issues than overly wide shared paths.

Like path material selection, path width also directly influences path installation cost. A 4 metre wide path is going to cost about twice as much to install as a 2 metre wide path. While additional width can be retrofitted at a later date, for concrete paths this will mean joints located centrally on the path, and an increased risk of structural failure.

Regional trails need to be designed for success. The building of narrow trails because of a low perceived demand will discourage some users and has the potential to become a self-fulfilling prophecy.

Conclusion

As noted in figure 7.6, the recommended standard for regional trail widths in Western Metropolitan Melbourne is 3 metres wide. In special circumstances both wider and narrower regional trails are allowed for:

- In special circumstances where physical constraints prevent greater width, a minimum of 2.5 metres wide is acceptable.
- Where high trails usage levels or where conflict between user types is a recognised and persistent issue, segregated paths should be considered instead of trails wider than the 3 metre standard.

The 3 metre width does not eliminate potential conflict between users entirely, but does provide a generous width for

most levels of courteous use. This width provides ample room for passing (for both people travelling in the same and opposite directions) leaving a gap of a metre or more. This helps to support the use of regional trails by a wide range of users, who may not feel as safe on a narrower path.

Line marking

Line marking on regional trails is primarily used to assist in communicating to users the need to share the trail with other users. Central line marking, for instance, draws attention to the likelihood of encountering trails users travelling in the opposite direction and gives users spatial markers for managing this potential conflict. Line marking is also commonly used at intersections to communicate who has the right of way.



The Maribyrnong River Trail includes sections of compacted gravel paving surfaces north of Canning Reserve in Avondale Heights (pictured above).

Line marking currently exists on many of the more heavily-used sections regional trail, where the need to communicate the need to share the trail is greatest. With regional trails being at the top of the shared trail hierarchy, line marking is likely to be appropriate for most trails over time as usage of the trails grow as the network improves.

On-path line-marking indicating that paths are shared (ie. the bicycle and pedestrian symbols) should also be installed at key trail entry points and intersections, using standard linemarking as defined in the Australian Standard AS1742:2000 (*Manual of uniform traffic control devices - Bicycle facilities*).

Terminal treatments/trail traffic control measures

Terminal treatments refer to elements added to off-road trails at points such as road crossings that are intended to both restrict access by unauthorised vehicles, and to make trail users aware of the crossing so that they can exercise appropriate caution. In some cases other traffic control measures are used on trails to slow users, particularly cyclists.

The regional trails defined within this study are intended to cater for a wide range of users, and therefore any terminal treatments and traffic control measures used need to consider the full range of users. While bollards located centrally within paths may be appropriate for pedestrian paths, they pose a hazard for cyclists. Likewise, gates or tight ‘chicanes’ (elements that force users to zig zag through an arrangement of barriers) create significant obstacles to use of the trails by cyclists, wheelchairs and people with prams.

The October 2015 Vicroads supplement to the Australian Standard AS1742:2000 (*Manual of uniform traffic control devices - Bicycle facilities*) includes details regarding preferred terminal treatments, which include separate entry and exit points

separated by landscaping, and ‘U’ rails. These two treatments are the preferred treatment for regional trails where there is a need to restrict access or slow cyclists at an intersection.

7.1.2 Trail signage

Signage plays a significant role in the experience of trails, whether it be behavioural, wayfinding or interpretive signage.

Behavioural

Behavioural signage along trails is designed to direct user behaviour in order to reduce user conflicts and to ensure comfort for all users. Key examples include;

- notification that paths are shared, which may also include directions regarding shared trail etiquette, such as warning other trail users prior to passing, keeping left, and keeping dogs on leads.
- directions to slow down due to trail conditions ahead, such as an intersection.
- notification of potential hazards ahead, including dog off-lead areas and playgrounds.
- Dividing lines on sealed paths can improve trail etiquette and reduce conflict

Behavioural signs are relatively scarce on the regional trails of Western Metropolitan Melbourne, and do not currently consistently provide the kind of directions and notifications to users that would be ideal. It is recommended that behavioural signage be considered as an integrated part of the standard signage suite recommended for wayfinding signs.

Wayfinding

Wayfinding signage is designed to assist users in finding their way around the trail network and to reach destinations. This includes destinations along the trail, surrounding destinations and connections to other trails.



Signs on regional trails in Western Metropolitan Melbourne currently exist for different purposes (including behavioural and wayfinding signs) and in many forms (from pavement markings, through to custom sign types developed for specific trails). A standard suite of signs is proposed to be developed.

These signs often also incorporate branding, either relating to the trail itself, or to the authority responsible for the trail. In addition to assisting in the marketing of trails, branding can also help users orient themselves (eg. ‘I know I’ve just joined the Federation Trail because of the branded signs’) and a consistent visual style can assist in navigation (eg. ‘I can tell I need to go that way, because that sign looks like the other signs I’ve been following’).

Interpretive

In general interpretive signs (which provide information and stories about the nature, culture or history of an area or site) are not a focus of this study. Like playgrounds and public art, they can add value to the user experience, but are not a core part of the trail function. One exception to this is the opportunity to incorporate cultural interpretive material into a wayfinding format. Melbourne Water, for instance, encourages the inclusion of interpretive signage regarding Aboriginal Heritage such as ‘You are now entering/leaving Wurundjeri Country’. Where such signs are considered, they should be developed in collaboration with the relevant Registered Aboriginal Party (RAP).

Sign types and styles

On the existing regional trails within Western Metropolitan Melbourne there is a wide variety of sign types and styles. Many of the existing signs reflect a relatively ad-hoc approach to sign provision. Consistent signage of a particular style has often been installed at the time of trail construction, and then additional signs of different styles installed over time in response to particular needs and as funding has allowed.

A standard signage suite

It is proposed that a standard suite of directional signs be developed for regional trails in Western Metropolitan Melbourne, and that these be used on all new regional trail construction projects and gradually replace signs on existing trails. The benefits of standard signs include:

- **Consistent quality** - a standard suite of signs sets a minimum quality, both aesthetically and in terms of the way information is being communicated.
- **Ease of maintenance** - a standard suite of signs streamlines repair and replacement of signs.
- **Marketing** - a standard suite of signage allows for some branding and visual identity of regional trails in Western Metropolitan Melbourne, which is recommended in chapter 9 relating to marketing and communications.

The October 2015 Vicroads supplement to the Australian Standard AS1742:2000 (*Manual of uniform traffic control devices - Bicycle facilities*) includes a recommended design option for bicycle direction signs comprising blue text on a white background (similar to that shown in figure 7.5). It is recommended that the standard suite of signs use this convention so as to link with shared trail signs elsewhere across Melbourne and Victoria. It is also recommended that the signage suite developed include consideration of the inclusion of route numbering proposals



Figure 7.5
An example of a standardised trail directional sign type, including route numbering
(adapted from Finding Melbourne: Standardising Melbourne/Victorian Bicycle Wayfinding Systems, Chris Hui, & Winchelle Chuson, 2012)

(as shown in figure 7.5), noting that the benefit provided by route numbers depends upon consistent application across the whole region.

In the development of a standard suite of signs for regional trails in Western Metropolitan Melbourne, the following items must be addressed:

- **Legibility** - Legibility needs to take cycling speed into consideration, which means that key information needs to be presented succinctly and text size needs to be suitably large, recognised symbols are used and a contrast luminance of greater than 30%.
- **Prioritises information** - A hierarchy of information needs to be established, with prioritisation being given to the key information that people are looking for, especially destinations.
- **Located at main decision points** - The location of signage is critical. Intersections are the obvious examples of locations where people need the information most, but 'reassurance' signage showing directions and distances are also important between these points.
- **Affordable** - The design of signs needs to be kept simple to ensure that they are cost effective to install, and easy to repair and replace. Having many simple signs is a better investment than just a few ornate ones.
- **Robust** - Signs are commonly vandalised or inadvertently damaged. Designing them to be both robust, and to be easily cleaned, repaired or replaced, helps to ensure that the signage system remains in place.
- **Destination driven** - Trail users looking at signage are generally most interested in a destination, and this needs to be reflected in the information hierarchy presented.
- **Accommodates branding** - Branding needs to be allowed for in the standard signage suite design, in a way that integrates

it with the sign (rather than being added to it and having the potential to disrupt the information hierarchy designed to be presented). Branding for individual regional trails should incorporate graphic elements that align with the marketing and communications strategy for each trail (refer to chapter 9). Branding will normally be included on signs at a relatively small scale, and should therefore be relatively simple and distinctive. It is recommended that branding for the regional trails within the region be established together, to allow a focus on differentiating the experience offered by each trail, and to create a cohesive graphic suite that facilitates the trails being promoted as a group, rather than individually.

- **Has a technical manual** - Having a technical manual ensures that all elements of the design intent (including legibility and information hierarchy) are retained over time, instead of the creation of new signs that just look similar to the original.
- **National standards** - Incorporates nation/international symbols/figures that are broadly recognised as representatives of an activity or message.

These items are adapted from the outcomes of a workshop held by Knox City Council (*Bicycle Wayfinding, The case for a metropolitan approach*) in 2012.

Currently, there are relatively few intersections and connections between regional trails in Western Metropolitan Melbourne. People who use regional trails are far more often than not going to be using only a single trail at a time, often returning along the same route as they set out. Directional signs are not as important for navigation for this kind of usage. As the trail network becomes more interconnected, with more connections between the regional trails, and multiple trails combining to create loops, a regional signage approach will be critical.

Signage also has an important part to play in creating business cases for trail improvements and construction. While being a relatively low cost item compared to trail construction, feedback received during the public consultation phase of this project indicated that there was a general lack of awareness among the public of many of the existing regional trails. Increased trail usage for many trails would be likely to be able to be achieved by letting people know that they exist. This should involve marketing and communications work, but should also include signage on the well-used trails or at trail heads directing existing users and passers-by to other parts of the regional trail network.

Emergency markers

Emergency markers are signs that allow locations to be pinpointed for emergency services. They are of greatest use in locations where other navigational aides (such as street intersections) are not available. Emergency marker signs in Victoria are managed by the Emergency Services Telecommunications Authority (ESTA). They produce the *Emergency Marker Signage Guidelines* document that identifies the signage types required and location guidelines. In summary, this includes:

- a white text on green background sign, comprising identification of the sign as an emergency marker, the emergency contact number (000) and a unique identifier issued by ESTA.
- a performance based approach regarding the details and format of emergency marker design, based upon legibility.
- appropriate spacing of emergency markers on regional trails to be every 500m to 1km as well as at trail heads, junctions, significant features, activity nodes and where the level of risk is increased. Given the high density of features and activity nodes in urban areas, closer spacing of markers in such locations is likely to be appropriate.

7.1.3 Trail facilities

Trail facilities such as seating, drinking fountains and toilets can play an important part in the regional trail usage experience for some users. Where trails intersect with parks, activity centres and civic facilities, these functions can be provided separate from the trail. Toilets, shelters and barbecues, for instance, are better addressed as a part of a municipal open space strategy, keeping trail users in mind, however at a minimum they should be suitable for people with mobility aids and provide baby change facilities.

Commercial precincts and town centres can provide good opportunities for rest stops, food and drink, and toilet facilities. Indeed these locations, along with transport hubs such as train stations, are in many cases the destinations of trails users. In such cases, the 'trail head' infrastructure is being provided by these facilities.

Where facilities are provided on trails, they need to be designed to avoid interfering with the safe use of the trail by all users. For instance, seats should not be placed too close to the trail surface. The review of existing standards applicable across the study area (figure 7.4) includes a summary of existing trail clearance requirements. Given the regional nature of the trails considered in this document, clearances at the upper end of the scale have been determined to be appropriate, with a one metre being the proposed standard (refer to figure 7.6).

The following are types of trail infrastructure, with recommendations regarding their use associated with regional trails in Western Metropolitan Melbourne.

- **Seats** - Seats should be provided in locations where people may want to sit. This may apply to locations with

attractive views or outlooks. It may also apply to locations where people may want to rest or wait for others, such as at destinations, trail heads, or in the vicinity of other facilities such as toilets. In general, seats with backs and arm rests provide more comfortable seating for people wishing to sit for a period of time, while benches provide less comfort and are more suitable for short term seating.

- **Lights** - The majority of regional trail usage occurs during daylight hours. Lighting is therefore generally not considered as a standard requirement for regional trails, except in situations such as tunnels or large underpasses where very low levels of light are experienced during daylight hours. There are a number of potential disadvantages of providing lighting to trails, including disturbance of wildlife habitat, the potential attraction of undesirable and antisocial night time activity, and the cost of operation. The kind of users who most benefit from lighting are people using sections of regional trails in a relatively local way over the winter months, such as recreational walkers, dog walkers, and commuters. Where there is evidence of strong potential benefits for these groups without the potential disadvantages noted above, lighting should be considered.
- **Drinking fountains** - Drinking fountains provide opportunities for trail users to rehydrate while using the trail. They are particularly popular with people undertaking exercise during warmer weather. Walkers and joggers are more likely to use them than cyclists, who have more opportunity to carry their own water bottles. Drinking fountains are most efficiently provided associated with parks, where water connections are likely to already exist. Dog drinking bowls can also be associated with drinking fountains.

- **Rubbish bins** - Most users of trails produce little rubbish during their trail use. Due to the length of the trail network, users do not expect bins to be located in all locations and are therefore usually prepared to carry the rubbish they produce. Rubbish bins should be provided only at key activity nodes, destinations and in key dog off-lead/dog walking areas. In many cases these nodes and destinations will already have bins (eg. parks, railway stations, civic buildings). Where rubbish bins are provided, they require regular emptying to avoid issues associated with overflow and spillage. Therefore, bins should only be considered where there is easy access for rubbish trucks and the capacity to service them. Parks Victoria has a carry-in carry-out rubbish policy throughout its estate - no bins will be provided along the regional trails within these parks
- **Bicycle parking** - regional trails attract a lot of cycling users, so there is a strong demand for bicycle parking at key destinations and stopping points along the way. In most cases simple 'hoop' style parking is appropriate, but for destinations such as railway stations where people are likely to be regular users requiring secure longer-term parking, cage style parking should be considered.
- **Shelter** - the length of the trail network means that the provision of shelter needs to be focussed upon points where it is most needed. These points logically include trail heads, key destinations and stopping points. Where shelters are provided, other facilities are also likely to be appropriate, including seating, drinking fountains and bins. Shelter types can vary depending upon the preferences of the relevant LGA, but should provide both sun and rain protection. Shelters directed primarily at trail users do not

need to be large (compared to those targeted at picnics and others gathering in larger numbers), however where picnic tables are included these should be designed to allow a person in a wheelchair to sit at the table.

- **Interpretation** - Interpretation signs and other elements can assist people in understanding particular trail features and contribute to their trail use experience. Interpretive elements need careful consideration of the target audience and the broader story being communicated via the trail. The use of architectural statements and public art can assist with wayfinding.
- **Other 'end of trip' facilities** - end of trip facilities such as showers and changerooms may be desirable for some regional trail users, especially commuters and tourists.

A number of studies have identified end-of-trip facilities as playing an important part in encouraging some users to participate in active transport modes (including *Walking Riding and Access to Public Transport, 2012, Department of Infrastructure*, and *Active Vision for Active Transport Report, 2010, The Heart Foundation*).

Due to the construction cost and maintenance requirements associated with end-of-trip facilities, having them fulfil the needs of multiple user groups may assist in making them viable. Examples of where a shared approach may work include at beaches (where showers are commonly provided) and at civic buildings (where staff may also use these facilities).

Any facilities provided need to cater for a range of users and abilities.

7.2 Trail infrastructure standards and guidelines

Standards and guidelines are provided here to outline the kind of facilities that are appropriate for a regional trail network in Western Metropolitan Melbourne. The standards (ie. items that must be addressed) and guidelines (ie. items that should be considered) are collated together for easy reference in separate diagrams (figures 7.6 and 7.7).

Universal design

It is important that regional trails are designed according to universal design principles wherever possible. This will ensure that such trails are usable to as many people as possible. Universal design principles refers to equitable use; flexibility in use; simple and intuitive use; perceptible information; tolerance for error; low physical effort; and size and space approach and use. To help ensure that as many people as possible can use West Trails the following works and initiatives could be considered, depending on the type of trail and the experience offered:

- Relatively flat trails (where appropriate) and easily trafficable surfaces.
- Signage that is clear and easy to read using simple English and recognised symbols, with a contrast luminance of greater than 30%
- Directional signage at intersections
- Consideration of raised tactile information with adjacent braille signage.
- Toilets suitable for people with mobility aids and which provide baby change facilities
- Bollards that are easily distinguishable from the trail with a luminance contrast of greater than 30%

- Picnic tables designed to allow a person in a wheelchair to sit at the table
- Seats with arm rests and backs
- Parking at trail heads suitable for mini buses and for vehicles requiring extra space (such as those with prams or wheelchairs)
- Good sight lines so that people can see oncoming trail users
- Tactile ground surface indicators (where applicable). They should be used in a targeted and considered way, as their overuse can be hazardous to other disability groups such as those that are mobility impaired.
- Encouraging Local and State Government agencies to ensure that trail designers and builders are adhering to relevant Australian Standards, industry guidelines, best practice and universal design principles prior to issuing planning permits.

Trail surfaces

The review of existing standards across the organisations with responsibilities for trail implementation and maintenance in Western Metropolitan Melbourne have shown a strong level of consensus around key trail surface issues. This agreement seems to be based upon a shared experience of what has worked and what has not. Concrete is listed as standard trail construction material for all six local government authorities in the study area, and there are examples of deteriorating asphalt trails in most of the municipalities. Tactile ground surface indications should be provided where appropriate.

A number of the local government authorities are also experimenting with fine-tuning their trail concrete specifications, with test panels existing in a number of locations (including labelled test panels on the Toolern Creek near the Melton Council Offices in Melton). These test panels include modified

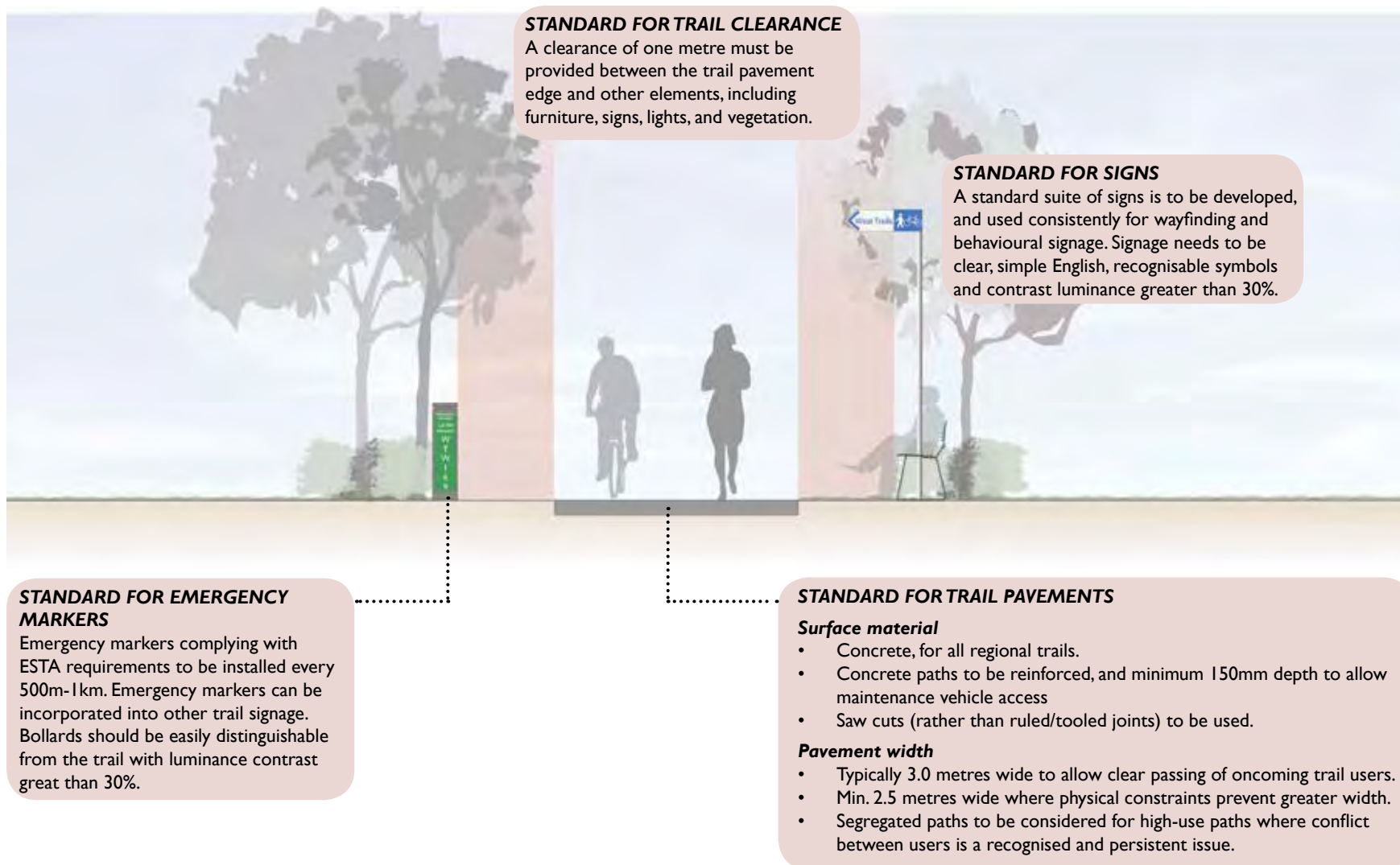


Figure 7.6
Regional trail
infrastructure standards

PUBLIC TOILET GUIDELINES

Access to toilet facilities is important for busy trails. These facilities are most efficiently and effectively provided through adjoining reserves, activity centres and civic facilities. These should be suitable for people with mobility aids and provide baby change facilities.

FURNITURE GUIDELINES

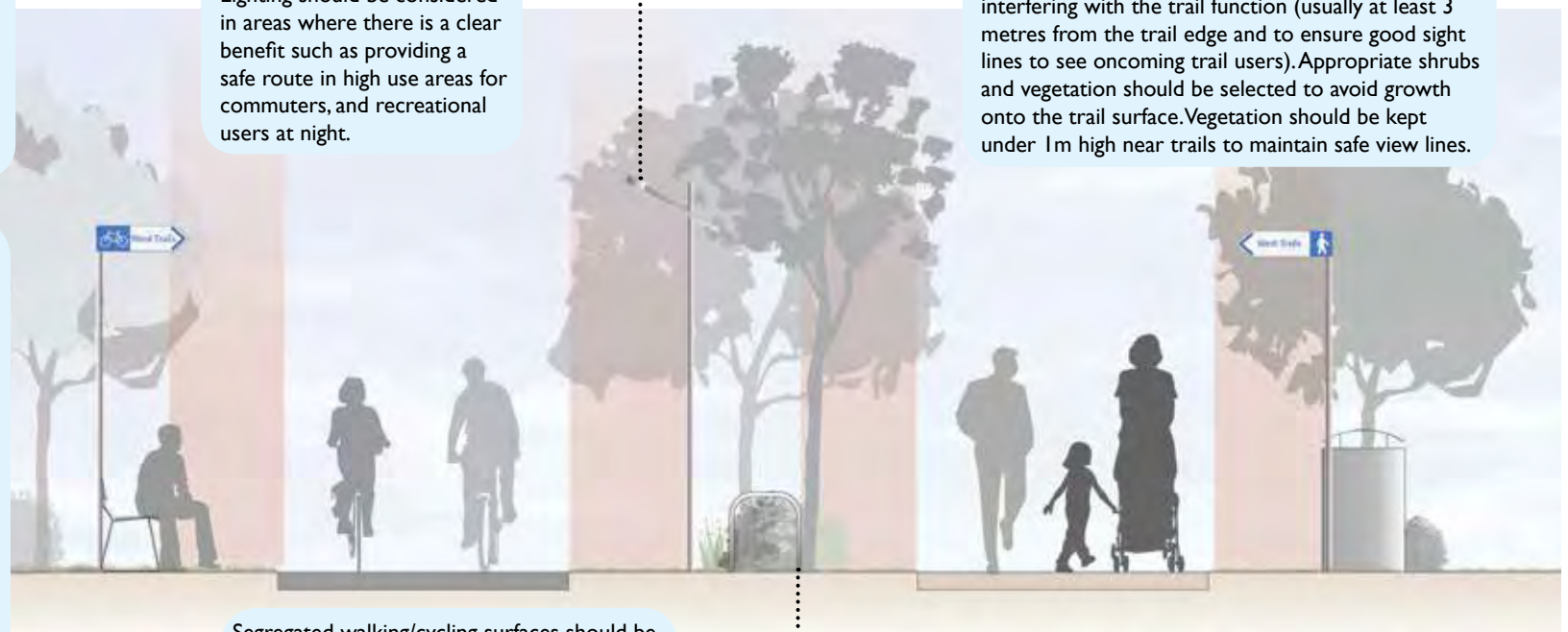
- **Seats** with arm rests and backs should be provided on all trails, approximately every 500 metres, focussed upon areas where people will want to sit (view points, trail heads, intersections, facilities and activity nodes).
- **Rubbish bins** should be provided only at key activity nodes, destinations and key dog off-lead/dog walking areas.
- **Drinking fountains** should be provided at key activity nodes, destinations and key dog off-lead/dog walking areas where these are existing water connections.
- **Shelters** should be provided at key activity nodes and destinations, providing shade and rain shelter for small groups.

LIGHTING GUIDELINES

Lighting should be considered in areas where there is a clear benefit such as providing a safe route in high use areas for commuters, and recreational users at night.

VEGETATION GUIDELINES

Trees should be planted near trails to provide shade and amenity benefits, but far enough away to avoid interfering with the trail function (usually at least 3 metres from the trail edge and to ensure good sight lines to see oncoming trail users). Appropriate shrubs and vegetation should be selected to avoid growth onto the trail surface. Vegetation should be kept under 1m high near trails to maintain safe view lines.



Segregated walking/cycling surfaces should be considered for high-use paths where conflict between users is a recognised and persistent issue.

INTERPRETATION GUIDELINES

Interpretation should be carefully designed to communicate information about features of the trail experience, with careful consideration of the target audience and the broader story being communicate by the trail. Use of architecture statements/public art can assist with wayfinding

BICYCLE PARKING GUIDELINES

Bike parking should be provided at all key destinations and stopping points (and should be installed at least 1 metre from the path edge onto concrete or asphalt).

Figure 7.7
Regional trail
infrastructure guidelines

concrete mixes or reinforcing materials that have sustainability benefits, and are the subject of longer term testing regarding their robustness and suitability for trail applications. If successful, modifications to the standard or the provision of alternative options may be appropriate in the future. It is important, however, that new materials or specifications be tested and trusted before wide application on trails, due to the quantities of materials involved and the expense of replacing and repairing regional trails if failure occurs. Where cost premiums apply for sustainable trail construction materials, the potential benefits have to be weighed against construction cost, and balanced against the sustainability benefits of having the trail constructed in standard materials.

Trail widths

The review of existing standards across the organisations with responsibilities for trail implementation and maintenance in Western Metropolitan Melbourne have shown some variation in standards for trail widths. These widths vary from a minimum of 2.5 metres, to a maximum of 4 metres, with some allowance for different trail widths depending upon trail type and use.

For designated regional trails there is a reasonable expectation that trails widths should be greater than the minimum (ie. 2.5 metres). However, there are also a lot of examples within the existing regional trail network where space constraints associated with retrofitting trails in highly developed urban areas means that wider trails are not possible. This is perhaps the reason for the more urbanised LGAs being observed to have narrower recommended trails widths in figure 7.4.

Therefore, it is proposed that regional trails be a minimum of 3 metres wide or greater, except where significant physical constraints exist to make this not possible, in which case regional trails should be no less than 2.5 metres wide.

In areas where trail use is very high and conflict between users is a recognised and persistent issue, segregated paths separating cyclists and pedestrians should be considered. In such cases, users will still be required to travel in both directions, and so the minimum trail width noted above still applies for each of the segregated paths. Trails with sufficient flat run-off at the sides should also be considered.

Signs

It is recommended that a standard suite of signs be developed for use across the study area, in accordance with the consideration and requirements detailed in section 7.1.2.

Other infrastructure

It is recommended that no standard be set for other infrastructure associated with trails (including seating, lighting, drinking fountains, shelters, barbecues and toilets). This is because these are elements that may be appropriate in some cases and inappropriate in others, and need to be considered on a case by case basis. For example, there are multiple types of lighting associated with trails such as street lighting which has associated Australian standards for areas with high commuter traffic and delineated path lights for general high use areas.

There are also LGA standards existing for many of these elements that any recommendations here would likely conflict with. Municipality-scaled strategies, and more local master plans are best placed to consider inclusion of these facilities for different areas. It is however recommended to incorporate Universal Design principles when considering other infrastructure.

It should be noted, however, that trail networks benefit from these facilities, and all regional trails should contain most of these elements at some point along their length, in accordance with the general provision guidelines provided in figure 7.6.

Vegetation

Vegetation can provide aesthetic and other benefits to regional trails, including shade provision and wind-breaking functions. Vegetation can also be an integral part of the natural experience that attracts people to use some trail types.

Vegetation near trails needs to be managed to maximise the benefits noted above, and minimise any negative side effects. These side effects can include:

- Safety issues associated with vegetation too close to trails (closer than 1 metre) creating collision risk.
- Blocking of sight lines creating collision risks around corners, as well as safety issues associated with providing places for people to hide close to trails.
- Issues associated with vegetative matter on trail surfaces (particularly autumn leaves for deciduous trees, and also clippings after maintenance).
- Fire safety, associated with vegetation in proximity to trails, particularly in locations where few elements that would act as fire breaks or fire refuges exist. Fast-moving peri-urban grass fires are likely to pose the greatest risk to regional trails.

In many of the cases noted above, regular maintenance can address these issue (eg. sweeping leaves, trimming back vegetation), however the length of trails makes this a very large task. Therefore, integration of these considerations into trail design is preferable where possible.



8 . T R A I L M A N A G E M E N T

8.1 Existing management structure

The management of the regional trail network includes a wide variety of activities, relationships and agreements that go toward trail planning, construction, funding, maintenance and promotion. The management structures of trails are often complex. Responsibilities for trails are held by many different groups.

The three key types of organisations who have responsibilities and involvement in the management of regional trails (as identified in figure 8.1) are Local Government Authorities, State Government Departments, and Service Authorities/Statutory Corporations. The involvement of these groups is summarised below.

Local Government Authorities

Local Government Authorities (LGAs) are the third and most local level of government in Australia, and provide a wide range of services and facilities for their local community in accordance with the Local Government Act, 1989. This includes the planning, delivery, maintenance and promotion of regional trails within the local government area. In many cases, these activities are undertaken with input from one or both of the other two types of organisations noted here, being State Government Departments and Service Authorities/Statutory Corporations. Both of these two other types of organisations are given their powers by State Government legislation, which LGAs have little influence upon and are required to operate in accordance with.

LGAs are the organisation type who have the highest and broadest levels of responsibility for regional trail management (as shown in figure 8.1), so it is logical that LGAs are the key group involved in the development of this report. Each of the

six LGAs within the study area are represented on the Project Steering Committee for this Western Metropolitan Regional Trails Strategic Plan, and have had hands-on involvement in shaping this report through multiple rounds of feedback on draft documents.

State Government Departments

Metropolitan Planning Authority (MPA)

The MPA is a State Government authority with responsibilities including precinct planning in declared growth areas as well as planning for 'integrated land use and infrastructure coordination for strategically important development sites' (source: www.mpa.vic.gov.au/about/our-role/background/).

The key area of involvement of the MPA with regional trail provision is through the planning and coordination of trail infrastructure through the preparation of Precinct Structure Plans (PSPs). These are referenced in the process summary shown in figure 8.4. PSPs have a strong interest in circulation, with the inclusion of dedicated pedestrian and cycling facilities on key routes. PSPs are ensuring that these facilities are integrated into the development of these areas, avoiding the difficulties of retrofitting facilities being experienced in many established urban areas.

The MPA has also commenced work on a Metropolitan Open Space Strategy (MOSS) that has a planning role relating to the provision of open space. Given the common interconnection between trails and open space, this strategy has the potential to have some influence upon trail provision.

MPA representatives have been consulted throughout the preparation of this report.



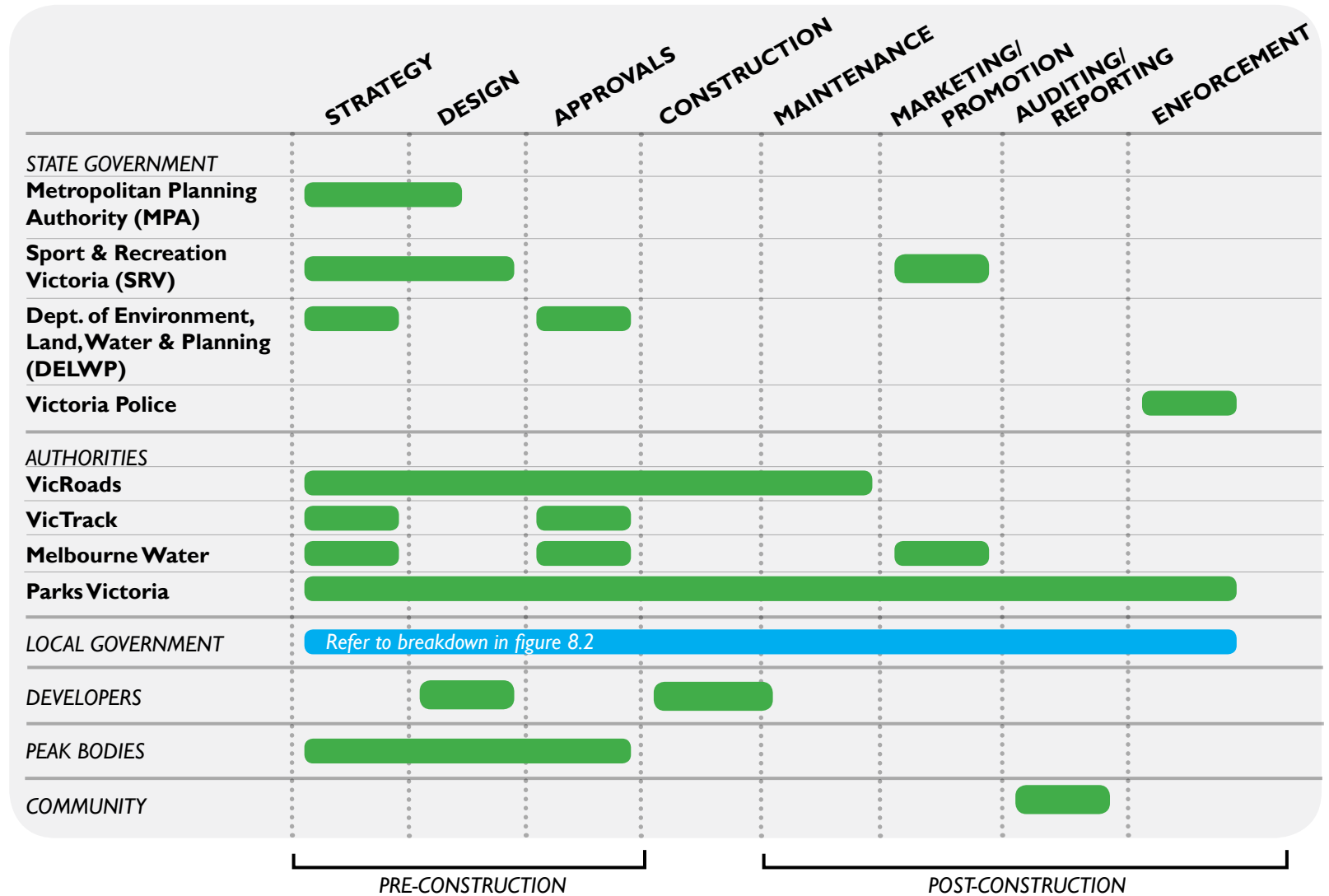


Figure 8.1
Regional trails - roles and responsibilities

Department of Transport, Planning and Local Infrastructure (DTPLI)
DTPLI is a State Government department with a broad range of responsibilities based around five business groups, being (in alphabetical order): Heritage, Local Government, Planning, Sport & Recreation, and Transport.

Sport & Recreation Victoria (SRV)

Since January 2015, SRV has been a unit within the Department of Health and Human Services (DHHS). Prior to this time, it sat within the Department of Transport, Planning and Local Infrastructure (DTPLI) that has now been broken into three new departments: the Department of Economic Development, Jobs, Transport and Resources (DEDJTR), the Department of Environment, Land, Water and Planning (DELWP), and DHHS.

SRV has the responsibility to maximise the economic and social benefits provided to all Victorians by the sport and recreation sector. This includes 'improving the quality of community sport and recreation facilities' and 'ensuring greater access and opportunities for participation in sport and recreation by all Victorians' (Sport & Recreation Victoria Strategic Framework 2013-2015, page 3).

SRV has a research, planning and design-facilitation role relating to community sport and recreation facilities, including regional trails. SRV is involved in the Western Metropolitan Regional Trails Strategic Plan as a funding partner and has been involved in the study through their representation on the Project Steering Committee.

Department of Economic Development, Jobs, Transport and Resources (DEDJTR)

DEDJTR is the state government department responsible for two key areas relevant to regional trails provision: transport and tourism. The transport responsibilities of DEDJTR

include oversight of the operations of VicRoads (described in greater detail under Service Authorities below), as well as some strategic work associated with walking and cycling. This includes coordinating the development of Principal Pedestrian Networks (PPNs) by LGAs. The transport business group within DEDJTR's predecessor DTPLI also prepared *Cycling into the Future 2013-2023: Victoria's Cycling Strategy* (December 2012). The document provides a state-government level strategy and vision supporting the growth of cycling in Victoria in a strategic and coordinated way. The use of regional trails is one of three areas identified within the strategy where there is significant potential to increase cycling (along with short trips in all areas of Melbourne and regional centres, and children riding to school) (source: *Cycling into the Future 2013-2023*, p.7).

Tourism Victoria is a State Government statutory authority, reporting to Minister for Tourism and Major Events who sits within DEDJTR. Tourism Victoria works to develop and realise the local and global market potential for Victoria's tourism industry. Its strategy work relating to regional trails has included the preparation of a number of highly relevant documents referred to in this report, being:

- *Victoria's Cycle Tourism Action Plan (2011)*
- *Victoria's Trails Strategy (2014)*
- *Victoria's 2020 Tourism Strategy (2013)*

Department of Environment, Land, Water and Planning (DELWP)

DELWP has a broad range of responsibilities relating to the management of Victorian land and natural resources, protection of the environment, responding to fire, flood and biosecurity emergencies, and primary industries. The relationship of these responsibilities and regional trail provision relates most strongly to the waterways along which many of the regional trails are

located. DELWP oversees the water corporations constituted under the Water Act 1989 that manage Victoria's state-owned water resources. This includes Melbourne Water Corporation (described in greater detail under Service Authorities/Statutory Corporations below) whose responsibilities include the management of rivers, creeks and major drainage systems in Western Metropolitan Melbourne.

Service Authorities/Statutory Corporations

VicRoads

VicRoads is the Victorian road and traffic authority. It is a statutory corporation which is responsible for a range of road and transport-related research, strategy, policy and licensing, as well the construction, management and maintenance of assets. While the majority of the activities undertaken by the authority relate to roads for motorised vehicles, VicRoads also has responsibilities relating to pedestrians and cyclists.

VicRoads' primary objectives are outlined in section 86 of the Transport Integration Act 2010, a number which relate strongly to cyclists and pedestrians. These include:

- working with others to ensure that the road system operates as part of an integrated transport system that seeks to meet the needs of all transport system users
- managing the road system in a way that supports a sustainable Victoria, by encouraging sustainable transport modes, and seeking to improve the environmental performance while minimising adverse environmental impacts from the road system

(source: VicRoads Annual Report 2013-4, p5)

VicRoads' functions are outlined in section 87 of the Transport Integration Act 2010, which include:

- planning for the road system as part of an integrated transport system

- constructing and maintaining roads and roadsides
- providing technical, project management, consultancy and information services relating to the transport system
(source: VicRoads Annual Report 2013-4, p5)

VicRoads does construct and maintain on-road cycling facilities as a part of their road construction and maintenance responsibilities. They also construct and manage off-trails located within road reserves, such as within freeway corridors (that in the west include the M80/Ring Road and the Wellness Trail associated with the Deer Park Bypass). The Federation Trail running through the Western Metropolitan area is a rare example of an off-road trail not associated with a road reserve managed by VicRoads.

As a part of their activities relating to pedestrian and cycling transport, VicRoads is the body responsible for planning for appropriate infrastructure using a number of planning tools. These include the Principle Bicycle Network (PBN), Bicycle Priority Routes (BPR) and the Metropolitan Trail Network (MTN).

The PBN was originally established in 1994 as a bicycle infrastructure planning tool. In 2009 and 2010 VicRoads lead a major review of the Principal Bicycle Network (PBN), working closely with LGAs and other organisations. The PBN includes both on and off road routes for cyclists, and as a planning tool, also includes both existing and proposed routes.

The 2009-2010 review of the PBN also established Bicycle Priority Routes (BPRs), which create a higher order subset of the PBN. BPRs are identified as 'providing priority access for cyclists into key destinations', and so are intended to act as discreet links rather than as an integrated network. BPRs are required to meet the following criteria;

- the greatest potential for separation from motorised modes of transport making it more attractive to less experienced bike riders
 - be sufficiently direct
 - focussed on varying catchments relative to the size of the activity areas.
- (source: *Principal Bicycle Network Fact Sheet, VicRoads, August 2012*)

With a focus on separation from motorised traffic, it is not surprising that there is a degree of overlap between BPRs and regional trails.

Strategic Cycling Corridors (SCCs) are also a higher-order subset of the PBN. These have been developed based upon the Plan Melbourne Metropolitan Planning Strategy short-term action to 'Work with local governments to identify and start developing strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the Central City' (Plan Melbourne: Metropolitan Planning Strategy, DTPLI, 2014, p.94).

The Metropolitan Trail Network (MTN) focuses on recreational bicycle and walking routes in metropolitan Melbourne. The MTN was originally developed by Parks Victoria in their Strategy for Melbourne's Open Space Network: Linking People and Spaces report 2002, but planning responsibility for the MTN now lies with VicRoads. The MTN is made up primarily of off-road shared trails, often running beside rivers and creeks, but there are some short on-road sections that link off-road sections of trail.

VicRoads representatives have been consulted throughout the preparation of this report.

Melbourne Water

Melbourne Water is a statutory corporation operating in accordance with the *Water Act 1989 (Vic)* to manage Victoria's water resources (including Melbourne's water supply and sewerage systems, waterways, drainage, stormwater and recycled water). The relationship that Melbourne Water has with regional trails relates to the ownership and/or management of large areas of land relating to their operations, which also form ideal locations for shared paths.

While Melbourne Water may own the land, their core business and legislative charter does not extend to path construction and maintenance. Instead, Melbourne Water enters into user agreements with LGAs to construct and maintain assets on their land. Typically, Melbourne Water and the local Council have joint maintenance responsibilities, with open space features (bench seats, playgrounds, barbeques, garden beds, etc.) that have a community function and being maintained by Council, and elements that are part of the functioning Melbourne Water asset (waterbodies, hydraulic structures, aquatic and edge planting) are Melbourne Water's to maintain. User agreements also address issues such as risk and liability.

Melbourne Water recently established a Liveability Planning unit, who are tasked with working with other people and organisations to facilitate the best use of Melbourne Water land. The Livability Planning unit has 4 key target areas, with one of these, 'active transport links', being the most relevant in this context. The other three are urban cooling (relating to the heat island effect); sense of community; and recreation (sport fields and other activities) (source: meeting with Dan Green & Karyn Hunter, 6 October 2014).

Melbourne Water have also undertaken work relating to the construction and management of such assets. This includes the preparation of documents outlining their requirements for new path construction, including Shared Pathways Guidelines (Melbourne Water, 2009) and Waterway Corridors: Guidelines for greenfield development areas within the Port Phillip and Westernport Region (Melbourne Water, 2013).

Shared pathway agreements are an ongoing issue in the relationship between Melbourne Water and LGAs. Although 15 LGAs have signed the agreement in its existing form, there have been disagreements about liability, asset ownership, and trail construction standards. Melbourne Water believes it is close to resolving these issues with the Municipal Association of Victoria (MAV), who represents local governments and is also their insurance provider. The revised agreement is likely to more clearly define responsibilities and liabilities, not insist upon the current trail construction standards, and be a single agreement that LGAs need to sign only once, with annexures that would apply to specific circumstances on specific pathways (source: meeting with Dan Green & Karyn Hunter, 6 October 2014).

Melbourne Water representatives have been consulted throughout the preparation of this report.

Parks Victoria

Parks Victoria is a statutory authority, created by the *Parks Victoria Act 1998*, responsible for managing approximately 4 million hectares of Victorian land including parkland in Western Metropolitan Melbourne. The trails that fall within these Parks Victoria-managed regional parks are also owned and managed by Parks Victoria. A number of sections of regional trail within the study area are managed by Parks Victoria, including parts of the Maribyrnong River Trail and the Werribee River Trail.

Parks Victoria also has an asset renewal program for the implementation and works associated with their trails. In some of the growth areas developer works have also constructed trails within Parks Victoria's estate.

Parks Victoria formerly had a stronger responsibility for strategic thinking regarding trails, and were responsible for the development of the Metropolitan Trail Network (MTN) in 2002. Planning for the MTN, and other walking and cycling strategies now lie with VicRoads, recognising an increased focus upon trails as contributing to integrated transport networks, rather than being purely for recreational purposes or as connections to nature.

Parks Victoria representatives have been consulted throughout the preparation of this report.

VicTrack

VicTrack is a state-owned business created in 1997 to deliver transport infrastructure for Victoria, operating under the *Transport Integration Act 2010*. VicTrack is the custodial owner of Victoria's railway land and infrastructure.

Railway land is often seen as a desirable location for shared trails, due to the general directness of the route, the relatively flat grades, the opportunities for mixing transport modes (ie. ride to a station and catch a train), and the physical separation of the two modes within the rail corridor (compared to on-road trails, where it is the mix of cyclists and motorised vehicles that causes safety issues). While 'rail trails' often refer to trails built on disused rail lines, trails associated with rail lines in Western Metropolitan Melbourne are located within the land buffer either side of the tracks. Shared trails are also required to interact with railway lines at crossing points, where logistical

issues associated with retrofitting crossings can be difficult and expensive to resolve.

VicTrack has a number of personnel dedicated to Third Party Access and Licensing issues within their Property Group, who facilitate usage such as shared trails on VicTrack land. This facilitation usually requires VicTrack to negotiate with the core users of their infrastructure (ie. the rail operators). The importance of a safe and operational rail network means that VicTrack and the rail operators can be relatively risk-averse in their decision-making.

VicTrack representatives have been consulted throughout the preparation of this report.

Management roles

The summary of the involvement in regional trails projects of the different organisations detailed here is included in figure 8.1. This figure shows that amongst these groups, it is only local government and Parks Victoria who have roles and responsibilities across the whole spectrum of trail management.

As would be expected, there is a spread of roles and responsibilities for trails within a local government organisational structure relating to the specialist functions of different parts of these organisations (as shown in figure 8.2). But it is also evident that there are multiple specialists within local government organisations who have a strong interest in the same parts of trail management. In the strategic planning of trails, for instance, there are a range of relevant and interested specialists, including those associated with transport, recreation, landscape/urban design and sustainability.

Different trail implementation processes are also evident, which differ based upon the funding source and impetus of a particular project. Three typical project implementation types have been identified.

- Local government capital works projects
- Projects constructed via developer contribution in accordance with Precinct Structure Plans (PSPs)
- Projects constructed as a part of major infrastructure projects (e.g. rail or freeway projects).

Typical process charts have been developed for each of these (refer to figures 8.3-8.5), charting the involvement of different organisations and the key relationships existing between them. All involve strategic planning including the involvement of various stakeholders, and all involve local government as the body with responsibility for maintenance after construction. The key differences between these three processes is the trail construction funding source and the subsequent delivery mechanisms.

In addition to implementation complexity, ownership is also often fragmented. In many cases local government has ownership and maintenance responsibility for a trail, but does not own the land on which it is built. There are many examples of regional trails being built on land owned by authorities such as Melbourne Water and VicTrack, who own extensive tracts of land but have no trail construction charter. Less common, but also possible, are regional trails built on private land, and requiring lease agreements that address risk, insurance and other relevant matters. These partnerships, though sometimes complex, are behind the provision of many trails that would otherwise not exist.

The management structures presented are typical, rather than comprehensive, and are based upon the current situation. But these do not reflect the structure under which many existing trails were built, and changes will continue in this structure in the future. There are a number of factors contributing to this change.

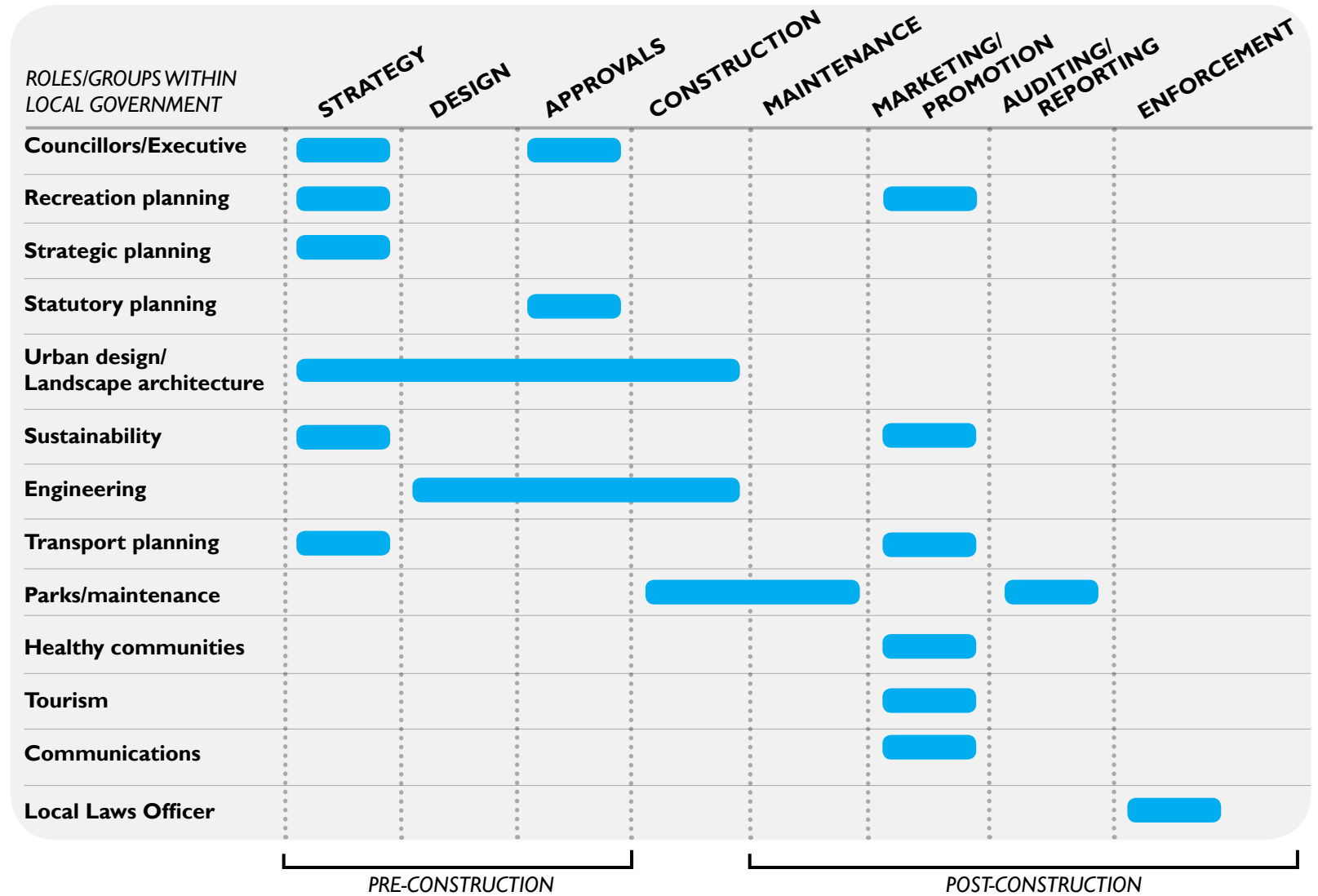


Figure 8.2
Regional trails - roles and responsibilities within local government

Capital Works

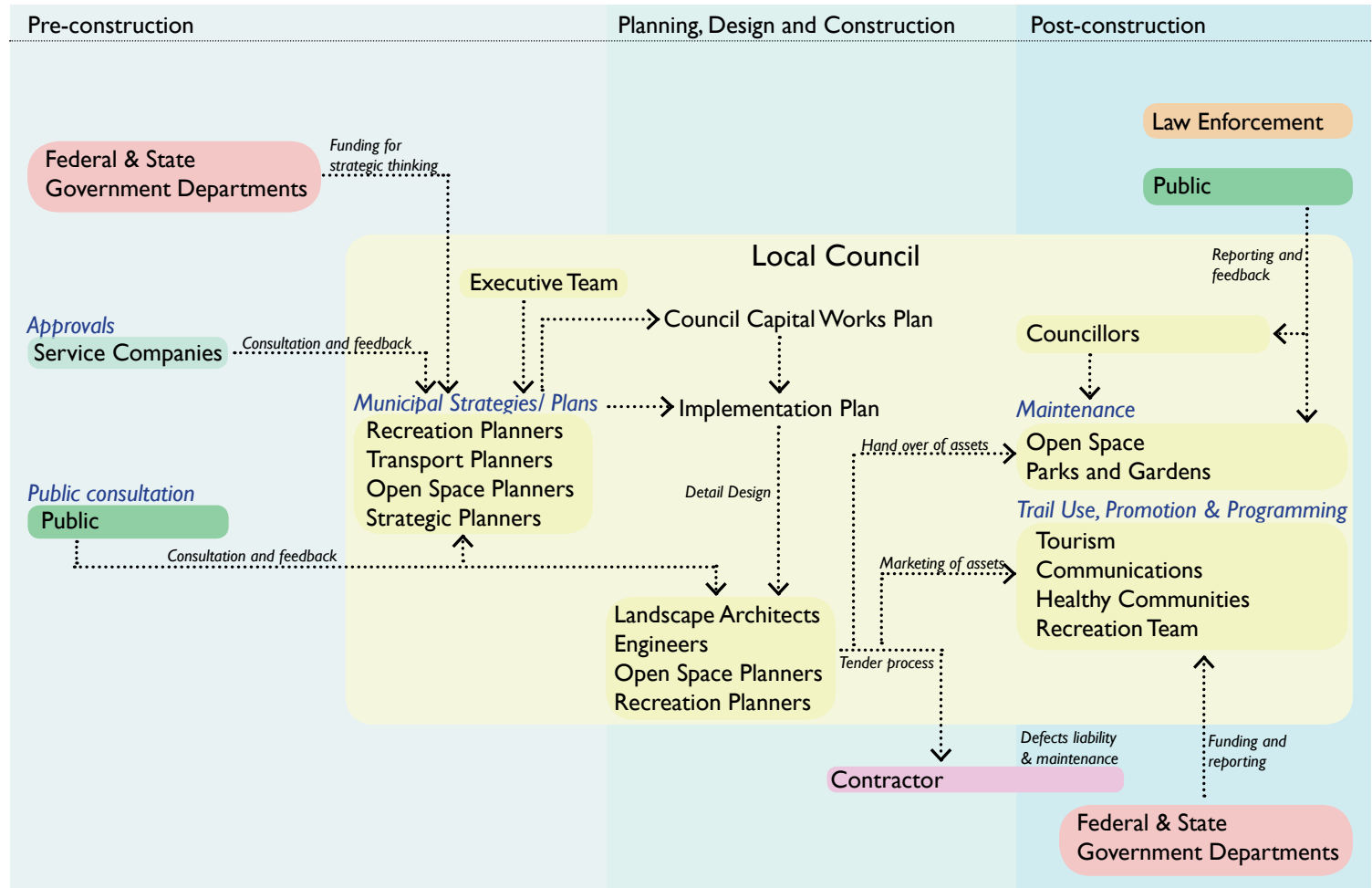


Figure 8.3
Regional trails implementation process summary
for local government capital works projects

Developer Contributions

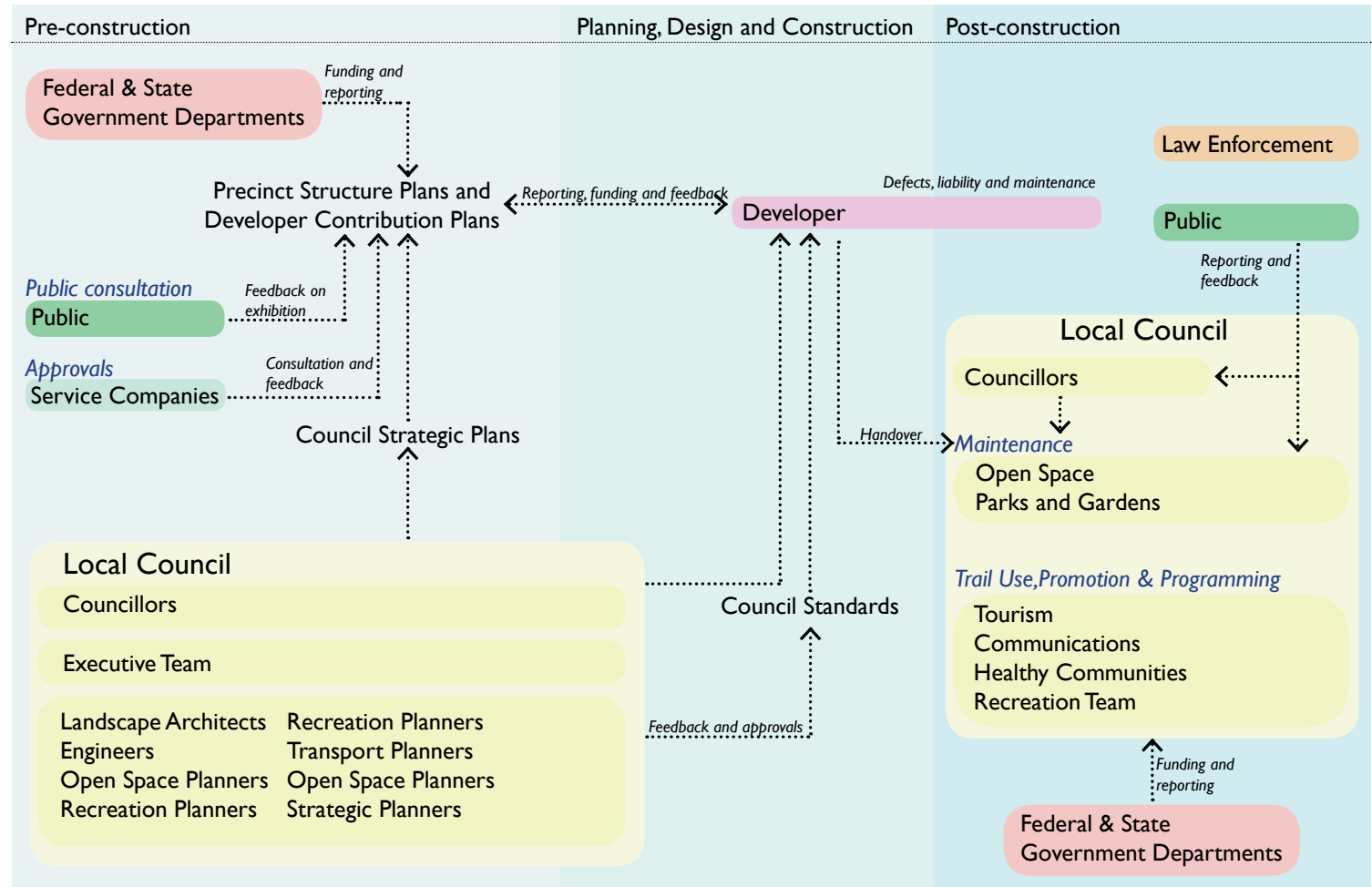


Figure 8.4
Regional trails implementation process summary
for developer contributions projects

Major Infrastructure Projects

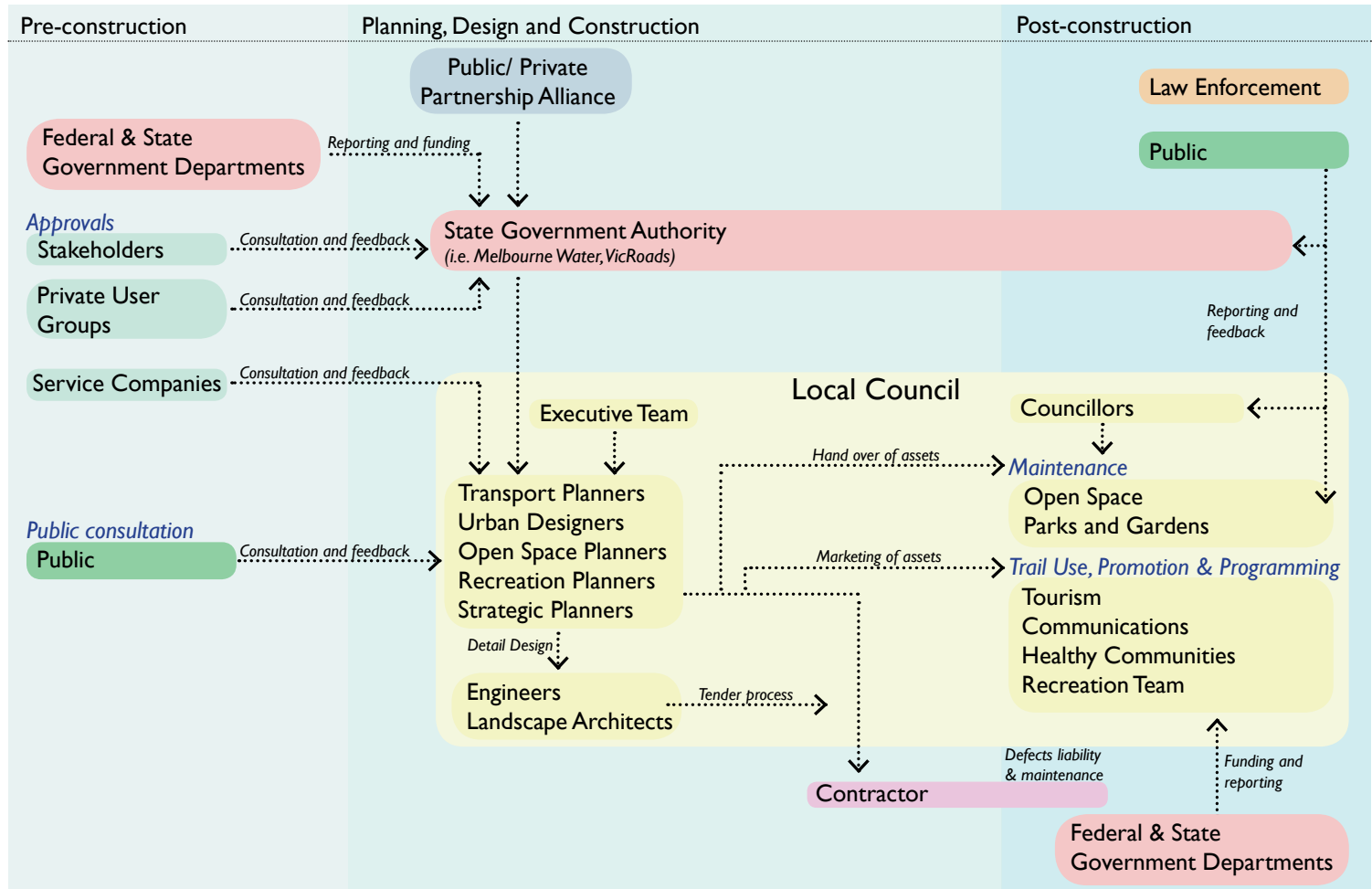


Figure 8.5
Regional trails implementation process summary
for major infrastructure projects

The demands upon trail infrastructure have increased in recent years. There has been a rise in the number of people cycling, in parallel with increased interest in sustainability and health issues. Organisations representing trail user groups (Bicycle Network Victoria and various local bicycle user groups for instance) are becoming more effective political lobbyists.

With increased public demand and expectations and pressure from lobby groups regarding trail provision, authorities and organisations involved have begun to change. Traditionally, authorities such as Melbourne Water, VicTrack and their predecessors have been conservative organisations that have fulfilled their obligations relating to drainage, railway provision and the like, but have not been particularly supportive of use of their land for other purposes due to risk and complexity. It is almost always easier to restrict public access than to deal with the complexities associated with allowing it. However this attitude has changed considerably in recent years. Both authorities now have staff dedicated to facilitating the use of their land for trails and other purposes and are being more proactive in working through the issues and required agreements associated with this. This has required, and will continue to require, negotiation and compromise, but significant progress is being made to the benefit of trail provision.

There have also been recent changes in the way the state government deals with trail planning and provision. This change reflects a broad shift in thinking regarding trails. Where once they were seen as being primarily for recreation purposes and connecting people to nature, they are now increasingly being seen as also providing an important contribution to an integrated transport network.

This is evident in the way that state government bodies have addressed trails. In the past, Parks Victoria took a leading

role in Melbourne-wide strategic planning regarding the trail network, including their demarcation of the Metropolitan Trail Network (MTN) in their 2002 Strategy for Melbourne's Open Space Network: Linking People and Spaces. This planning role within the open space of Melbourne has actually transferred to MPA who are currently updating Linking People and Spaces into a new Metropolitan Open Space Plan for Melbourne. Trails for recreation will still be a focus of this planning however will also recognise the transport function these trails provide. The strategic role formally held by Parks Victoria is now largely filled by VicRoads (with a transport focus centred around bicycles, particularly on-road bicycle lanes and their work on the Principal Bicycle Network), the Department of Transport (who have prepared a number of strategic documents relating to cycling) and the Metropolitan Planning Authority, MPA (who integrate strategic thinking regarding trails into their Precinct Structure Plans for growth areas and other strategic planning work).

Benefits such as recreation and community health and wellbeing resulting from trails are also now more likely to be addressed separately (such as by Sport & Recreation Victoria), compared to in the past when this fell under the broad charter of Parks Victoria.

8.2 Management structure analysis

In general, the gradual changes that have been occurring regarding trail implementation and management processes in recent years, as outlined in this chapter, have been to the benefit of trail provision and quality.

However, there are recurring issues that arise relating to trail planning, implementation and maintenance that could have the potential to be lessened by an alternative management structure. These recurring issues are:

- Local government has the broadest responsibilities for trails, but necessarily also has a local focus centred around their rate payers.
- There are many different potential user groups for regional trails, all with slightly different requirements and preferences. The balance between these user groups can be strongly influenced by the professional training and interests of the individuals and groups involved in the planning, implementation and management of the trails, rather than a balance being achieved based upon evidence.
- There is a general lack of knowledge about trail users. There is no government body charged with collecting the evidence and data relating to regional trails that could be used to inform strategic decisions regarding their management. Where members of the community have feedback on trails, it is provided at a local government level, and is therefore largely restricted to local issues.
- Regional trails are being delivered as a secondary benefit to large infrastructure projects with an alternative primary purpose (e.g. freeway or rail projects). Large-scale trail network improvements are therefore being implemented in locations that are convenient to the primary project purpose, not necessarily in the best location for a trail.

- Regional trails are seen as a lower level of infrastructure than other facilities and services.
- There is no single state government agency with the role of increasing public knowledge of regional trails, or providing events along their length. These are generally undertaken (often with state government support) by LGAs at a local level.

Many of the issues raised above stem partly from the discrepancy between a management structure that is focussed upon the local, and a trail network that is regional. To address this issue, there is opportunity for input from a group that has a regional focus. The potential of this opportunity is highlighted by the outcomes of this regional study. It is worth noting that other regional studies are also occurring (such as the Northern Metropolitan Region Trails Strategy, currently underway), providing the potential for a series of regional groups across Metropolitan Melbourne.

A local precedent for this kind of group is Western Melbourne Tourism which is a regional organisation that sits between local and state government and promotes tourism in Western Metropolitan Melbourne. It is partly funded by local government authorities, and also has strong links with the state body, Tourism Victoria. It has an office and staff that are independent of the local government authorities it represents. It is a promotion body, and does not own, build or manage physical assets, but in discussions undertaken as a part of this study, they have expressed a strong interest in the coordinated promotion (to both tourists and locals) of the regional trails.

Another local precedent is the Western Transport Alliance that includes LGA and stakeholder membership and advocates for improved transport outcomes for Western Metropolitan Melbourne.

The Inner Melbourne Action Plan (IMAP) is both a useful case study of a regional grouping of LGAs, as well as being a group that has some interest in parts of the regional trail network. IMAP is a collaborative partnership between the Cities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong, with the goal of working together to strengthen the liveability, attraction and prosperity of the region. One of their eleven regional strategies relates to transport, with a strong focus on active transport modes.

There are a number of organisations managing physical assets at a regional scale in Victoria. The Great Ocean Road Coast Committee (GORCC) and Phillip Island Nature Parks (PINP) are both Committees of Management for Crown Land, and operate in a way that provides effective management of regional scale assets. Unlike the regional trail network, both have very strong revenue raising capacities due to the tourism opportunities offered by their assets. Having 6 different LGAs involved intimately in the planning and day-to-day operation of the trails would make this kind of centralised management of the regional trail network very difficult to achieve.

For a regional management approach to work effectively for regional trails in Western Metropolitan Melbourne, it would need to address a number of issues:

- Any management organisation or group formed would need to fit within the existing (sometimes complex) management structures, and avoid duplicating or impeding existing roles and responsibilities. This means that such an organisation would add a step to the management process, replace an existing step in the process, or would sit outside the management structure (e.g. as a review and information-sharing forum).

- To justify the additional resources required to operate even a modest regional management structure, there needs to be a shared belief across the stakeholder groups in the importance of a quality regional trail network, and that significant benefits could flow from improved regional coordination.
- Investigate ways to take advantage of the potential economies of scale offered by a regional organisation, thereby creating an economic argument. Examples include the opportunity for regional scale contracts for items such as maintenance and signage, that would otherwise be undertaken individually by LGAs.

Based upon discussions with the various stakeholder groups, it seems that the importance of the trail network is recognised and that this recognition is growing. However, the case for regional management seems less supported at present. There are a number of factors likely influencing this:

- There is already informal regional coordination occurring, so more formal structures are seen as being a lot of trouble for little benefit.
- The existing regional trail network is incomplete, with many of the regional trails still being under development. Therefore, most of the local government authorities have their own goals that they can work independently toward without the need for extensive regional oversight or direction.
- Funding, rather than coordination, is seen as the key factor preventing the network reaching its potential.

It is therefore the simpler of the potential management structures (i.e. a review/information sharing forum) that seems most likely to be broadly supported and to succeed in the short to medium term.

8.3 Management structure recommendations

Short term

It is recommended that in the short term (say 0-5 years) a formal regional group be established with a review and information-sharing role. The key role of this group would be to oversee the implementation of the recommendations of this document, to review and modify the recommendations in response to changing priorities, and to coordinate responses to issues that arise (such as funding opportunities, major infrastructure projects with the potential to incorporate trails, etc.), and advocacy relating to the funding of regional trails. The group would be characterised by the following:

- a membership including at least one representative from each of the Western Metropolitan Melbourne LGAs and inclusion of representatives from statutory authorities such as Parks Victoria and VicRoads.
- a formal structure and regular meeting times to prevent the group being disbanded due to staff role changes or departures.
- a meeting schedule that includes meeting twice per year, preferably coordinated with known annual funding cycles.

Expected outcomes

The kind of outcomes most desirable from a regional group are those that could not be achieved individually by the LGAs. These include:

- Lobbying for increased recognition and funding of the regional trails network to state/federal governments and other bodies. This will require high-level support, working closely with respective Council CEOs as well as an understanding of regional trails within each LGA, to be

fostered collectively by the proposed management group.

- Investigating ways existing funding streams such as developer contributions and grants schemes can be best harnessed for the improvement of the regional rail network.
- The continued development of the regional trails network in a way that is intentionally strategic and regional, due to the oversight of this group.
- Increased awareness of the regional nature of the regional trail network within each of the 6 LGAs, including incorporation of the network into other strategic and capital works projects. The regional group allows this progress to be recorded, coordinated and learnings shared.
- The development of a marketing and communications approach for the regional trails. This should include consideration of trail naming and branding.
- Foster relationships with existing relevant planning and transport related groups (such as the Western Transport Alliance, Western Melbourne Tourism, Inner Melbourne Action Plan and Vicmap) and potentially share resources and expertise for the benefit of regional trails.
- The development of a standard signage suite for regional trails, with a commitment from all 6 LGAs.
- Working as a regional team in relationships with key stakeholders, such as in the negotiation of agreements (for example working with private land owners in land acquisition or lease negotiations).
- Investigate opportunities for economic savings associated with economies of scale possible at a regional scale (eg. maintenance contracts). Joint contracts would require financial commitment from LGAs, ensuring the continued existence and relevance of a regional group.
- Sharing of learnings and experience of the group with other regions, informally or via conferences/seminars.

Longer term (5+ years)

In the longer term, assuming the community support for regional trails continues to grow, there may be an opportunity to champion the creation of a more ambitious regional trails management organisation that can work closely with Metropolitan Planning Authority (MPA), VicRoads and Parks Victoria as a dedicated trails organisation. This organisation could be characterised by the following:

- a metropolitan or state-wide scope, enabling coordination between the Western Metropolitan regional trails and those in surrounding areas.
- a comprehensive involvement in the management of trails, from the strategic planning phase through to the marketing and promotion of the trail network.
- responsibilities for building a case for trail funding at a state and federal government level.

9 . TRAIL MARKETING

9.1 Communications & marketing strategies

While most metropolitan trails come with a built-in local audience of local residents, regional trails are likely to require a bit more attention to truly maximise their full potential for attracting locals and visitors. Maximising the use of trails via marketing and communications ensures that the investment in the trail construction and ongoing management and maintenance is not wasted, and can also catalyse the delivery of the potential benefits of the trail to the community (including social, health and economic benefits as detailed in chapter 3).

9.1.1 Current strategies

Discussions with participating councils identified that the level of activity focused on the marketing and communication of existing regional trails in each LGA was very variable. Some of the trails are not yet clearly branded or promoted to local residents, and are unlikely to be discovered by visitors to the area. The trails are mostly promoted by councils individually rather than collaboratively. Many of the councils are currently in the process of increasing the promotion of trails in their area, given growing recognition of the social, health, recreational and economic benefits of trails.

Current marketing and communications activities relating to trails in the region include:

- Cycling and walking apps (e.g. Melton City Council, and 'WalksRides')
- Cycling and walking brochures / maps (of variable quality)
- Guided Walking Tours with local promotion (e.g. Maribyrnong City Council)
- Council websites

- Social media, e.g. Facebook (some councils)
- Third party websites, e.g. Bicycle Network Victoria, Broadsheet, Discover Your Own Backyard (DYOB)

9.1.2 Communications & marketing objectives

The following communications and marketing objectives were identified through consultation with participating councils as part of the project, including a dedicated communications and marketing workshop with responsible Council Officers.

Promotions

- To increase usage by residents and visitors to improve their health and wellbeing, and to reduce the environmental impacts of travel, recreation and commuting.
- To increase tourist visitation to each regional trail and to the region.
- To increase expenditure at local businesses through independent use of the trails, and by hosting events.

Trail development

- To create new experiences to provide additional reasons to visit the region, and additional recreational options for residents.
- To create sustainable travel, recreational and commuter options for visitors and local residents.
- To increase access to the natural environment, including by those with reduced mobility.
- To provide additional, high-quality locations suited to outdoor walking, running and cycling events.



9.1.3 Potential future approach

Market segmentation

To help us understand the different trail services and communication methods relevant to various trail users, it is valuable to understand the different purposes and motivations of segments who are likely to use regional trails in Western Metropolitan Melbourne in the future. However, market segmentation research into trail users is extremely limited in Victoria. The segmentation outlined on the following page is based on Parks Victoria's market segments for trail users in Victoria (*Communicating with Trail Users*, Parks Victoria, 2012) adapted to trails in a metropolitan setting and informed by consultation undertaken for the project.

According to the same Parks Victoria's research, trail users are more likely to be from a 'Socially Aware' market segment and exhibit the following traits:

- Most environmentally conscious of all market segments
- Big consumers of information – read newspapers and like to research choices and learn new things
- Strong sense of social responsibility
- Interested in innovation, technology and fashion
- Most frequent travellers and spend the most of all travel segments
- Like cultural and eco-tourism experiences
- Most likely to use the internet for booking a holiday.

Communications and marketing activities to trail users to encourage usage by the different market segments outlined here will require a tailored approach.

Communication methods will also vary according to the requirements of the different stages of the trail experience, that is:

- **Awareness raising** – promote the trails to encourage people to find out about them. The scope of activities in relation to this stage depends on who the target markets are for each trail. Promotions could take place within the region to local residents, or to visitors seeking things to do when already in the area. It would also be valuable to promote the trails outside the region to attract day trippers and overnight visitors.
- **Pre-trip planning** – provide appropriate information so that people can get organised to work out their itineraries, assess suitability of different trails, organise equipment, food and beverage requirements, etc.
- **On-site information** – provide appropriate, easily accessible information to trail users seeking further information about the trail while using it. Trail managers may also need to communicate with trail users while they are using the trail, e.g. to alert users to hazards.
- **Post-trip reflection and information sharing** – part of encouraging word-of-mouth promotion is to provide avenues for trail users to share their trail experiences with their online communities and others.

Note that some of the information requirements of walkers and cyclists will vary, e.g. suggested itineraries.

Marketing & communications strategies

Various marketing and communications strategies that are relevant to all stages of the trail experience include:

- A brand for each trail that is based on its primary stories and trail experiences. Use the brand to develop design elements such as a logo which can be used on onsite signage, and communications and marketing materials.
- A regional trails website that encompasses information relating to the various stages of the trip cycle for walkers and cyclists.

Metropolitan regional trails market segmentation

	Market Segment	Life stage	Origin	Service preferences
1.	<p>‘Regular Melbourne Walkers’ Mostly females living nearby park, on day trips from home for frequent short walks with/without dog. Also includes local recreational walking groups.</p>	<ul style="list-style-type: none"> • Singles, couples, parents, empty nesters 	<ul style="list-style-type: none"> • Local residents 	<ul style="list-style-type: none"> • Dog walking, cafés, safe environment, easy off/on trail access
2.	<p>‘Occasional Pleasant Walkers/Cyclists’ People on infrequent and scenic short or long day walks or cycles in the region; will travel to trails on Melbourne’s fringe. Includes recreational clubs, such as bushwalkers, Nordic walkers, field naturalists, bird watchers.</p>	<ul style="list-style-type: none"> • Older and younger couples • Families and friends groups 	<ul style="list-style-type: none"> • Local residents • Melbourne day trippers • Intrastate, interstate and international overnight visitors (mostly visiting friends and relatives, or on business) 	<ul style="list-style-type: none"> • Information, toilets, safe access, cafés, shelter, carparking, drinking water, way-finding signage, interpretation
3.	<p>‘High Speed Melbournians’ Mostly males (but a growing proportion of females) living near the trail, on a regular daytrip, running or using some ‘fast’ equipment, e.g. bikes, skateboard, etc. Includes commuters, cycling clubs, fitness groups, etc.</p>	<ul style="list-style-type: none"> • Young and middle-aged • Parents and singles 	<ul style="list-style-type: none"> • Local residents • Melbourne day trippers 	<ul style="list-style-type: none"> • Shade and shelter • Fitness equipment
4.	<p>‘Events’ Walkers, runners and cyclists of all age groups participating in competitive outdoor events or community events.</p>	<ul style="list-style-type: none"> • All life stages 	<ul style="list-style-type: none"> • Local residents • Melbourne day trippers 	<ul style="list-style-type: none"> • Open space, access to power and water, toilets, car parking

- A social media presence (e.g. a Facebook page) for each regional trail, or one for all trails.
- A hard copy regional trails map that outlines all regional trails and can be downloaded online.
- A hard copy brochure for each trail that can be distributed by local businesses and visitor information centres, and downloaded online.
- A regional trails app (iOS) that is interactive, works offline, shows user's location using GPS, calculates distances, etc.
- Telephone service to respond to trail users' inquiries (could be provided by the region's visitor information centres).
- Training for visitor information staff and volunteers on the trails' experiences and facilities.
- Providing information about the trails to businesses who provide services to trail users.

Various marketing and communications strategies that are relevant to the different stages of the trail experience (in addition to the above) include:

Awareness raising

- Media releases about the trails, trail themes/stories, and various trail-based events.
- Regional marketing initiatives, such as visitor guides.
- Events, as well as encouraging participants to experience different aspects of a trail, can attract new trail users and provide new reasons to promote the trail. There are numerous potential strategies to promote trail events, including event websites, council newsletters and websites, media releases, door knocks, co-operative promotions with participating community groups, schools, etc.
- Council communications activities that target local residents to raise awareness of trails, inform residents of

new trail developments, etc. Examples include newsletters, social media (especially Facebook, Twitter, Pinterest, and Instagram), media releases and other public relations activities, advertisements in local press, consultation and support for schools and other community groups.

- Direct marketing to organised recreational groups, such as bushwalking and cycling clubs, located within the region and around Melbourne.
- Content on trail user websites, such as Bicycle Network Victoria's website.

Pre-trip planning

- As noted in the eight strategies relevant to all stages of the trail experience.

On-site information

- Wayfinding, interpretive, and risk and regulatory signage
- Twitter (especially trail management alerts)

Post-trip reflection and information sharing

- Twitter, Facebook, Instagram and Pinterest

Many communications strategies to encourage trail usage will relate to both resident and visitor markets. However, specific activities to attract visitors will also be required. Given that most of the regional trails cross LGA boundaries, this creates opportunities for councils to co-operatively market the trails to improve co-ordination in trail marketing, create cost-efficiencies and avoid duplication of effort.

Potential Marketing & Communications Management Structures

There are a number of key points relating to marketing and communication that have emerged that need to be considered as a part of the management of the regional trails in Western Metropolitan Melbourne:

- There needs to be one co-ordinator to guide marketing and communications activities for regional trails, with assistance provided by the relevant councils to undertake specific activities related to each trail.
- Promotional initiatives, such as a regional trails website, that include all the regional trails and which provide information relevant to all user groups (local residents and visitors), could be undertaken by one of the existing regional partnership organisations, such as Western Melbourne Tourism, Western Transport Alliance or Lead West. Bicycle Network Victoria and recreation and leisure organisations could potentially play a role in promotional initiatives also.
- Prepare an annual Marketing and Communications Action Plan for each regional trail that identifies its specific target markets (trail user market segments) and associated promotional and relationship-building activities. Also identify the specific barriers and enablers of the trail's usage (likely to vary between trails), and address with appropriate messaging and promotional activities.

9.1.4 Marketing & communications recommendations

The following are the key recommendations relating to marketing and communications for the regional trails of Western Metropolitan Melbourne.

- Include trail marketing and communications as one of the items to be addressed at a regional level by the regional trail management group recommended in chapter 8. It may be appropriate to include existing regional partnership organisations (particularly Western Melbourne Tourism) as members of this group to assist in facilitating key objectives, and to ensure that regional trails are part of the thinking of these organisations.
- Prepare an overarching Marketing and Communications Action Plan to guide the collaborative promotion of all regional trails to local residents and visitor markets. Include identification of key issues and opportunities relating to the barriers and enablers of trail usage (to bring about behavioural change), and address with appropriate messaging and promotional activities.

9.2 Developing Trails for Tourism

What enhances the capacity of a trail to attract visitors? While there is a high level of consistency between local residents' requirements of trails and visitors' expectations, there can be variations that will make the difference as to whether someone will cross the city to visit a trail or not. While some visitors to Western Metropolitan Melbourne may be in the area to visit friends and relatives or conduct business, and may use a trail while they are there, there is a significant opportunity to attract Melbourne visitors to the region with a primary motivation of experiencing one of the regional trails, in addition to some of its other attractions.

It is important to understand what visitors are seeking from a trail to ensure it is delivered. Meeting or exceeding visitors' expectations produces higher visitor satisfaction, which can generate return visitation, longer length of stay and positive word-of-mouth promotion. So what are trail visitors looking for?

Developing trails for visitors should be considered in terms of 'experiences'. A visitor is much less likely to be seeking a piece of infrastructure on which to walk or cycle - they can get that at home. Visitors, especially more socially aware trail visitors, are seeking experiences that they can't have where they live,

that are different to everyday life, and which connect them to new places, stories and cultures. As a result, interpretation of local landscapes, heritage and culture assumes much more importance for trail visitors.

Scenic beauty and access to nature, including wildlife, are also major drawcards for trail visitors. Visitors often seek to explore natural features that are unique to the area. They are also typically motivated to travel by the desire to 'escape' the busyness of life, so relaxing, natural settings are becoming increasingly important.

Below are some additional features required to create successful tourism trails:

- Locate within close proximity of urban centres where possible, with well-signed travel routes (road/path) linked to/from the trail. This provides opportunities for a trail to leverage from visitation to these urban centres, as well as provide access to support services for trail visitors.
 - Complement other attractions in the area, e.g. parks, heritage sites, so the activities combined increase the appeal of visiting the area.
 - Provide access to distinctive regional landscapes and the provision of distinctive experiences compared to other trails in the region.
 - Provide access to hospitality and other support services to enhance the trail experience, e.g. bike hire, canoe hire, guided tours.
 - Provide clear way-finding signage (which is especially important for visitors to a region who are otherwise unlikely to know their way around).
 - Include thematic interpretation of the local landscape, heritage and culture with signage, art installations and other forms of story-telling.
- Provide a range of trail experiences that appeal to a variety of ages, abilities and socio-economic groups. This may include fitness circuits, picnic and BBQ facilities, wildlife viewing opportunities, etc.
 - Include circuits or loops on short and full day trail experiences to provide greater variety within the trail experience.
 - Provide good access to the trail by road and public transport.
 - Provide access for people of all abilities.
 - Provide sufficient level of security and surveillance (passive or otherwise)
 - Undertake sufficient consultation prior to the development of trails to understand and meet user requirements.

9.3 Potential Tourism Trail example: Maribyrnong River Trail

The following is an analysis of considerations for the development of a regional trail for tourism in Melbourne's West using the example of the Maribyrnong River Trail.

Descriptor

The Maribyrnong River Trail, starting near the Westgate Bridge at its most southern end and concluding at Brimbank Park at its northern end, encompasses all the potential contrasts and variety of an inner city trail – historic and contemporary industrialised sites, views across to Melbourne's skyscrapers and other prominent architectural features, Indigenous heritage sites, art galleries and public art features, children's playgrounds, cafés with water views – all the while passing through large swaths of open space, and intermittent landscaped parks and gardens.

The Maribyrnong River Trail is an off-road trail, with paths located on both sides of the river in many sections. Walkers and cyclists can shorten the trail by creating loops connected by bridge crossings. Canoeing and kayaking are also popular activities along the river and provide alternative ways to experience the trail.

The first 10 kilometres of the trail (from the Westgate Bridge) is more urbanised, and provides a riverside trail experience that features the area's industrial heritage and developed sites, arts activities, cafés, playgrounds and housing developments, as well as parkland and sightings of water birds.

The second 10 kilometres of the trail, from Steele Creek Reserve to Brimbank Park, traverses almost exclusively through parks and reserves providing a more nature-based experience, including some historic sites of interest, with urban Melbourne providing a background setting. Sightings of waterbirds are common.

The Maribyrnong River Trail passes through a variety of landscapes, from the heavily urbanised areas with an industrial history in the south (such as in Footscray, left), with a progressively more natural character further north (such as Footscray Park, centre and Canning Reserve in Avondale Heights, right).



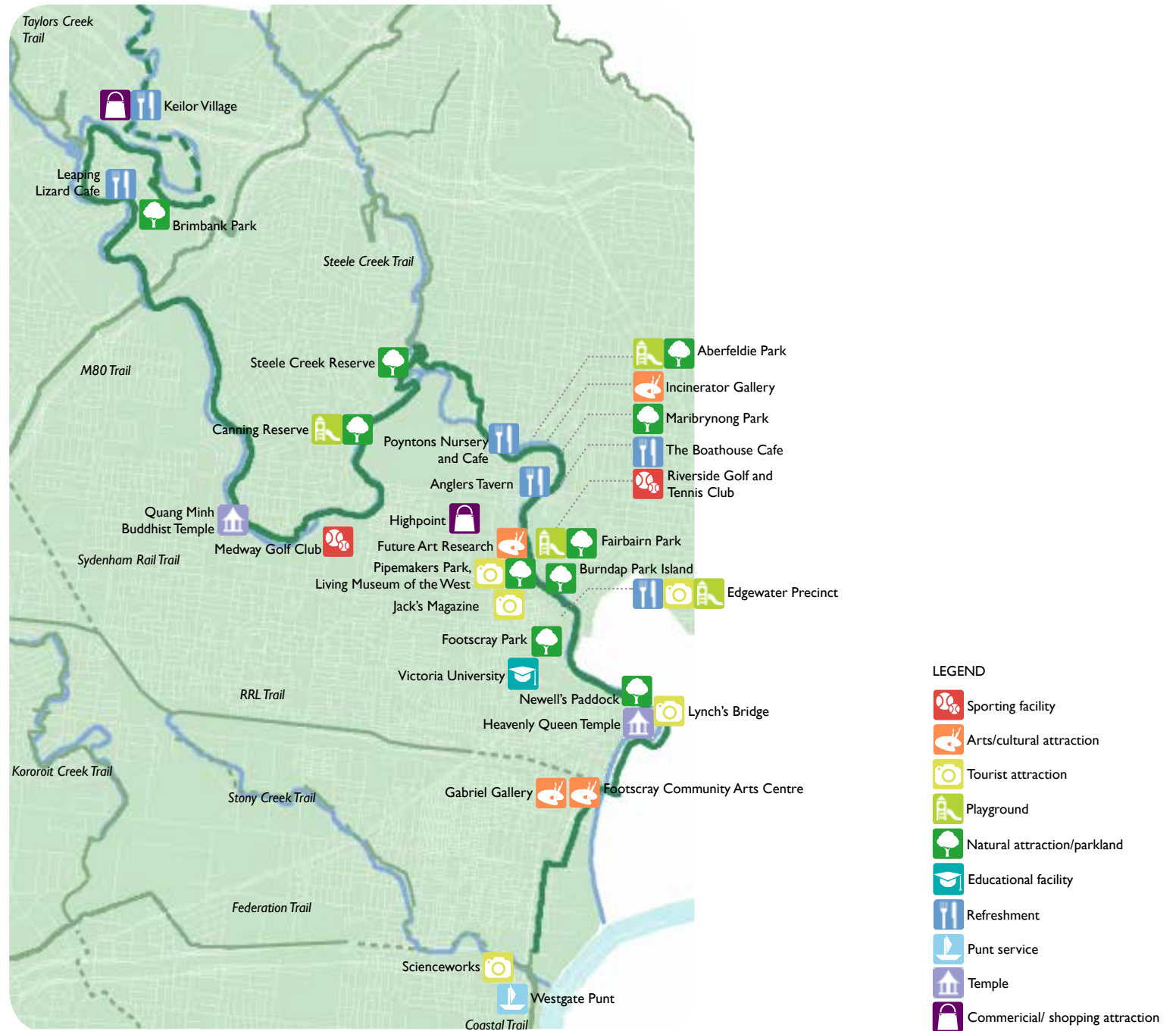


Figure 9.1
Potential Maribyrnong River Tourism Trail map showing key destinations/ experiences

With its scenic diversity and connections to many places of recreational interest, the Maribyrnong River Trail has the potential to become one of the region's most popular trails for visitors and local residents.

Key trail information

- Length of Trail (Westgate Bridge to Brimbank Park): 23km
- Duration to cycle (Westgate Bridge to Brimbank Park): Approximately 2 hours (one way)
- Potential trail connections and extensions:
The Maribyrnong River Trail connects to the Coastal Trail at Scienceworks/ Westgate Punt providing a longer cycle ride. The Maribyrnong Trail could also potentially be extended in the future to Organ Pipes National Park and beyond.
- Westgate Punt - a ferry service that runs between Spotswood Jetty and Westgate Landing in Port Melbourne (cyclists, walkers)

Point of difference for the Trail

The Maribyrnong River Trail offers an experience that is different to any other in Victoria. The trail guides visitors through a pocket of Melbourne that was once heavily industrialised and was home to many of the city's lower income workers. The area is a source of some of the city's most interesting and little known urban history. By contrast, trail visitors can also explore a revitalised, urban area that reflects the lifestyle priorities of inner Melbourne residents, including waterfront dining, arts venues, gardens, outdoor activities and waterfront housing.

The views across to Melbourne's skyscrapers also provide a juxtaposition to the meandering river where life moves more slowly. Especially at the southern end of the trail, elements of rougher, industrial grunge contrast with the order and civility of the city's architectural structures.

Helping visitors to explore the area's distinct and rich heritage and contemporary stories through interpretive signage, street art and furniture, events, design and selection of trail materials, and many other aspects, will increase the appeal of the trail. The trail's future development could reflect a positioning of "see Melbourne in a different light and from a different angle".

Potential Target Markets

Anecdotal evidence suggests that the trail is currently used by a wide range of local residents, including families, couples, groups and individuals, for the purposes of recreation, health/fitness and commuting. Whilst it is already likely to attract some visitors from other parts of Melbourne, over the next five years it has significant potential to be developed and marketed further as a day trip for Melbourne families and friends, couples (young and retirees), and cycling and walking groups seeking an inner city trail experience. Trends in population growth, increased housing density, growing interest in cycling and walking, the desire for new, family-friendly leisure experiences, and the growth in disposable income by the 'baby boomer' market, support anticipated growth in these market segments.

As the larger proportion of Melbourne's Socially Aware market segment (as described in chapter 5 regarding trail users) can be found within a 10-12km radius of Melbourne's CBD, and the eastern and south-eastern suburbs, it is important that particular consideration is given to trail head requirements at the southern end of the trail (as well as northern), and to entry points along the trail.

Transport and trail connections for visitors

There is currently no off-road trail connection linking the start of the Maribyrnong River Trail near Westgate Bridge (at its southerly end) with Melbourne's CBD and potential

Melbourne-based source markets. This will affect usage by families and others seeking safer, off-road access, who prefer to cycle from their point of origin rather than drive.

While there is no clear trail head with parking at the southerly start of the trail, there is ample parking at various parks, reserves and other facilities along the trail, including Brimbank Park at the northern start of the trail, Riverside Golf and Tennis Centre (Ascot Vale), Canning Reserve (Avondale Heights), and Footscray Park (Footscray), among others.

The trail is relatively close to railway stations at the southern end of the trail, including Footscray and Yarraville Stations that are only a few hundred metres from the trail. At the northern end of the trail, the nearest railway stations are a number of kilometres away (including Keilor Plains and St Albans stations).

Support Services

At present, the trail is mostly experienced by people who are self-organised, including individuals, families, recreational groups, etc. The exception is trail-based events, some of which are organised by local councils and community groups or organisations. It appears there are no commercial services supporting usage of the trail, such as bike hire, tours, or shuttle services.

There are hospitality services dotted intermittently along the trail from the Westgate Bridge to Poynton's Boulevard Nursery and Café (near Aberfeldie Park) and a cafe within Brimbank Park. Beyond that, however, access to on-trail food and

beverage locations is very limited, although there are several cafés within one kilometre of the trail.

While there are no bike shops along the trail to assist with repairs and cycle equipment purchase, there are five bike shops within two kilometres of the river that could support trail users.

Further development & communication of the trail experience

The following are some product development suggestions to enhance the appeal of the Maribyrnong River Trail to visitors:

- Identify the brand of the trail based on its primary stories and trail experiences. Use the brand to develop design elements such as a logo which can be used on onsite signage, communications and marketing materials, and to inform future trail development.
- Improve physical and interpretive linkages with other visitor experiences and activity nodes in the area, such as shopping centres, the central business districts of Footscray and other suburbs, arts venues, heritage sites, hospitality outlets, sporting venues, toilets, public transport, etc. through the installation of wayfaring signage and other urban design installations.
- Devise a series of itineraries that explore particular themes or stories along the trail, possibly also involving nearby, off-trail sites. Promote the itineraries through websites, printed materials, onsite signage, and event organisers (as a basis for event circuits).

- Investigate potential gaps in services that may be needed to support trail users, including:
 - Additional hospitality outlets between Poynton's Boulevard Café and Brimbank Park.
 - Bike hire at several locations along the trail close to car parks (given limited off-road trail access to the Maribyrnong River Trail).
 - Availability of public toilets and water outlets on or near the trail at appropriate intervals to suit the needs of adults and children.
- Develop additional events along the trail such as guided tours of the trail's industrial heritage, open gallery / studio tours, night festivities on the trail, painting tours (BYO easel and paintbrush), competitive sports events such as canoeing/ cycling events and many other opportunities. Promote an annual calendar of events through trail marketing strategies.
- Develop a trail-friendly business culture by working with local businesses to provide:
 - Bike racks at hospitality outlets on or near the trail;
 - Provision of meals that suit the nutritional and size requirements of physically active people;
 - Availability of trail information at businesses along the trail;
 - Trail apps and website/s that list local businesses, public amenities, public transport options, etc.

9.3.1 Potential tourism trail example findings

The material presented here regarding the potential of the Maribyrnong River Trail is intended to be a starting point for the development of marketing material and a marketing approach for both the Maribyrnong River Trail, and other regional trails in Western Metropolitan Melbourne. The preparation of this example material has highlighted a number of key points applicable across the region that build upon the recommendations made earlier in this chapter.

- There are many and varied places of potential interest to tourists along existing regional trail alignments. This includes a high density of historical, cultural and natural features, often in close proximity to each other. A key challenge in marketing these trails is to communicate the choices on offer in a cohesive way to different market segments.
- Places of interest and commercial activities along the trail are currently not dependent upon trail users for custom because of the urban catchments in which they operate. This means that facilities are not highly sensitive to tourism numbers and operate year round (eg. not just during holiday periods or over the summer). In general, there also seems to be a lot of potential for businesses to target trail users and contribute to trail marketing if there is a perceived benefit in doing so.
- Metropolitan trails have the advantage of being able to take advantage of expensive and complex urban infrastructure such as public transport.
- Urban trails can provide the opportunity to see familiar areas (such as areas that people normally drive through) from a different angle and at a different pace. This offers the potential to appeal to very local audiences who might normally not be interested in 'tourism' activities so close to home.

10 . ACTION PLAN

The key function of this study is to determine ways to improve the regional trail network in Western Metropolitan Melbourne. Section 6.2 of this report identified the method by which potential trail improvements (ranging from relatively modest proposals relating to improvements to existing trails, to large scale new trail construction projects) were identified. Each of these potential trail improvements were mapped in section 6.3.

This chapter seeks to take those potential trail improvements and determine their relative costs, and other relevant characteristics, as well as their relative prioritisation. To establish relative prioritisation of projects, criteria were created against which the potential trail improvement projects could be assessed. These are fully explained under item 10.1.

This project has used relative prioritisation of projects, rather than stipulating timeframes for implementation. Providing timeframes for implementation provides a number of benefits, including providing reference points to measure trail improvement progress over time, and providing certainty to trail users regarding expectations of trail improvements. Unfortunately, this approach has not been able to be achieved. There are a number of reasons for this, including:

- there is no regular and reliable source of funding for regional trail construction and improvements, so forward planning based upon expected budgets is not possible.
- there are many different organisations that have responsibility for regional trail funding, construction and management within Western Metropolitan Melbourne, so it is not always clear which organisation or organisations might commit funding for any particular project.

In addition to this, the implementation of regional trail projects also usually involve a number of different stages, sometimes funded from different sources. An LGA might fund one or more

of the planning, design and construction documentation phases so that a project is defined and costed, or even 'shovel-ready', to assist with grant applications. For larger and more complex projects, a funding body may wish to have more involvement in these preliminary stages of work and to help shape the project, and so may fund the entire process.

10.1 Criteria for prioritising actions

The Criteria

In order to prioritise the identified potential trail improvement projects, a set of criteria was established. The criteria were established with input from the Project Working Group (including representatives from the 6 relevant LGAs). The criteria were designed to assess the proposed projects against the objectives of the study in order to gain a score used to rank projects in order of priority.

Seven criteria were developed. Using the strong feedback from the community regarding trail improvement priorities (refer to figure 5.15) from the questionnaire undertaken as a part of this project, and input from the Project Working Group, it was determined that the criteria relating to contribution to an integrated network and connectedness were the most important. A weighting system was established to prioritise those potential trail improvement projects that best addressed these items.

It should be noted that the assessment method used has provided a useful prioritisation tool but it is not scientific. While the method used does rank projects in order, the accuracy of the method means that it is best used to provide only broad groupings regarding relative priorities.



The seven criteria and the relative weighting used are as follows:

1. Contribution to an integrated network (20%) *including linking to other regional and local trails and not having 'missing links.*

This criteria assesses projects based on their potential to make an existing trail more continuous, extend the length of an existing trail, create linkages to regional or local trails or assist users in finding their way around the regional trail network through wayfinding or route maps for example.

2. Contribution to connectedness (20%) *including to and from key destinations such as commercial centres, civic services, transport hubs and tourism destinations*

Contribution to connectedness assesses potential actions for the contribution to providing a direct transport or commuting route and connections to destinations such as employment or commercial centres, civic services, public and educational facilities, transport hubs, open space, tourism destinations and major population centres.

3. Encouraging use by spatial location (12%) *including proximity to population centres and transport hubs*

Criteria 3 relates to the potential action's ability, and associated trail, to service densely populated areas and growth areas.

4. Potential economic benefits (12%) *including commercial opportunities as well as cost savings associated with reduced ongoing operational costs such as maintenance*

This criteria determines the potential economic benefits of the proposed action by assessing any potential savings

through maintenance and operational costs as well as indirect economic gains through proximity to commercial centres, tourism destinations. The criteria also considers potential funding opportunities that may be available.

5. Contribution to uniqueness (12%), *selling points and marketability*

In order to assess contribution to uniqueness, projects were evaluated in regards to their ability to open up a unique location or experience, their individuality and their scenic value.

6. Encouraging use through facility quality and maximising usability (12%) *including improving safety*

This criteria determines a project's contribution to safety and compliance, legibility and wayfinding (e.g. through signage and line marking) and the user experience.

7. Strategic fit (12%) *level of support from existing adopted strategies and plans*

Criteria 7 determines the level of support from existing adopted Council strategies, whether the project has been identified as a high priority by the relevant Council and the project's relationship with other relevant government policies and plans (e.g. Parks Victoria, State Government).

Project filters

Due to the wide variety in project types, and to allow project types to be easily sorted for comparison, a series of 'filters' were also developed in collaboration with the Project Working Group. These filters are:

- **Location** - relevant LGA/s involved in the project.
- **Stakeholders** - identifies other relevant stakeholders and land owners (e.g. VicRoads, Parks Vic, developers).
- **Project cost** - broken down into broad groupings:
 - Extra low (less than \$100,000)
 - Low (\$100,000 - \$500,000)
 - Medium (\$500,000 - \$1M)
 - High (\$1M - \$5M)
 - Extra High (\$5M+)
- **Level of disadvantage**
 - based on location (SEIFA index, ABS, 2011).
- **Predominant user type**
 - commuter, recreational user or mixed use.
- **Predominant user mode** - pedestrian, cyclist, shared use (pedestrian focussed), shared use (cyclist focussed) shared use.

The intention behind these filters is to provide relevant information regarding each of the potential trail improvement projects, but also to enable the sorting of the projects by these categories. Using these filters, LGAs are able to identify a project for implementation or funding applications based on specific requirements regarding the filter categories.

10.2 Schedule of trail improvement projects

The following schedules itemise all of the trail improvement projects identified by this study, and details the results of the assessment against the criteria (detailed under item 10.1) as well as the accompanying 'project filter' information.

The projects can be cross-referenced to the trail maps in section 6.3, using the trail name and identification number in the first column. The trail improvement projects are also listed by trail in reference number order in Schedule B.

On the following pages the trail improvement projects are ordered from highest to lowest priority in three separate tables relating to the following improvement works categories:

- **New trail construction projects**
 - These projects relate to the construction of a trail in locations where there is no existing trail.
- **Trail improvement projects**
 - These projects relate to improvements to existing trail surfaces, including resurfacing, trail widening, and the upgrading of crossings and bridges.
- **Other improvement projects**
 - These projects relate to trail improvements to trail infrastructure beyond the trail surface, including signage, line-marking and fencing.

NEW TRAIL CONSTRUCTION PROJECTS										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		To be listed (including previous stages, or similar)	In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.				X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+	High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index	Commuter, recreational or mixed use	Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only
SydenhamRailTrail_01	Construct an off-road shared trail along the railway line from Watergardens Station to Furlong Road (approx. 7.5km)		Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	X high	Low	Commuter	Shared use (cycle focussed)
RRLTrail_01	Implement a shared path in conjunction with the Regional Rail Link from West Werribee to the existing section of trail within the municipality of Brimbank	Completion of the Regional Rail Link and confirmation of alignment with surrounding PSPs.		RRL Trail	Brimbank, Melton and Wyndham City	Melbourne Water, VicTrack	X high	Medium	Mixed Use	Shared use (cycle focussed)
WerribeeRiverTrail_01	Extend Werribee River Trail 7km south of the Princes Freeway to Werribee South on the eastern side of the river to connect with the Wyndham Bay Trail at Grahams Wetland Reserve	Melbourne Water are interested in trail extension to link to the ecotourism trails at the Western Treatment Plant. WTP could be used for alternate alignment if needed	Wyndham Bicycle Network Strategy 2011	Werribee River Trail	Wyndham City	Melbourne Water, Parks Vic	X high	Medium	Recreational	Shared use (cycle focussed)
WyndhamBayTrail_01	New length of trail (14km) from Wyndham Bay Trail, Werribee South, to connect to Coastal Trail in Hobsons Bay	Alignment to be confirmed - may require going around the RAAF base.	Wyndham Bicycle Network Strategy 2011, Community consultation, trail audit	Wyndham Bay Trail	Wyndham City	Parks Vic, RAAF Point Cook	X high	Medium	Recreational	Shared use (cycle focussed)
FederationTrail_01	Complete missing section (2.5km) of the Federation Trail from Fogarty Avenue to Hyde Street including bridge across the railway		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Maribyrnong Bicycle Strategy 2014, BNV, Community consultation, Trail audit	Federation Trail	Hobsons Bay and Maribyrnong	Melbourne Water, VicRoads, VicTrack	X high	High	Mixed Use	Shared use (cycle focussed)
KororoitCreekTrail_02	Extend the Kororoit Creek Trail 6km from Princes Highway to Millers Road including three underpasses	Investigation required into exact route due to biological and flooding issues around Cherry Lake	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, BNV, Community consultation	Kororoit Creek Trail	Hobsons Bay	Melbourne Water, VicRoads, VicTrack	X high	Medium	Recreational	Shared use
WerribeeRiverTrail_02	Extend the Werribee River Trail north of Davis Creek to Melton South		Wyndham Bicycle Network Strategy 2011, Community consultation, trail audit	Werribee River Trail	Wyndham City/ Melton	Parks Vic	X high	Medium	Recreational	Shared use (cycle focussed)
WesternFreewayTrail_01	Construct an off-road shared trail along the Western Highway from Melton to Caroline Springs	Confirmation of the upgrade of the Western Highway	Melton City Council	Western Highway Trail	Melton	VicRoads	X high	Medium	Commuter	Shared use (cycle focussed)

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
SydenhamRailTrail_03	Continue the extension of the trail along the railway line from the Harvester Road to Sunshine Station to connect to the RRL Trail		Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	Medium	Low	Commuter	Shared use (cycle focussed)
FederationTrail_05	Complete 200m missing gap at the Maltby Bypass between the Federation Trail and the Werribee River Trail.		Wyndham Bicycle Network Strategy 2011, Bicycle Network Victoria, Trail Audit	Federation Trail	Wyndham City	Melbourne Water, VicRoads, Developers	High	Medium	Recreational	Shared use (cycle focussed)
RRLTrail_02	Continue the extension of the trail from the existing path at West Footscray to Footscray to connect to the Maribyrnong River Trail	Completion of the Regional Rail Link	The Victorian Transport Plan	RRL Trail	Maribyrnong	Melbourne Water, VicTrack	Medium	Medium	Mixed Use	Shared use
StonyCreekTrail_01	Fill the 2km gap on the Stony Creek Trail between Cruikshank Park (Francis Street) to existing section west of Hyde Street	Completion of this trail will require further investigations into the route (some on road sections may be required due to cultural and flooding constraints)	Maribyrnong Bicycle Strategy 2014, Trail audit and BNV	Stony Creek Trail	Maribyrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
TaylorCreekTrail_01	Extend the Taylors Creek Trail 1.6km from Burrowye Crescent to Green Gully Road and Brimbank Park		Brimbank Cycling and Walking Strategy 2008, Trail audit	TaylorCreek Trail	Brimbank	Parks Vic	High	Low	Recreational	Shared use (cycle focussed)
StonyCreekTrail_02	Extend trail 2.5km north west to Sunshine Road	This action item will require a train line crossing. (Route to be confirmed. See Future Directions Plan - on road route may be required.)	Stony Creek Masterplan, Trail audit	Stony Creek Trail	Maribyrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
KororoitCreekTrail_03	Complete the missing gap in the Kororoit Creek Trail between Burnside and Caroline Springs		Brimbank Cycling and Walking Strategy 2008, BNV	Kororoit Creek Trail	Brimbank, Melton		Medium	Medium	Mixed Use	Shared use (cycle focussed)
SydenhamRailTrail_02	Complete the gap in the trail from the Albion Station car park and the power line easement to the south	Small pocket of Melbourne Water owned land	Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	Medium	Low	Commuter	Shared use (cycle focussed)
CoastalTrail_01	Completion of the Coastal Trail (700m) at Greenwich Reserve through to the rear of the Newport Power Station		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Coastal Trail	Hobsons Bay		Low	Medium	Recreational	Shared use
KororoitCreekTrail_01	Complete the 1km gap in the Kororoit Creek Trail at Waterfield Park		Brimbank Cycling and Walking Strategy 2008	Kororoit Creek Trail	Brimbank		Medium	High	Recreational	Shared use
KororoitCreekTrail_04	Extend the Kororoit Creek Trail 20km north west from Caroline Springs to Mt Kororoit (north of the Melton Highway)		Melton Hike and Bike Strategy 2004	Kororoit Creek Trail	Melton	Melbourne Water	X high	Medium	Recreational	Shared use (cycle focussed)

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
SteeleCreekTrail_01	Extend trail north to AJ Davis Reserve including an underpass at the Calder Freeway	Feasibility of linking Spring Gully Reserve with AJ Davis Reserve under the Calder Freeway	Moonee Valley Walking and Cycling Strategy 2012-2022	Steele Creek Trail	Moonee Valley	VicRoads	High	Low	Recreational	Shared use (cycle focussed)
MaribrnongRiverTrail_01	Extend the Maribrnong River Trail 18km north west to Organ Pipes National Park		Brimbank Cycling and Walking Strategy 2008	Maribrnong Creek Trail	Brimbank	Parks Vic	X high	High	Mixed Use	Shared use (cycle focussed)
LavertonCreekTrail_01	Provide 600m connection across railway and under freeway on the Laverton Creek Trail from Merton Street to Maher Road	Investigation into exact crossing point (i.e. further west)	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Laverton Creek Trail	Hobsons Bay	VicTrack	High	Medium	Recreational	Shared use
SteeleCreekTrail_03	Complete 300m gap in the Steele Creek Trail at Valley Lake along Granite Way,	Melbourne Water owned land	Trail audit	Steele Creek Trail	Moonee Valley	Melbourne Water	Medium	Low	Recreational	Shared use (cycle focussed)
SkeletonCreekTrail_03	Complete gap in Skeleton Creek Trail at the Princes Freeway to connect the trail to the Federation Trail		Wyndham Bicycle Network Strategy 2011, Trail audit, Community consultation	Skeleton Creek Trail	Wyndham City			Medium	Recreational	Shared use (cycle focussed)
KororoitCreekTrail_06	Complete missing gap in Kororoit Creek Trail from Glenbrook Avenue to the M80 Trail		Kororoit Creek Regional Strategy	Kororoit Creek Trail	Brimbank		Medium	High	Recreational	Shared use
OMRRTrail_01	Implement a shared path in conjunction with the proposed Outer Metropolitan Ring Road within the Western Metropolitan Region	Completion of the Outer metropolitan ring road	The Victorian Transport Plan	OMRR Trail	Melton and Wyndham City	Melbourne Water, VicRoads	X high	Medium	Mixed Use	Shared use (cycle focussed)
SkeletonCreekTrail_04	Complete gap between the Skeleton Creek Trail and the proposed Regional Rail Link Trail	Completion of the proposed Regional Rail Link Trail	Desktop gap analysis	Skeleton Creek Trail	Wyndham City		Medium	Medium	Recreational	Shared use.
StonyCreekTrail_04	Fill 600m gap from Somerville Road to Cala Street	Completion of this trail will require further investigations into the route (some on road sections may be required due to cultural and flooding constraints - see Future Directions Plan)	Stony Creek Masterplan	Stony Creek Trail	Maribrnong		High	Medium	Mixed Use	Shared use
KororoitCreekTrail_05	Complete missing gap in Kororoit Creek Trail under the Geelong Road Bridge		Kororoit Creek Regional Strategy, Community consultation	Kororoit Creek Trail	Brimbank, Hobsons Bay		High	Medium-High	Recreational	Shared use (cycle focussed)
TaylorsCreekTrail_02	Fill the 1.5km gap on the Taylors Creek Trail between Kings Road and McCubbin Drive (including underpass at Melton Highway)		Trail audit	Taylors Creek Trail	Brimbank	Melbourne Water, VicRoads	High	Low	Recreational	Shared use
TaylorsCreekTrail_04	Provide a connection between the Kings Road Trail and Organ Pipes National Park (linking to the proposed extension of the Maribrnong River Trail)	Route to be confirmed	Brimbank City Council	Taylors Creek Trail	Brimbank		High	Low	Recreational	Shared use

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
LavertonCreekTrail_02	Extend the Laverton Creek Trail north to connect to the Federation Trail	Melbourne Water own some pockets of land in this area and will need to be collaborated with.	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Laverton Creek Trail	Hobsons Bay and Wyndham City	Melbourne Water	High	Medium	Recreational	Shared use (cycle focussed)
SteeleCreekTrail_02	Complete 1km missing gap in trail between Steele Creek Trail and M80 Trail under the train line adjacent to the Western Ring Road	Melbourne Water owned land	Brimbank Cycling and Walking Strategy 2008, Trail audit	Steele Creek Trail	Brimbank/ Moonee Valley	Melbourne Water	High	High	Recreational	Shared use (cycle focussed)
ToolernCreekTrail_01	Extend Toolern Creek Trail north to Diggers Rest-Coimadai Road (approx 10km)		Melton Hike and Bike Strategy 2004, Trail audit	Toolern Creek Trail	Melton		High	Medium	Recreational	Shared use
MaribyrnongRiverTrail_06	Fill 500m gap of the Maribyrnong River Trail to address the missing link at the Medway Golf Club to include a path on both sides of the River	Historical and Aboriginal Cultural sites need to be considered	Maribyrnong Bicycle Strategy 2014	Maribyrnong River Trail	Maribyrnong	Melbourne Water, Medway Golf Club	Low	Medium	Mixed Use	Shared use (cycle focussed)
KororoitCreekTrail_07	Continue Kororoit Creek Trail under Wright Street on the western side of the creek		Community Consultation	Kororoit Creek Trail	Brimbank		Medium	High	Recreational	Shared use (cycle focussed)

TRAIL IMPROVEMENT PROJECTS										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
MooneePondsCreekTrail_05	Reconstruct existing Montague Street Boardwalk/ Bridge on Moonee Ponds Creek Trail		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	Medium	Low	Mixed Use	Shared use
MooneePondsCreekTrail_01	Realignment of the Moonee Ponds Creek Trail at the Mount Alexander Road underpass		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MaribyrnongRiverTrail_11	Upgrade the Maribyrnong River Trail from asphalt to concrete between the Farnsworth Bridge and the Raleigh Road Bridge	Within PV managed land the trail will only be upgraded if and where it is appropriate subject to funding	Maribyrnong Bicycle Strategy 2014	Maribyrnong River Trail	Maribyrnong	Parks Vic	Medium	Medium	Mixed Use	Shared use (cycle focussed)
MaribyrnongRiverTrail_09	Seal and widen the gravel section of the Maribyrnong River Trail near the Anglers Tavern	Melbourne Water will need to be consulted regarding trail widening	Maribyrnong Bicycle Strategy 2014, Community consultation	Maribyrnong River Trail	Maribyrnong	Melbourne Water, Parks Vic	Low	Medium	Mixed use	Shared use (cycle focussed)
MaribyrnongRiverTrail_10	Widen the shared path at Maribyrnong Road Bridge, adjacent to the Anglers Tavern.		Maribyrnong River Masterplan	Maribyrnong River Trail	Maribyrnong	VicRoads, Parks Vic	Low	Medium	Mixed use	Shared use
M80Trail_06	Eliminate road crossing at Keilor Park Drive on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
MaribyrnongRiverTrail_08	New bridge over Maribyrnong River near the confluence of Steele Creek as part of the redevelopment of the Commonwealth Government's, Explosives Factory Land.		Maribyrnong Bicycle Strategy 2014	Maribyrnong River Trail	Maribyrnong	Melbourne Water	Medium	Medium	Mixed Use	Shared use
M80Trail_03	Eliminate road crossing at Ballarat Road on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
M80Trail_04	Eliminate road crossing at Furlong Road on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
M80Trail_05	Eliminate road crossing at Sunshine Avenue on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
MooneePondsCreekTrail_08	Install a shared bridge at Five Mile Creek to remove the hairpin bend to improve safety and sightlines.		Council audit of Moone Ponds Creek Trail	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Medium	Mixed Use	Shared use (cycle focussed)
MaribyrnongRiverTrail_03	Implement a weather resistant path on Maribyrnong River Trail from Lily Street, Essendon Street, to Brimbank Park (10km in length)		Moonee Valley Walking and Cycling Strategy 2012-2022, Community consultation	Maribyrnong River Trail	Moonee Valley	Parks Victoria	High	Low-High	Mixed Use	Shared use (cycle focussed)
CoastalTrail_03	Widen path (600m in length) at Nelson Place on the Coastal Trail		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, trail audit	Coastal Trail	Hobsons Bay	Melbourne Water	Low	Medium	Recreational	Shared use
MaribyrnongRiverTrail_07	New bridge over Maribyrnong River at Canning Reserve (near the Tea Gardens and the Monte Carlo Path)	Further investigation is required to gain support from Parks Victoria (i.e. Alternate crossing arrangement)	Maribyrnong Bicycle Strategy 2014	Maribyrnong River Trail	Maribyrnong	Parks Vic, Melbourne Water	High	Medium	Mixed Use	Shared use
MaribyrnongRiverTrail_12	Delineation of the 600m of the Maribyrnong River Path between Hopkins Street and Napier Street		Maribyrnong Bicycle Strategy 2014	Maribyrnong River Trail	Maribyrnong		Low	Medium	Mixed Use	Shared use (cycle focussed)
M80Trail_01	Replace asphalt sections of the M80 trail with concrete where needed (i.e. where trail is in		Community Consultation	M80 Trail	Brimbank and Wyndham City	VicRoads	Medium	Medium-High	Commuter	Shared use (cycle focussed)
MaribyrnongRiverTrail_02	Provide a crossing over the Maribyrnong River from Kealba to Brimbank Park	Exact location will need to be investigated due to steep grades.	Brimbank Cycling and Walking Strategy 2008	Maribyrnong River Trail	Brimbank	Parks Vic, Melbourne Water	Medium	High	Mixed Use	Shared use
SkeletonCreekTrail_01	Realign the section of trail from St Anthonys Court to South Terrace. Including link to Melbourne Water		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Skeleton Creek Trail	Hobsons Bay	Melbourne Water	High	Medium	Recreational	Shared use
SkeletonCreekTrail_02	Realign the section of trail from Crelin Avenue to Point Cook Road (north side) beyond the I in IO		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Skeleton Creek Trail	Hobsons Bay		High	Medium	Recreational	Shared use
FederationTrail_04	Replace and repair sections of the asphalt path where needed		Trail audit, Community Consultation	Federation Trail	Brimbank, Hobsons Bay and Wyndham City	Melbourne Water, VicRoads	High	Medium	Commuter	Cyclist only
MaribyrnongRiverTrail_13	Construct a cantilevered bridge from the Raleigh Road Bridge to provide a safe crossing between the trail either side of the River	VicRoads may need to be consulted	Moonee Valley City Council	Maribyrnong River Trail	Moonee Valley		Medium	Medium	Mixed Use	Shared use (cycle focussed)
ToolernCreekTrail_05	Replace asphalt sections of the Toolern Creek Trail with concrete		Community Consultation	Toolern Creek Trail	Melton		Medium	Medium	Recreational	Shared use (cycle focussed)

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
MaribyrnongRiverTrail_05	Widen the Ahern Bridge (near the Medway Golf Club)	Advocate to Melbourne Water to widen bridge as part of the M102 upgrade. Council to develop concept plan and cost estimate	Moonee Valley City Council	Moonee Ponds Creek Trail	Moonee Valley, Maribyrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
WyndhamBayTrail_03	Upgrade existing path to Regional Trail width and standard		Trail audit	Wyndham Bay Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use
ToolernCreekTrail_02	Provide a bridge over Toolern Creek to connect the Trail to the Melton Botanic Gardens		Community Consultation	Toolern Creek Trail	Melton	Melbourne Water	Medium	Medium	Recreational	Shared use (pedestrian focussed)
MaribyrnongRiverTrail_04	Provide a bridge crossing near Duke Street, Sunshine on the	Already planned as part of Rivervalley Estate.	Community Consultation	Maribyrnong River Trail	Brimbank/ Moonee Valley	Melbourne Water	High	Low	Mixed Use	Shared use
WellnessTrail_02	Eliminate the footpath section of the Wellness Trail at Mt Derrimut Road crossing the Western Freeway		Trail audit	The Wellness Trail	Brimbank	VicRoads	High	Low	Commuter	Shared use (cycle focussed)

OTHER IMPROVEMENT PROJECTS										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		To be listed (including previous stages, or similar)	In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.				X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+	High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index	Commuter, recreational or mixed use	Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only
MaribyrnongRiverTrail_14	Provide wayfinding and use etiquette signage along the Maribyrnong River Trail, particularly at junctions to other trails, Raleigh Road underpass and at Brimbank Park		Community Consultation, Trail audit	Maribyrnong River Trail	Maribyrnong, Moonee Valley and Brimbank	Parks Vic	Medium	Low-High	Mixed Use	Shared use
CoastalTrail_04	Provide wayfinding and etiquette signage along Coastal Trail, particularly at Nelson Place and intersections towards the western end of the trail		Trail audit	Coastal Trail	Hobsons Bay		Low	Medium	Mixed Use	Shared use
MooneePondsCreekTrail_02	Install a barrier fence along creek side of the Citylink underpass near Ormond Road and raise path level to reduce flooding	Conduct a feasibility study of this project as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_03	New ramp to raise height of Citylink underpass near Dean Street	Investigate feasibility of constructing new ramp as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_04	Install a barrier fence along creek side of the Citylink underpass near Evans Street		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Low	Low	Commuter	Shared use (cycle focussed)
KororoitCreekTrail_08	Provide consistent wayfinding and etiquette signage along Kororoit Creek Trail		Community Consultation, Trail audit	Kororoit Creek Trail	Brimbank, Hobsons Bay and Melton		Low	Medium-High	Recreational	Shared use
MooneePondsCreekTrail_12	Refresh and install line marking along entire path		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley		Low	Low	Mixed Use	Shared use (cycle focussed)
SkeletonCreekTrail_05	Provide directional and behavioural signage and trail heads along the Skeleton Creek Trail, particularly at junction with Federation Trail	SkeletonCreekTrail_03Completion of the gap at the Princes Freeway to complete connection to Federation Trail	Trail audit	Skeleton Creek Trail	Hobsons Bay and Wyndham City		Low	Medium	Recreational	Shared use
StonyCreekTrail_03	Provide wayfinding and behavioural signage to the length of the Stony Creek Trail, including junctions to other trails		Stony Creek Masterplan	Stony Creek Trail	Maribyrnong		High	Medium	Mixed Use	Shared use

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
MooneePondsCreekTrail_09	Barrier fencing and improved drainage (currently outlet reduces debris onto the path) at Citylink underpass near Woodland Street	Advocate for alternative drainage with CityLink and other relevant stakeholders as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_13	Implement a regular maintenance schedule to entire trail (with Moreland, Hume and Melbourne City Councils)		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Moreland, Hume and Melbourne City Councils	Medium	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_14	Provide wayfinding and user etiquette signage to the length of Moonee Ponds Creek Trail, including distance indicators, particularly at junction with other trails		Trail audit	Moonee Ponds Creek Trail	Moonee Valley		Medium	Low	Mixed Use	Shared use
LavertonCreekTrail_03	Provide directional and user etiquette signage to Laverton Creek Trail, particularly at junction with the Coastal		Trail audit	Laverton Creek Trail	Hobsons Bay and Wyndham City		X low	Medium	Recreational	Shared use
CoastalTrail_02	Provide line marking on the Gloucester Reserve section of the Coastal Trail		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Coastal Trail	Hobsons Bay		X low	Medium	Recreational	Shared use
FederationTrail_03	Provide wayfinding and distance markers along the Federation Trail	Melbourne Water are interested in collaborating with LGAs to deliver improvement works particularly signage projects	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Federation Trail	Brimbank, Hobsons Bay, Maribyrnong and Wyndham City	Melbourne Water, VicRoads	Low	Medium	Commuter	Cyclist only
ToolernCreekTrail_03	Provide wayfinding and behavioural signage, including trail heads, along the Toolern Creek Trail		Community Consultation	Toolern Creek Trail	Melton		Low	Medium	Recreational	Shared use (cycle focussed)
WerribeeRiverTrail_03	Provide wayfinding and etiquette signage along the Werribee River Trail particularly at Werribee Township, other trails and Werribee Park (Werribee Zoo and Werribee Mansion)		Wyndham Bicycle Network Strategy 2011, Trail audit	Werribee River Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use
WyndhamBayTrail_02	Provide directional and etiquette signage along the Wyndham Bay Trail		Wyndham Bicycle Network Strategy 2011,	Wyndham Bay Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
FederationTrail_02	Provide signage at trail heads on the Federation Trail	FederationTrail_01 Extension of Federation Trail from Fogarty Avenue to Hyde Street (Project FederationTrail_01) should be completed before Trailheads are implemented at the eastern end of the trail	Trail audit	Federation Trail	Hobsons Bay, Maribyrnong and Wyndham City	Melbourne Water, VicRoads	X low	Medium	Commuter	Cyclist only
MooneePondsCreekTrail_07	Embankment repair at Moreland road underpass	Advocate for embankment repair with VicRoads or other relevant stakeholders as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Low	Mixed Use	Shared use (cycle focussed)
SteeleCreekTrail_04	Provide wayfinding and behavioural signage to the length of the Steele Creek Trail, including trail heads, particularly at junctions to other trails		Brimbank Cycling and Walking Strategy 2008, Trail audit	Steele Creek Trail	Brimbank and Moonee Valley		Low	Low-High	Recreational	Shared use
M80Trail_02	Provide consistent wayfinding and distance signage along the length of the M80 trail, particularly at connections to other trails		Trail audit	M80 Trail	Brimbank, Moonee Valley	VicRoads	Low	Medium-High	Commuter	Shared use (cycle focussed)
TaylorsCreekTrail_03	Provide directional and behavioural signage to the length of Taylors Creek Trail, including trail heads and distance		Trail audit	Taylors Creek Trail	Brimbank		Low	Low	Recreational	Shared use
MooneePondsCreekTrail_06	Improve drainage at Albion Street underpass and erect low clearance signs	Conduct an investigation into the improvement works as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_10	Install barrier fencing to Citylink underpass near Wheeler Street and Wallace		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	X low	Low	Mixed Use	Shared use (cycle focussed)

ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
MooneePondsCreekTrail_11	Improve path safety at the rail underpass near Strathmore Secondary College by removing redundant gantries, improving path and installing barrier fencing	Advocate to VicTrack for the removal of redundant gantries and support the road safety plan to improve safety near Strathmore Secondary College as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, VicTrack	Low	Low	Mixed Use	Shared use (cycle focussed)
WellnessTrail_01	Provide wayfinding signage to the length of the Wellness Trail		Trail audit	The Wellness Trail	Brimbank, Melton	VicRoads	Low	Low-Medium	Commuter	Shared use (cycle focussed)
KororoitCreekTrail_9	Remove barriers and chicanes on the Kororoit Creek Trail		Community Consultation	Kororoit Creek Trail, Federation Trail	Brimbank/		X low	Medium-High	Recreational	Shared use (cycle focussed)
ToolernCreekTrail_04	Provide line marking along the Toolern Creek Trail		Community Consultation	Toolern Creek Trail	Melton		Low	Medium	Recreational	Shared use

10.3 Conclusion

The following is a brief summary of the key issues identified as a part of this project and the key recommendations made. Refer to the main body of the document for additional details and background regarding each of these.

KEY ISSUES

There is currently no agreement on which of the trails in Western Metropolitan Melbourne are regional trails, nor upon the definition or function of a regional trail.

RECOMMENDATIONS

- Regional trails have been defined in this document (refer chapter 3), and it is recommended that this definition (including the function of regional trails) be applied to the planning of the network.
- The existing trails of the region have been assessed against the definition created (including an audit of all of the potential trails by bicycle) and a list of the existing and proposed regional trails has been created (refer to chapter 6). It is recommended that this list be the basis for ongoing planning of the network.

KEY ISSUES

The existing network of trails in Western Metropolitan Melbourne is not currently a comprehensive and integrated network. The existing network is compromised by factors including:

- gaps in otherwise continuous trails
- trails falling short of logical destinations
- a lack of 'loop' trails
- parts of the region not adequately being serviced by regional trails
- inconsistent trail surfaces and widths
- inconsistent quantity and quality of signs

RECOMMENDATIONS

Management

The regional trail network would benefit from regional-level planning and management focussing upon the establishment of a regional network. It is recommended that in the short term a formal regional group be established to provide regional oversight and coordination of regional trail planning, management and construction, and to address key management challenges, including funding sources. This includes the development of an advocacy plan, that can be used to identify 'shovel ready' projects that will be of interest to various levels of Government, that can also be aligned and prioritised with respective local, state and federal funding opportunities. In the longer term a more ambitious regional trails management organisation should be investigated (refer to chapter 8).

Construction

This document lists, assesses and prioritises trail improvement projects in an action plan (see chapter 10).

Infrastructure standards and guidelines

This document establishes both standards and guidelines (refer to chapter 7) including:

- a trail width standard
- a trail material standard
- the recommendation that a standard suite of regional trail signs be developed and implemented
- guidelines relating to other infrastructure elements relating to regional trails, including seating, lighting, and vegetation.
- encouraging a user-centred and best practice design approach to trail development by applying Universal Design Principles.

KEY ISSUES

Information about regional trails for local residents and potential visitors is not readily available, and on the whole does not encourage visitation/use of individual trails or the region.

RECOMMENDATIONS*Communication & marketing*

It is recommended that marketing and communications plans be developed for both the region as a whole, as well as for each of the individual trails as a subset of this. Both of these require regional cooperation, and support the creation of a regional-level management group recommended above (refer to chapter 9).

Infrastructure standards and guidelines

This document recommends that a standard suite of regional trail signs be developed and implemented across the region, including the incorporation of branding to complement the marketing and promotion of individual trails and the region (refer to chapter 7).

Trail improvement projects

This project has identified and ranked in order of relative priority 92 separate trail improvement projects, including:

- 36 new trail construction projects
- 27 trail improvement projects (eg. trail resurfacing and widening)
- 29 other improvement projects (eg. trail signage, line marking and fencing)

The top 10 projects in each of those categories are summarised in the tables over the following pages.

This study has recognised that the ability to attract future state and federal government funding opportunities will be important to achieve some of the larger scale trail projects. It is likely that projects which can identify clear strategic need and strong regional benefits to more than one LGA will be of interest. Of the regional trails identified, only five fall only within one municipality:

- Sydenham Rail Trail (Brimbank)
- Taylors Creek Trail (Brimbank)
- Toolern Creek Trail (Melton)
- Western Highway Trail (Melton)
- Wyndham Bay Trail (Wyndham)

All of the other regional trails identified fall within more than one LGA. Those trails crossing the most LGAs are:

- Regional Rail Link Trail (passing through Wyndham, Melton, Brimbank and Maribyrnong)
- Kororoit Creek Trail (passing through Hobsons Bay, Wyndham, Brimbank and Melton).

Both of these trails are represented in the list of top priorities for new trail construction projects.

New trail construction projects - top 10 priorities

<i>Trail and action item</i>	<i>LGA location</i>	<i>Action description</i>
1. Sydenham Rail Trail (project ID #01)	Brimbank	Construct an off-road shared trail along the railway line from Watergardens Station to Furlong Road (approx. 7.5km)
2. RRL Trail (project ID #01)	Brimbank, Melton, Wyndham	Implement a shared path in conjunction with the Regional Rail Link from West Werribee to the existing section of trail within the municipality of Brimbank
3. Werribee River Trail (project ID #01)	Wyndham	Extend Werribee River Trail 7km south of the Princes Freeway to Werribee South on the eastern side of the river to connect with the Wyndham Bay Trail at Grahams Wetland Reserve
4. Wyndham Bay Trail (project ID #01)	Wyndham	New length of trail (14km) from Wyndham Bay Trail, Werribee South, to connect to Coastal Trail in Hobsons Bay
5. Federation Trail (project ID #01)	Hobsons Bay and Maribyrnong	Complete missing section (2.5km) of the Federation Trail from Fogarty Avenue to Hyde Street including bridge across the railway
6. Kororoit Creek Trail (project ID #02)	Hobsons Bay	Extend the Kororoit Creek Trail 6km from Princes Highway to Millers Road including three underpasses
7. Werribee River Trail (project ID #02)	Melton and Wyndham	Extend the Werribee River Trail north of Davis Creek to Melton South
8. Western Freeway Trail (project ID #01)	Melton	Construct an off-road shared trail along the Western Highway from Melton to Caroline Springs
9. Sydenham Rail Trail (project ID #03)	Brimbank	Continue the extension of the trail along the railway line from the Harvester Road to Sunshine Station to connect to the RRL
10. Federation Trail (project ID #05)	Wyndham	Complete 200m missing gap at the Maltby Bypass between the Federation Trail and the Werribee River Trail.

Note: Use the project ID numbers above to identify these projects on the trail maps in section 6.3 of this report.

Trail improvement projects - top 10 priorities

Trail and action item	LGA location	Action description
1. Moonee Ponds Creek Trail (project ID #05)	Moonee Valley	Reconstruct existing Montague Street Boardwalk/Bridge
2. Moonee Ponds Creek Trail (project ID #01)	Moonee Valley	Realignment of the Moonee Ponds Creek Trail at the Mount Alexander Road underpass including barrier fencing
3. Maribyrnong River Trail (project ID #11)	Maribyrnong	Upgrade the Maribyrnong River Trail from asphalt to concrete between the Farnsworth Bridge and the Raleigh Road Bridge
4. Maribyrnong River Trail (project ID #09)	Maribyrnong	Seal and widen the gravel section of the Maribyrnong River Trail near the Anglers Tavern
5. Maribyrnong River Trail (project ID #10)	Maribyrnong	Widen the shared path at Maribyrnong Road Bridge, adjacent to the Anglers Tavern.
6. M80 Trail (project ID #06)	Brimbank	Eliminate road crossing at Keilor Park Drive
7. Maribyrnong River Trail (project ID #08)	Maribyrnong	New bridge over Maribyrnong River near the confluence of Steele Creek as part of the redevelopment of the Explosives Factory Land.
8. M80 Trail (project ID #03)	Brimbank	Eliminate road crossing at Ballarat Road
9. M80 Trail (project ID #04)	Brimbank	Eliminate road crossing at Furlong Road
10. M80 Trail (project ID #05)	Brimbank	Eliminate road crossing at Sunshine Avenue

Note: Use the project ID numbers above to identify these projects on the trail maps in section 6.3 of this report.

Other trail improvements projects - top 10 priorities

Trail and action item	LGA location	Action description
1. Maribyrnong River Trail (project ID #14)	Maribyrnong, Moonee Valley and Brimbank	Provide wayfinding and use etiquette signage along the Maribyrnong River Trail, particularly at junctions to other trails, Raleigh Road underpass and at Brimbank Park
2. Coastal Trail (project ID #04)	Hobsons Bay	Provide wayfinding and etiquette signage along Coastal Trail, particularly at Nelson Place and intersections towards the western end of the trail
3. Moonee Ponds Creek Trail (project ID #02)	Moonee Valley	Install a barrier fence along creek side of the Citylink underpass near Ormond Road and raise path level to reduce flooding
4. Moonee Ponds Creek Trail (project ID #03)	Moonee Valley	New ramp to raise height of Citylink underpass near Dean Street
5. Moonee Ponds Creek Trail (project ID #04)	Moonee Valley	Install a barrier fence along creek side of the Citylink underpass near Evans Street
6. Kororoit Creek Trail (project ID #08)	Brimbank, Hobsons Bay and Melton	Provide consistent wayfinding and etiquette signage along Kororoit Creek Trail
7. Moonee Ponds Creek Trail (project ID #12)	Moonee Valley	Refresh and install line marking along entire path
8. Skeleton Creek Trail (project ID #05)	Hobsons Bay and Wyndham City	Provide directional and behavioural signage and trail heads along the Skeleton Creek Trail, particularly at junction with Federation Trail
9. Stony Creek Trail (project ID #03)	Maribyrnong	Provide wayfinding and behavioural signage to the length of the Stony Creek Trail, including junctions to other trails
10. Moonee Ponds Creek Trail (project ID #09)	Moonee Valley	Barrier fencing and improved drainage (currently outlet reduces debris onto the path) at Citylink underpass near Woodland Street

Note: Use the project ID numbers above to identify these projects on the trail maps in section 6.3 of this report.

APPENDIX A

Existing strategies and policy overview

The following pages summarise the key strategic and policy documents relevant to regional trails in Western Metropolitan Melbourne. Additional details and discussion about these can be found in chapter 4.

Document	Date	Summary	Relevance	Comparison
MUNICIPAL CYCLING & WALKING STRATEGIES				
Brimbank Cycling and Walking Strategy	2008	Brimbank City Council's strategy aims to increase the instances of walking and cycling throughout the municipality. In order to achieve this outcome the strategy outlines the following objectives: <ul style="list-style-type: none"> • prioritise recommendations to improve and integrate the existing trail network and associated facilities • create a safer environment for walking and cycling • ensure that the development of a good walking and cycling environment is considered in all developments within the municipality 	Brimbank City Council's strategy is relevant to this study due to its focus on providing upgrades to the existing trail network and connections between existing trails, items which should be considered within this study. Recommendations for improvement prioritised in the strategy, that also require consideration, include addressing <ul style="list-style-type: none"> • missing links in the trail network • physical barriers in the network (i.e. rail lines) • inconsistent trail quality • wayfinding 	There are many similarities amongst the strategies. Common themes include: <ul style="list-style-type: none"> • provision of an integrated and connected trail network • improvements to existing on and off-road trails • identified gaps or missing links in the existing trail network that need to be addressed to provide a connected trail network • provision of increased instances of line marking and behavioural signage in cycling and/or walking strategies • extensions of existing trails • establishment of wayfinding signage across trail networks creating linkages between the trails throughout the region.
Hobsons Bay Strategic Bicycle Plan	2013-2017	Hobsons Bay Strategic Bicycle Plan aims to build upon the existing trail network to develop a highly connective network. There are two objectives outlined by Council in order to achieve this: <ul style="list-style-type: none"> • undertake projects to complete the 'missing links' in the network. • implement extensions of existing trails, including within other municipalities, to develop the network. 	This strategy provides an implementation plan of particular relevance to this project which includes proposed trails, missing links to be addressed and extensions to the existing off-road trails that are, or have the potential to be, of regional significance. The Bicycle Plan also outlines the key issues in regards to providing a connected and integrated network, which should be considered in this study: <ul style="list-style-type: none"> • inadequate resources for consistent maintenance • lack of funding • difficulty obtaining approvals from various authorities • lack of behavioural and directional signage • user conflicts 	The locations of each of the municipalities appear to affect the focus of their strategies. For example inner city municipalities focus on improvements to existing trails while the outer LGAs focus on the provision of new trails. The focus of each of the strategies are: <ul style="list-style-type: none"> • The municipalities of Moonee Valley, Maribyrnong and Brimbank, located close to Melbourne CBD have a strong focus on improving and connecting existing trails, rather than constructing new trails.
Maribyrnong Bicycle Strategy	2014-2019	The Maribyrnong Bicycle Strategy aims to encourage more people to ride more often as well as to advocate for projects to improve the cycling within the municipality. Recommendations within the strategy include: <ul style="list-style-type: none"> • increase the 'bike aware culture' within Council • upgrade existing trails to a higher level of comfort to increase use • improve existing roads to accommodate cycling • develop traffic protected trails (i.e. off-road trails) 	Maribyrnong City Council's bicycle strategy is of relevance to this project as it outlines the specific actions and missing links prioritised to improve the network, actions that should be considered in this study. <p>The aim of prioritising development of the existing trails and infrastructure to improve the trail network rather than implementation of new trails should also be integrated in this project.</p>	<ul style="list-style-type: none"> • Hobsons Bay City Council, an inner city municipality, focuses on constructing new lengths of trail into the Hobsons Bay area that extend from existing inter-municipality trails, such as the Kororoit Creek Trail, increasing their connectivity to bordering municipalities. The strategy also focuses on filling in gaps within existing trails in the municipality (i.e. the Skeleton Creek and Laverton Creek trails). • Melton is unique as it is a growth area and focuses on developing a walking and cycling network by significantly increasing lengths of trail and constructing new trails.

Maribyrnong Walking Strategy	2011	<p>This strategy aims to improve pedestrian access and facilities to encourage walking in the municipality to enhance the wellbeing of Maribyrnong City. The objectives are:</p> <ul style="list-style-type: none"> • to make walking the preferred choice of travel for short trips • to raise the profile of walking • to decrease dependency on cars • to make walking more attractive and accessible • to improve walkability through an integrated approach within Council • to improve walkability from a planning perspective • to increase walking in transport mode shares 	<p>The Maribyrnong Walking Strategy complements the Maribyrnong Strategic Bicycle Plan by aiming to facilitate increased use of sustainable transport modes. In relevance to the West Trails project, the following recommendations were made:</p> <ul style="list-style-type: none"> • prioritise walking and cycling in managing and developing a safe and well-connected transport system • complete the northern end of the Maribyrnong River Trail • extend the Federation Trail to connect to the CBD • implement a continuous off road trail that connects the Maribyrnong River with the Coastal Trail • create off-road links from the river to the CBD 	<ul style="list-style-type: none"> • Wyndham, being a growth area and an outer metropolitan region has a strong focus on implementing new trails that connect new suburbs, existing trails and activity centres and providing loop trails for recreational cyclists. Being located further away from the CBD, Wyndham has a focus on providing for cycling opportunities within the municipality rather than between municipalities and the CBD. <p>The different municipalities deal with cycling and walking in different ways, with some having strategies that deal with both together, some separately, and some do not have strategies focussed upon walking.</p>
Melton City Council Hike and Bike Strategy	2005	<p>The aim of this strategy is to develop a shared off-road network within the City of Melton through the achievement of the following objectives:</p> <ul style="list-style-type: none"> • providing a strategic direction for the ongoing development of shared user paths • establishing preferred shared path routes • prioritising shared trail networks • identifying construction costs of the proposed network to seek funding opportunities • providing a set of guidelines for the design and implementation of new paths including those in new estates and rest areas along trails. • identifying key benefits of shared use trails • linking trails and key destinations • identifying a network that Council can operate • identifying areas needing further investigation 	<p>The Melton City Council Hike and Bike Strategy is relevant to the West Trails projects as it aims to develop a shared trail network within the municipality. In addition, the following recommendations were made:</p> <ul style="list-style-type: none"> • development of trail design guidelines (2.5m concrete pathways for regional trails) • extending the Werribee River Trail north to connect with the Toolern Creek Trail • extending the Kororoit Creek Trail west along the creek towards Melton • extending linear connections along Blind Creek • extending the Arnolds Creek Trail along the Melton Reservoir • providing trails for recreation and commuter use • providing connections to key destinations and surrounding municipalities. 	

<p>Moonee Valley Walking and Cycling Strategy</p>	<p>2012-2022</p>	<p>The Moonee Valley Walking and Cycling Strategy aims to increase the number of journeys made by foot or bike for people of all ages by implementation of the following objectives:</p> <ul style="list-style-type: none"> • incorporate programs into infrastructure improvements that increase instances of cycling and walking • develop a walking and cycling culture within the municipality • prioritise walking and cycling initiatives across all planning and decision-making processes within Council • promote walking and cycling as economically and socially beneficial 	<p>Moonee Valley City Council outlines some key recommendations that align the with the aims of this study and should be considered. Recommendations include:</p> <ul style="list-style-type: none"> • promoting the trails • creating links between trails, activity centres and natural attractions • reviewing and improving existing shared trails • developing a maintenance program for shared trails • improving signage and wayfinding • addressing missing links within the trail network 	
<p>Wyndham Bicycle Network Strategy</p>	<p>2011</p>	<p>The Wyndham Bicycle Network Strategy aims to improve, extend and add to the bicycle network within the municipality. In order to achieve this, the following objectives have been outlined:</p> <ul style="list-style-type: none"> • update the existing bicycle network as proposed in the previous strategy • identify where new trails can be implemented • develop bicycle facilities in new estates 	<p>Of relevance to this project, is the strategy's identification of potential locations of new trails that should be implemented, particularly in new growth areas, and missing links in the existing trail network. It also discusses the municipality's regional trails in regards to their importance at a local and inter-municipal level. Relevant key objectives in the strategy are:</p> <ul style="list-style-type: none"> • to provide connections to other trails • to address physical constraints • to establish routes and loops trails for recreational cyclists • to provide on-road cycle treatments 	

Document	Date	Summary	Relevance	Comparison
MUNICIPAL OPEN SPACE STRATEGIES				
<i>Brimbank City Council Creating Better Parks - Open Space and Playground Policy and Plan</i>	2008	Brimbank City Council's Open Space policy aims to provide enough open space to meet the needs of the current and future populations. The objectives of this policy are: <ul style="list-style-type: none"> • to direct the current and future provision of open space • to provide evenly distributed, quality open space across the municipality • to meet the needs and expectations of the community in providing relevant, useful and quality open space. 	This strategy outlines improvements to trails as a part of their objective to provide different types of quality open space, which is of particular relevance to this study. Recommendations include: <ul style="list-style-type: none"> • emphasise existing waterway corridors as key open spaces by upgrading and developing shared trails • providing shared trail links into the surrounding regional open space network and activity centres • address missing links on trails of regional significance 	The aim of these strategies is common for each LGA; to provide adequate open space throughout the municipality to meet the needs of the existing and future populations. There are also many similarities in the recommendations stated within the strategies. These include: <ul style="list-style-type: none"> • establishment of shared trails along waterway corridors • provision of a shared trail network to provide access and connections to the open space network, activity centres, bordering municipalities and other trails • provision of linear and continuous open space, suitable for the establishment of continuous shared trails • development of circuit paths in, around and between parks • integrating the open space network with neighbouring municipalities (i.e. through shared trails) • development of standards for the provision of quality open space
<i>Hobsons Bay City Council Open Space Strategy: Summary of Key Issues</i>	2014-2026	This paper discusses the key issues that impact Hobsons Bay's Open network such as: <ul style="list-style-type: none"> • Climate change and sustainability (including sea level rises and extreme weather resulting in the loss of open space) • biodiversity and the important role open space can play in conserving it • contributing to improved health and wellbeing • design standards and best practice around providing and managing open space • increasing demand for open space with growth • lack of funding and resources 	This paper identifies key issues that affect the design, implementation and management of open space within Hobsons Bay that should be considered in this study. Specifically, it discusses managing conflicts within open space and on trails as an issue to be addressed. The paper also discusses the positive impacts open space can have on the community and the environment which can also be applied to shared trails.	
<i>Hobsons Bay City Council Open Space Strategy: DRAFT Background Research and Discussion Paper</i>	2013	This paper discusses the draft vision, issues and background information for discussion within the future open space strategy. The vision of the strategy as discussed in this paper is to provide an accessible and linked open space network that protects and improves biodiversity values, reflects the contemporary cultural diversity of the community, protects and interprets the cultural heritage and provides opportunities to support health and wellbeing and a strong sense of community. This paper also touches on open space design, management, biodiversity, environmental sustainability, health and wellbeing, arts and culture and events in regards to issues and opportunities around open space.	This strategy is relevant to this study as it identifies the following issues and opportunities for improving open space and trails: <ul style="list-style-type: none"> • providing linkages within open space networks through the provision of walking and cyclist trails and rights of way • including trails within subdivision open space • including trails along waterways, vegetation corridors and road reserves within the municipality • improve waterway health by ensuring future trails cause minimal impact to waterways • barriers to the provision of open space and trails such as lack of public land and space, impact on waterways and biodiversity • missing links in existing trails • lack of connection to surrounding destinations 	The main difference between the strategies is between the inner city LGAs and Melton and Wyndham, an outer metropolitan area. Brimbank, Hobsons Bay and Maribyrnong City Councils focus of connecting and improving existing open space and recreational facilities (i.e. skate parks). Whilst they discuss finding opportunities to create additional open space, the focus is on upgrading the existing open space network.

<p>City of Maribyrnong Open Space Strategy</p>	<p>2014</p>	<p>The City of Maribyrnong’s Open Space Strategy aims to provide direction for the future of open space in the city of Maribyrnong for 2013-2031, The key directions of the strategy include:</p> <ul style="list-style-type: none"> • providing additional open space, where and what type of open space should be implemented • improving the existing open space network • establishing design and management standards for proposed and existing open space 	<p>This strategy is relevant to this project as it discusses provision of linear and continuous open space and connecting trails throughout the region. The following recommendations were made within the strategy:</p> <ul style="list-style-type: none"> • establish continuous open space corridors along waterways that include shared trails • provide a network of linear and circuit paths across the municipality to encourage participation in walking and cycling • provide connectivity between evenly distributed regional open space through shared paths and trails 	<p>Wyndham City Council’s strategy however focuses on adding to their open space network through identifying gaps and providing open space in growth areas and linear open space links to bordering municipalities. Melton and Wyndham City also state the need to provide open space for the provision of regionally significant trails (mainly along waterways). They also discuss the need to provide for horse riding on shared trails which is not a consideration in the inner city areas.</p>
<p>Maribyrnong City Council Skate/ BMX Facility Strategic Review</p>	<p>2013</p>	<p>This document involved a review of the current and future provision of skate and youth spaces across the municipality. It focuses on To identify the gaps in the provision of skate/BMX facilities within the municipality.</p> <ul style="list-style-type: none"> • developing strategies that address gaps and improve the level and standard of skate/BMX provision • To identify and analyse possible site options for the provision of futureskate/BMX facilities • To develop an implementation and cost plan strategy for inclusion in Council’s 10 Year Capital Works Program. 	<p>This strategy is relevant to the this project as it discusses the need to provide facilities suitable for skate and BMX users, such as shared trails. It also highlights the need to provide safe routes to skate and BMX facilities and recommends trails could be used in order to access skate parks, open space and other youth focussed spaces and places.</p>	<p>Melton City Council also discusses the opportunity to provide program within open space and along trails, for example the opportunity to conduct mass participation events on trails to promote the trails and increase usage.</p>
<p>Melton City Council Leisure and Open Space Strategy</p>	<p>2004</p>	<p>This strategy aims to provide a clear action plan to guide the management and development of the leisure and open space facilities and amenities. The strategy outlines the following objectives:</p> <ul style="list-style-type: none"> • to identify the current and future leisure and open space needs and issues • to identify leisure and open space infrastructure and program priorities • develop policy directions that align with Council’s provision framework • develop guidelines around the management of open space • identify and address gaps in leisure and open space policies • recommend an action plan to provide for current and future needs of the community. 	<p>This strategy is relevant to the West Trails project as it reinforces the recommendations made in the City of Melton’s Hike and Bike Strategy and recommends the following action items in regards to trails:</p> <ul style="list-style-type: none"> • investigate opportunities to conduct mass participation events on trails • address gaps in the walking and cycling network • provide trail linkages to key destinations and open space within communities. • providing rest points along trails • link trails to each other and places of interest and which also provides routes and loops • provide trails that cater for multiple uses (recreation, commuter, roller-blading, pedestrian) • increase trails maintenance 	

<p>Moonee Valley City Council Open Space Strategy</p>	<p>2009</p>	<p>This strategy aims to build upon the existing network of open space to cater for the growing and changing population of the municipality. It provides guidelines for the provision, management and design of current and proposed open space. Key directions of the strategy include:</p> <ul style="list-style-type: none"> • improve open space and environmental and habitat values along waterways • provide diverse and adequate open space to meet the requirements of the existing and future population • improve access to and within open space • reduce user conflicts within open space 	<p>This open space strategy is relevant to this study as it makes reference to shared trails in open space and provides recommendations, such as:</p> <ul style="list-style-type: none"> • upgrading existing shared trails to reduce user conflicts • following design guidelines for shared trails in the review of existing trails and the establishment of new trails • establishing behavioural signage along shared trails in open space • providing additional shared trails to meet the needs of the existing and future population • providing adequate management of shared trails 	
<p>Wyndham City Council Open Space Strategy</p> <p><i>(A new open space strategy is currently under development with an expected completion date of mid-late 2015)</i></p>	<p>2004</p>	<p>This open space strategy aims to direct the provision of open space to meet the needs of the current and future population. It also aims to take advantage of new growth areas in order to provide additional, integrated and accessible open space to add to the existing open space network. Key directions made in this document are:</p> <ul style="list-style-type: none"> • provide a safe open space network along waterway corridors and drainage lines to allow passive recreation, environmental protection and connections to parkland and activity centres • improve amenities within open space • develop partnerships with schools and sport facilities to add to the open space network • establish adequate open space standards for the provision of open space in new developments • develop district level parkland to enhance and protect environments of significant value • connect the municipality's open space network to the regional open space network through the development of regional shared trails 	<p>Of particular relevance to this study is the recommendation outlined in the strategy to connect Wyndham's open space network to the regional open space network through regional trails such as the Federation Trail and the Bay Trail. Other recommendations made within the document that are relevant to this study include:</p> <ul style="list-style-type: none"> • development of regional trail systems along waterway corridors (i.e. Werribee River and Skeleton Creek) and drainage lines • provide linear trail links within the municipality (between open space and activity zones) and to bordering LGAs. • create links from open space to shared trails, particularly the Federation Trail • consider how best to cater for horse riding on shared trails in terms of maintenance, protection of environmental values and user conflicts 	

Document	Date	Summary	Relevance	Comparison
MUNICIPAL INTEGRATED TRANSPORT STRATEGIES				
<i>Brimbank Integrated Transport Strategy</i>	2007	<p>The purpose of Brimbank's Integrated Transport Strategy is to provide direction for the improvement of travel and access, to, from and within Brimbank to benefit residents, employees and visitors. Key directions within the strategy include:</p> <ul style="list-style-type: none"> • improving accessibility across the municipality and access to transport for all abilities • encourage the use of sustainable transport methods such as walking, cycling and public transport • enabling access to sustainable transport opportunities in current and future development 	<p>This strategy is relevant to the West Trails project as sets out to encourage sustainable transport modes such as walking and cycling with recommendations such as:</p> <ul style="list-style-type: none"> • provision of line marking and signage on trails and bike lanes • consideration of improvements for shared trail links and facilities at activity centres, railway stations and schools • provision of an off-road commuter cycling route to link with the CBD • provision of off-road shared paths and/or bike lanes along arterial roads • implementation of maintenance works along existing shared paths such as the Kororoit Creek Trail and the Taylors Creek Trail 	<p>The aims and desired outcomes across Brimbank, Hobsons Bay, Maribyrnong and Moonee Valley's Integrated Transport Strategies are similar due to the common issues the municipalities face. The similarities in the aims and objectives of the respective municipalities include:</p> <ul style="list-style-type: none"> • improving access to transport • increasing the use of sustainable transport by providing more opportunities and improved access • improvement of shared paths and bicycle lanes (i.e. address gaps, complete trails and connections, maintenance) • provide additional shared and cycling routes (to activity centres and schools) • improving cycling safety • provision of cycling related end of trip facilities
<i>Hobsons Bay Integrated Transport Strategy Final Report</i>	2006	<p>The aim of this strategy is to provide a framework to guide future transport related development that will enable residents and visitors to safely, equitably and efficiently access their destination. The objectives of the framework are to:</p> <ul style="list-style-type: none"> • provide adequate access to all activity centres by increasing the number of transport options • maintain or improve economic viability and environmental sustainability through high levels of accessibility • increase the attractiveness of the municipality to potential business by providing efficient transport options 	<p>Hobsons Bay City Council's Integrated Transport Strategy is relevant to this study due to its aim to:</p> <ul style="list-style-type: none"> • increase transport options to activity centres, through the provision of on and off-road trails • provide a network of well connected shared paths that are separated from traffic to encourage safe commuter and recreational use • use transport options to encourage commercial opportunities 	<p>The Hobsons Bay strategy is unique in that it identifies the connection between transport and commercial opportunities and aims to use transport to benefit the municipality economically which aligns with one of the objectives of the West Trails project; to identify existing and potential commercial opportunities along the trail network.</p> <p>Melton City Council does not have an Integrated Transport Strategy at this time as it is currently under development and it expected to be completed in late 2015.</p> <p>Wyndham City Council does not currently have an Integrated Transport Strategy, however the development of a strategy is planned for the 2014-2015 financial year</p>

Maribyrnong Integrated Transport Strategy	2012	<p>Maribyrnong City Council's Integrated Transport Strategy aims to guide the development of the municipality's transport system in response to the growing population and the change in mobility patterns and behaviour. The strategy aims to have a transport network which is convenient, sustainable and equitable. The key directions of the report are:</p> <ul style="list-style-type: none"> • to integrate transport and land use planning • to improve the pedestrian environment and linkages • to encourage investment in expanding and prioritising public transport with improved connections to access public transport • to improve opportunities for cycling • to increase efficiency of freight operations by directing trucks away from residential areas to arterial routes • to prioritise space efficient transport methods to reduce traffic congestion • to improve air quality and reduce greenhouse gas emissions through efficiency improvements • to inform people about their travel choices 	<p>This strategy is relevant to this study due to the fact that one of its key directions is to improve and increase cycling and pedestrian opportunities and environments. The strategy also outlines Council's support for cycling as a key travel mode for the Maribyrnong community by prioritising management and development of cycling routes and facilities. Other relevant cycling related recommendations include:</p> <ul style="list-style-type: none"> • to complete a safe and connected cycling network • to provide secure and undercover bike storage and other end of trip facilities • for Maribyrnong City Council to become a leader in the promotion of cycling awareness and the provision of recreational opportunities 	
Melton City Council Integrated Transport Strategy		Current under development, expected completion late 2015		

<p>Tackling Transport - Towards 2020 Moonee Valley Integrated Transport Plan</p>		<p>The main aim of Moonee Valley's Integrated Transport Plan is to create transport choices that provide valuable and sustainable outcomes to benefit citizens for the movement of people and goods. In order to achieve these aims, the plan outlines the following objectives:</p> <ul style="list-style-type: none"> • to reduce the need to travel, the number of trips and the lengths of trips • to reduce traffic congestions through the management of private and heavy vehicles • to encourage the use of environmentally sustainable transport options to reduce environmental impact • to improve the amenity of the municipality by improving its look and feel • to improve transport safety • to create a more inclusive society that can undertake its activities continually and with ease by increasing an accessible and affordable transport system 	<p>Of particular relevance to the West Trails study is the plans reinforcement of the key directions set out in the Cycling and Walking Strategy. Key recommendations highlighted in this Integrated Transport Plan are:</p> <ul style="list-style-type: none"> • to improve cycling safety through provision of signage, completion of off-road trails, reviewing cycle path design standards and provision of bike lanes • to increase provision of cycling related amenities such as end of trip facilities • to encourage cycling to activity centres and schools through the provision of bike paths to key destinations 	
<p>Wyndham City Council Integrated Transport Strategy</p>		<p>Development of an integrated transport strategy is currently planned for the 2014-2015 financial year</p>		

Document	Date	Summary	Relevance	Comparison
MUNICIPAL RECREATION & LEISURE STRATEGIES				
Hobsons Bay City Council Sport and Recreation Strategy	2014	<p>The aim of the Hobsons Bay City Council Sport and Recreation Strategy is to guide the planning, development and delivery of infrastructure, programs and services that support sport and recreation opportunities in the local community. The guiding principles include:</p> <ul style="list-style-type: none"> • providing accessible, equitable and inclusive provision of sport and recreation opportunities • supporting the community's participation in sport and recreation to increase health and wellbeing • using sport and recreation as a means to build stronger and more resilient communities. • focusing on sustainable practices in the planning, development and delivery of sport and recreation • providing facilities and resources that support multiple uses and can adapt to changing needs. 	<p>This strategy is relevant to this study as it highlights walking and cycling as high priorities for ongoing investment as participation for these activities are high and facility provision is relatively poor. That strategy also highlights the following issues that should be considered as part of the West Trails project:</p> <ul style="list-style-type: none"> • major connection gaps in the existing trail network such as Laverton Creek Trail, Skeleton Creek Trail, Federation Trail and the Coastal Trail. • complex land ownership and design issues around addressing gaps in trails • high demand and high expectations to deliver trail improvements • user conflicts (i.e. shared trails and dogs off lead) • improving wayfinding and end of trip facilities 	<p>The aims and objectives outlined across the 4 strategies have some similarities such as:</p> <ul style="list-style-type: none"> • to direct the development and provision of leisure activities and facilities • to increase participation in leisure activities, including walking and cycling • to provide diverse and accessible leisure opportunities across the municipality <p>The recommendations associated with trails and cycling were consistent across the four LGAs:</p> <ul style="list-style-type: none"> • improve the provision and quality of shared trails • inform the community of trail networks through marketing opportunities • provide trails for recreational use to facilitate a variety of programs for multiple groups and abilities • provide connections between trails (i.e. closing gaps and completing trails) and linkages to the trails from residential areas and activity zones to increase informal leisure participation
Maribyrnong City Council Municipal Recreation Strategy	2009	<p>The vision outlined in this strategy is to build a community that participates in a diverse range of accessible recreation and leisure activities in safe environments to provide health and social benefits and build community harmony. In order to achieve this objective the strategy outlines the following key directions:</p> <ul style="list-style-type: none"> • provide affordable and diverse recreation opportunities to encourage participation • coordinate and provide information on recreational programs • provide flexible facilities to offer diverse recreation opportunities • to achieve greater opportunities for recreation in the public realm • to establish an open space system that provides formal and unstructured recreation opportunities 	<p>The Maribyrnong City Council Municipal Recreation Strategy is relevant to the West Trails project as it identified a strong community demand for the provision and maintenance of shared trails due to the great interest in walking and cycling within the municipality. As such the following recommendations made in the strategy should be considered in this current study:</p> <ul style="list-style-type: none"> • provide and maintain shared trails to improve walking and cycling opportunities • increase provision of on and off-road cycling trails • completion of existing trails • provide quality walking and cycling linkages and circuits as guided by the City of Maribyrnong's Open Space Strategy 	<p>Wyndham City Council's strategy is unique in that it also focuses on providing leisure opportunities in the growth areas of the municipality. It aims to capture the opportunities of providing shared trails along waterway corridors within new developments in order to service the growing population. Being a growth area, there are strong opportunities to implement new recreational spaces within future communities. Wyndham's strategy is also the only Council to identify wayfinding along trails as a part of its recommendations for enhancing leisure opportunities (wayfinding is not mentioned in the municipality's bicycle network strategy).</p>

Melton City Council Leisure/ Recreation Strategy		Melton City Council Leisure and Open Space Strategy is discussed as part of the open space strategies.		Brimbank City Council, whilst they have a Sports Facility Development Plan, do not have a relevant recreation strategy in place.
Moonee Valley City Council Leisure Strategy	2013-2023	Moonee Valley City Council's Leisure Strategy provides a framework to guide planning and development of leisure services, place and spaces for the future. The key directions of the strategy are: <ul style="list-style-type: none"> • to guide the provision of leisure and integrate it with other Council strategies • to develop priorities for future provision of leisure services, places and spaces by responding to changes in the population and participation trends • to identify major gaps in the provision of leisure services, places and spaces • to encourage the residents of Moonee Valley to be more active more often • to provide direction in relation to the type of support Council should provide to leisure • to inform the residents of structured and casual leisure opportunities available 	This strategy is relevant to this study as it identifies walking and cycling in the most popular leisure activities in the municipality, the state and the country. Due to this the following recommendations are outlined in the strategy: <ul style="list-style-type: none"> • plan and design trails for a range of leisure activities for use by multiple groups • continue to enhance walking and cycling trails and connections to support the provision of informal leisure participation 	
Wyndham's Leisure Strategy	2013-2017	Wyndham's Leisure Strategy provides a framework for identifying, understanding and managing the various leisure needs of the municipality. It aims to provide diverse and quality leisure activities that are accessible to the whole community. The key priorities of this strategy are: <ul style="list-style-type: none"> • to build effective policy and planning mechanisms around the provision of leisure services and facilities • to build community capacity through the provision of leisure opportunities • to promote walking and cycling as everyday leisure activities • to increase participation in leisure activities • to provide quality facilities to achieve great leisure outcomes • to market leisure in Wyndham 	Of particular relevance to the West Trails project are the objectives to promote walking and cycling as everyday leisure activities and to market leisure in Wyndham. Specific recommendations to achieve these objectives include: <ul style="list-style-type: none"> • deliver a network of accessible walking and cycling trails at a municipal and regional level to attract a wide user group • strengthen existing trails with feeder trails to key destinations • provide additional trails alongside the Werribee River to service the growing population upstream • produce maps of trails within the municipality to showcase leisure opportunities • ensure provision of shared paths within growth areas, particularly along waterway corridors • implement a wayfinding strategy to promote the cycling and walking network 	

<p>Wyndham Skate, BMX and Bike Strategy</p>	<p>2013</p>	<p>This strategy aims to ensure skate, BMX and bike facilities meet the needs of Wyndham's current future population. The objectives of this strategy are:</p> <ul style="list-style-type: none"> • The future planning needs are identified and a strategy is developed to provide flexible open space environments; • The provision of infrastructure meets the demand of residents • A hierarchy of facilities is developed to assist with the planning and development of infrastructure at all levels • The management of the inherent risk associated with the provision of skate, BMX and bike facilities is addressed • Facilities are strategically located, to ensure maximum benefit to each community and efficient use of resources • Facilities are universally designed, to provide access to the whole community • Promotion of facilities within the community is targeted to maximise participation 	<p>This strategy complements the Wyndham Bicycle Network Strategy in terms of its objectives towards cycling in the municipality. Two points outlined in this strategy that should be considered in the West Trails project are:</p> <ul style="list-style-type: none"> • Consideration should be given to providing a road circuit with permanent signage and/or criterion in Wyndham. • Regular promotion of the use of recreational trails should be provided through the regular update (every three years) of brochures, Councils website and other social media 	
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Document	Date	Summary	Relevance	Comparison
MUNICIPAL TOURISM STRATEGIES				
Melton City Council Economic Development and Tourism Plan	2014-2030	<p>This document presents the vision and strategic direction for the future to ensure continued economic growth, generate local employment opportunities and position the municipality as a leading, vibrant place of business and visitor experience. The main objectives include:</p> <ul style="list-style-type: none"> • promote and facilitate business growth and employment opportunities • support and attract investment to the region • promote the municipality as a diverse community and to live, work and do business and leisure • support local attractions and services • develop a local tourism industry which adds value to the economy • explore and promote local entrepreneurship and innovative business growth • maximise opportunities for economic development in the western region 	<p>This four year action plan is relevant to the West Trails study as it outlines the City of Melton's objectives to attract investment to the municipality, promote local attractions, develop the local tourism industry and to work with regional government bodies to enhance economic development across the western region, which aligns with the objectives of this study. The specific actions associated with these objectives that are relevant to this study are outlined below as part of the Four Year Action Plan summary.</p>	<p>Melton and Wyndham City Council's strategies differ significantly due to the fact that they have different focuses. Melton City Council's plan focuses on economic development whereas Wyndham City Council's plan has a strong focus on events and tourism.</p> <p>However there are a number of similarities between the tourism strategies including:</p> <ul style="list-style-type: none"> • the aim to position themselves as tourism destinations • investment in shared trails to enhance visitor and resident experiences • development of tourism opportunities (including shared trails) <p>Melton's tourism strategy focuses on tourism as a potential to strengthen economic development in the region. It aims to enhance employment, investment and liveability whilst promoting local attractions and resident and visitor experiences.</p>
Melton City Council Economic Development and Tourism Plan Four Year Action Plan	2014-2017	<p>This document aims to ensure continued economic growth in the City of Melton, to generate local employment opportunities and position the municipality as a leading place of business and tourism. It outlines the specific actions to be undertaken in the 4 year period between 2014-2017 to achieve the objectives of the Economic Development and Tourism Plan (as outlined above).</p>	<p>In order to achieve these aims outlined in the Economic Development and Tourism Plan, the following actions, specific to this study, are recommended in the plan:</p> <ul style="list-style-type: none"> • further develop the Kororoit Creek Trail as an attraction for residents and visitors • advocate to extend the Werribee River Trail to provide links to Melton and Eynesbury • map and promote walking trails across the City of Melton • enhance visitor signage and wayfinding across the municipality 	<p>Wyndham's strategy aims to promote the region as a destination through enhancing perceptions of the municipality, increased events, product development opportunities and positive branding of the City of Wyndham.</p> <p>Brimbank, Hobsons Bay, Maribyrnong and Moonee Valley City Councils do not currently have a tourism strategy (or equivalent) in place.</p>
Melton City Council Economic Development and Tourism Plan Background Report	2013	<p>This background report details the key achievements of previous plans, current economic context, policy context, economic and demographic profile, strategic planning framework and feedback from consultation workshops. It also provides the background information and the evidence base for the development of the new plan (summarised above).</p>	<p>This report is relevant to the West Trails study as it provides an evidence base for promoting economic development and tourism in the area. Elements of this report, such as population, socio-economic and demographic statistics, travelling patterns, tourism outputs and economic profiles can be drawn upon within this project when preparing the West Trails strategy</p>	

<p>Wyndham City Tourism and Events Strategy</p>	<p>2011/12 - 2015/16</p>	<p>The aim of this plan is to provide Wyndham City with a strategic planning framework for tourism and events development and marketing. The key objectives outlined in the strategy are to:</p> <ul style="list-style-type: none"> • establish a vision for tourism and events for the municipality • identify and prioritise opportunities for infrastructure and product development • identify and prioritise actions for marketing • provide a realistic planning and implementation framework 	<p>A number of priorities outlined in Wyndham City's plan are relevant to the West Trails project as they align with the project's objectives for the western metropolitan regional trails. They are:</p> <ul style="list-style-type: none"> • building a clear and unique brand for Wyndham City as a tourism destination • building awareness and positive perceptions of the region through marketing and publicity of experiences • ensuring infrastructure, transport and community facilities meet the needs of visitors and residents • the growth of events in the region (including cycling events such as the Melbourne to Warrnambool Cycling Classic, Around the Bay in a Day and other regional sporting events) • investing in tourism products and opportunities such as walking and cycling trails. 	
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Document	Date	Summary	Relevance	Comparison
WATERWAY MASTER PLANS & STRATEGIES				
<i>A River for Everyone - Linking Communities Along the Maribyrnong</i> (Moonee Valley City Council)	2013	The aim of this strategy is to ensure that the Maribyrnong River Valley: <ul style="list-style-type: none"> • stays relatively free of the built environment • provides linkages within the community for residents and visitors • provides a range of recreational experiences • values local landform, landscape character and preserves cultural heritage • supports indigenous flora and fauna • encourages health, recreation, tourism and safety in the community 	A number of projects have been identified in this strategy that should be considered in the West Trails project such as: <ul style="list-style-type: none"> • development of a shared trail between Organ Pipes National Park and Brimbank Park • walking and cycling links across the Maribyrnong River • improvements to the Maribyrnong River as outlined in the Masterplan (2011) • Emergency marker and wayfinding signage • provide access to employment, education, activity centres and the CBD 	There are numerous similarities within these masterplans and strategies. These include: <ul style="list-style-type: none"> • addressing gaps in existing trails • providing links to other nearby trails • provide trail linkages to surrounding areas within the municipality (i.e. public transport and activity zones) • implementation of signage to shared trails (including wayfinding, emergency and interpretive signage) • improving and increasing the user experience
<i>Kororoit Creek Regional Strategy</i> (DPCD)	2005-2030	This strategy provides a framework for the future of the Kororoit Creek corridor and is underpinned by guiding principals that protect and enhance the creek. The guiding principles include: <ul style="list-style-type: none"> • strengthening and protecting biodiversity • completing improvement works such as rehabilitation and revegetation • developing an open space network along the waterway including shared trails • conserving cultural heritage • effective management of the waterway through the implementation of Water Sensitive Urban Design and other protective management techniques • protecting and enhancing landscape character 	Specific recommendations that are relevant to this study include: <ul style="list-style-type: none"> • completing a continuous shared trail along the Kororoit Creek from the proposed regional park west of Caroline Springs to the Altona Coastal Park (i.e. addressing the fact that the trail stops at the border of the City of Hobsons Bay and should continue through the municipality to the Coastal Trail) • addressing gaps in the existing shared trail network • develop links between the Kororoit Creek Trail and other trails nearby (i.e. continuing the trail south through the City of Hobsons Bay to link to the Coastal Trail) • install interpretive heritage signage at key sites • ensure the Kororoit Creek Trail links with the Federation Trail and the Coastal Trail 	<p>The Kororoit Creek Regional Strategy makes reference to the need to complete the shared trails along the creek. Currently, the Kororoit Creek Trail ends at the border of Hobsons Bay creating a significant gap in the shared trail network. The strategy recommends continuing the trail through the municipality to Altona and connect with the existing shared trail along the coast line.</p> <p>The Maribyrnong River, Werribee River and Stony Creek masterplans also address design standards and guidelines to provide a framework for the development of new and existing trails.</p> <p>The Maribyrnong River and Werribee River strategies also address the issue of flooding and aim to provide shared trails that can still be used in times of flood.</p> <p>The Stony Creek and Taylors Creek Masterplans provides a plan for future development of the Stony Creek area with a network of different paths to cater for a range of uses and people.</p>

<p>Maribyrnong River Masterplan (Moonee Valley City Council)</p>	<p>2011</p>	<p>The aim of this masterplan is to improve the ecological and social functioning of the river and to inform development and management of the eastern frontage of the Maribyrnong River within the City of Moonee Valley (from Raleigh Street Bridge to Riverside Park). The masterplan provides a number of recommendations to improve this section of the Maribyrnong River in relation to the following areas:</p> <ul style="list-style-type: none"> • activities and events • walking and cycling • traffic and parking • planting and vegetation • water harvesting • furniture and fixtures • building and planning • management 	<p>Relevant to this study are the following objectives outlined in the masterplan:</p> <ul style="list-style-type: none"> • alleviate existing user conflicts along the trail • incorporate interpretive signage • create links between activity zones and the Maribyrnong River • create alternate shared paths during times of flood • widen paths allowing better access for pedestrians and cyclists and to provide for existing and future demand • provide additional shared pathways for busy times to reduce conflicts • provide a hierarchy of movement giving priority to walkers and cyclists along the river foreshore • cater for all forms of bicycle riders on and off-road • identify and rectify any access problems so paths are DDA compliant (where possible) 	
<p>Maribyrnong River Edge Masterplan (Maribyrnong City Council)</p>	<p>2014</p>	<p>This Masterplan seeks to establish a vision for the rivers edge and create a premier waterfront destination for Melbourne's West. It aims to improve the landscape value, the condition of the river and the urban waterfront experiences along the Maribyrnong River between Ballarat Road and Lyons Street, Footscray (approximately 2.2km).</p>	<p>This document seeks to improve and increase the user experience of river edge in Footscray, an objective closely aligned with that of this project. Specifically, the Masterplan recommends widening the shared trail along the river which attracts significant usage.</p>	
<p>Maribyrnong River Valley - A Shared Vision for a Vibrant River (DPCD)</p>	<p>2010</p>	<p>This document provides a summary of high priority actions for achieving the vision and enhancing the character of the Maribyrnong River from the Organ Pipes National Park through to the mouth of the river at the West Gate Bridge. Actions outlined in the document include:</p> <ul style="list-style-type: none"> • improving river governance • enlarging the open space corridor • improving precinct planning to improve access and amenity • undertaking new capital works to improve recreational use and enjoyment • amend planning controls to give effect to the Maribyrnong River Valley Design Guidelines 	<p>The high priority actions outlined in this document are relevant to the West Trails project as they include specific recommendations such as:</p> <ul style="list-style-type: none"> • improving trails on both sides of the river and related infrastructure to create a continuous trail along the water's edge • upgrading river-based infrastructure such as new pedestrian and cycle crossings over the river • providing trail linkages to attractions and activity centres • providing consistent signage along trails • providing new facilities such as seats, shade, lighting, toilets and bicycle parking 	

<p>Maribyrnong River Valley Design Guidelines (DPCD)</p>	<p>2010</p>	<p>The Maribyrnong River Valley Design Guidelines is intended to provide a framework to protect open space and guide development along the river, as well as expand and link existing parkland and shared trails. The document outlines the following objectives:</p> <ul style="list-style-type: none"> • improve river health, water quality and aquatic habitat and maintain flood storage capacity • provide diverse recreational opportunities • ensure the river can support future growth • protect landscape character indigenous vegetation and biodiversity by control weeds and conserve plantings with heritage significance • ensure development and new river structures are sympathetic to the river valley and enhance the character • optimise public access for all abilities where possible • create an integrated trail network and continuous open space • identify and maintain heritage assets • improve valley governance 	<p>Relevant to the West Trails study are the strategy's guidelines which identify issues affecting the Maribyrnong River Trail that should be addressed. These include:</p> <ul style="list-style-type: none"> • the number of gaps that exist on both side of the river inhibiting the provision of continuous trails (gaps detailed within document) • opportunities for increased river crossings to create loops trails and improve public access • increase in access to the trail from the port • opportunity to complete a riverside trail to link Brimbank Park with the Organ Pipes National Park • consistent and adequate signage to improve awareness and wayfinding for walkers and cyclists. 	
<p>Moonee Ponds Creek Strategic Plan (Moonee Valley City Council)</p>	<p>2011</p>	<p>This Moonee Ponds Creek Strategic Plan aims to provide rehabilitation and ongoing management to maintain the creek's significant environmental, recreational, cultural heritage and social aspects. Specific objectives of the strategy are to:</p> <ul style="list-style-type: none"> • implement a vegetated buffer along the waterway • investigate the implications of climate change on the creek • protect and enhance the natural assets, habitats and landscape character • ensure open space along the creek provide for recreational opportunities • link nearby waterways through linear open space and shared trails • complete the development of continuous linear pathways 	<p>The key directions outlined in this plan are relevant to the West Trails study as they provide information on the issues and resolutions along the Moonee Ponds Creek to be considered. They are:</p> <ul style="list-style-type: none"> • integrate existing pedestrian and cyclist access points with a pathway system into the surrounding suburban fabric • improve existing links and provide additional links to surrounding waterways and trails through linear parks and shared paths • continue to develop continuous linear pathways 	

<p>Steele Creek Linear Park Masterplan (Moonee Valley City Council)</p>	<p>2005</p>	<p>This Master Plan aims to direct the future of Steele Creek and its environs towards becoming a high quality linear park where flora and fauna flourishes within urban surrounds. This will be achieved through:</p> <ul style="list-style-type: none"> • re-establishment of native vegetation • extensive creek upgrades • strengthened social connection to the creek environment • improvements to recreational facilities 	<p>Of particular relevance to the West Trails project are the following guiding principals outlined in the Masterplan:</p> <ul style="list-style-type: none"> • improve connectivity by bridging gaps in the shared path network by providing a series of new paths • provide better access for cyclists and pedestrians • provide location, directional and interpretive signage at key intervals along shared paths • provide underpasses where major roads present a significant obstacle 	
<p>Stony Creek Future Directions Plan (Maribyrnong City Council)</p>	<p>2011</p>	<p>The Stony Creek Future Directions Plan consists of masterplans developed to consider future improvements to Stony Creek. They aim to provide a long term strategic vision for improving access, use and amenity.</p>	<p>This plan aims are relevant to the West Trails study as it provides a framework for development of Stony Creek which has potential to include a trail of regional significance. Directions outlined in the plan include:</p> <ul style="list-style-type: none"> • linkages from surrounding suburbs and open space to Stony Creek • directional signage • a network of different paths along the river's edge including a 3 metre shared path, • DDA compliant access points and paths • a wayfinding strategy 	
<p>Taylors Creek Landscape Masterplan (Brimbank City Council)</p>	<p>2004</p>	<p>The Taylors Creek Landscape Masterplan consists of recommendations for creating a link between Brimbank Park and Organ Pipes National Park and improving the relationship between Taylors Creek and it's surrounds including parks, shared trails and creek corridor. The report concludes with a Masterplan for future directions to complete the Taylors Creek parklands with shared trails, footbridges, road crossings, land acquisitions and potential open space development.</p>	<p>This masterplan is relevant to this study as it identifies gaps in the linear park network including gaps adjacent shared paths. Relevant strategic directions outlined include:</p> <ul style="list-style-type: none"> • upgrading the main shared trail to a fully sealed 2.5m path • infill trail gaps • consider the acquisition of existing privately owned land to enable a continuous trail connection along the creek corridor 	

<p>Werribee River Shared Trail Strategy (Melton and Wyndham City Councils)</p>	<p>2013</p>	<p>The project aims to explore the development of appropriate links along the Werribee River between Wyndham and Melton, prior to further urban development takes place in these municipalities. Specific objectives for the Strategy include:</p> <ul style="list-style-type: none"> • Determine the best alignment and access points for the proposed shared trail • Identify any potential links (tourism, commercial and environmental) and associated land uses that may be reasonably developed • Consider future land use planning and the provision of public open space along the river to support and enhance the trail • Identify the proposed management zones • Protect environmental, cultural and historical values • Consider the role of the trail in raising community awareness of nature conservation • Engage the community in the maintenance and restoration of the river and surrounds. 	<p>The following key planning and design principles, outlined in this strategy are relevant to the West Trails project as it provides design standards and considerations in the development of the Werribee River Shared Trail:</p> <ul style="list-style-type: none"> • Ensure that the shared trail and associated open space corridor is well integrated with existing and proposed regional open space • Create links to other destinations, including surrounding townships, schools and stations • Ensure that the development of the trail is undertaken in coordination with existing and proposed structures • Provide public access and surveillance along the entire open space corridor, ensuring safe and equitable linkages • Provide river crossings within urban areas at regular intervals to enable residents to utilise sections (loops) of the trail • Ensure that the shared trail is appropriately located to maintain the river corridor experience and manage public risk during times of flood • Ensure that longitudinal gradients along the trail do not exceed 1 in 20 (5%) where possible • Provide a consistent 3 metre wide concrete trail surface 	
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Document	Who	Date	Summary	Relevance
MISCELLANEOUS STRATEGIES, REPORTS & PLANS				
<i>Cycling into the Future</i>	Department of Transport, Planning and Local Infrastructure	2013-2023	<p>This report aims to increase trips take by bike and to encourage more people to consider cycling. The directions to achieve this include:</p> <ul style="list-style-type: none"> • provide evidence to the State Government to make more informed decisions around cycling • provide effective governance to improve the co-ordination, planning and delivery of projects • reduce safety risks and user conflicts • encourage cycling by helping riders to feel more confident about cycling • support opportunities to grow and diversify Victoria's economy through cycling • provide urban cycling networks to improve connectivity and better target investment in trail networks and associated infrastructure 	<p>The report is relevant to the West Trails study as it provides a framework for increasing instances of cycling for a range of benefits, such as health, tourism and economy, which aligns with this project objectives. Other relevant objectives are:</p> <ul style="list-style-type: none"> • reduce user conflicts • increase investment in regional trails • increase visitor numbers on regional trails <p>Implementation of this strategy is currently underway with \$30 million being committed each financial year by the State Government to improve cycling paths, construct new trails and provide end of trip facilities. The department is also investing in safety, education and awareness campaigns to increase the number of cyclists (both locals and tourists) as well as improving conditions for existing cyclists. The continued financial commitment by the department to improve cycling conditions within Victoria provides an opportunity to obtain funding in order to improve the provision of shared trails within the west of Melbourne.</p>
<i>Victorian Cycling Action Plan - Victoria's Cycling Strategy</i>	Department of Transport, Planning and Local Infrastructure	2013 and 2014	<p>This plan identifies the actions the Victorian Government will take to support the objectives outlined in Cycling into the Future 2013–23 (see above). These actions include:</p> <ul style="list-style-type: none"> • gathering and sharing information to make informed decisions about investment priorities to support cycling • enhance and improve processes to deliver future cycling infrastructure projects and initiatives • reduce cycling conflicts and risks, review safety legislation and deliver public awareness campaigns to increase cycling safety • increase confidence of cyclists by providing information and programs about where and how to cycle • seek opportunities for growth of Victoria's economy through cycling • develop investment plans, integrate cycling networks and develop criteria for prioritising future investment in cycling infrastructure 	<p>The objectives of this action plan align with the West Trails strategy in that it aims to:</p> <ul style="list-style-type: none"> • reduce cycling conflicts and risk and enhance safety • support economic opportunities brought about through increase cycling and cycling infrastructure <p>In 2012-13 and 2013-14 the Victorian Government spent around \$30 million per year on a number of cycling projects within metropolitan Melbourne and regional Victoria. The following are a list of projects relevant to the West Trails study, delivered partly by the state government through the cycling action plan:</p> <ul style="list-style-type: none"> • extending the popular Federation Trail from Millers Road to Fogarty Avenue Yarraville • widening of the shared-use path on Shepherd Bridge Footscray • new shared paths along the RRL, from Tottenham to Sunshine and from Sunshine to the Western Ring Road • funding the West Gate Punt service • providing Parkiteer bike parking cages at stations across Metropolitan Melbourne including Footscray, Sunshine and Wyndham Vale

Williamstown Transport Strategy	Hobsons Bay City Council	2005	<p>The Williamstown Transport Strategy aims to provide an integrated approach to transport issues for the Williamstown area. The key objectives of the Strategy are:</p> <ul style="list-style-type: none"> • to provide strategic directions in the development of land use planning, traffic management, pedestrian and bicycle networks, and public transport • to best facilitate an effective transport system. 	<p>This strategy is relevant to the West Trails study as it aims to encourage increased instances of cycling by:</p> <ul style="list-style-type: none"> • encouraging use of more sustainable forms of transport • improving end of trip facilities • conducting bicycle education • improving the connectivity of the bicycle network (including final connection of the Coastal Trail)
Western Melbourne Transport Strategy	Western Transport Alliance and LeadWest	2012	<p>This document outlines the strategic direction for transport to cater for the existing and future population and industry in the western region. The key objectives are:</p> <ul style="list-style-type: none"> • for transport to support sustainable economic growth in the west • to sustain and develop the region's competitive advantages through the design of the transport network • to increase access to employment • to reduce the adverse impact of transport operations • to improve transport alternatives that address existing and future demands of changing land use and demographics • to develop an integrated freight system for the region 	<p>This strategy is relevant to the current study as it recognises that the western regional-scale trail network has gaps that need to be addressed in order to increase its usefulness as a transport and recreational resource. In order to effectively serve transport and recreation needs, this document recommends the following:</p> <ul style="list-style-type: none"> • complete the gaps in the Federation Trail to increase its function as a main transport corridor • orientate precincts in the growth areas towards walking and cycling • provide trails along rail corridors to offer access to public transport and activity centres

National Cycling Strategy	National Bicycle Council	2011-2016	<p>The vision for this strategy is to realise a change in attitude towards cycling to increase the number of people who cycle (double the number of people cycling in the 6 year period of this report). In order to achieve this, the following objectives have been outlined:</p> <ul style="list-style-type: none"> • to promote cycling as a viable, safe and enjoyable mode of transport and recreation • to create a network of safe and accessible cycling routes with end of trip facilities • to address cycling needs in all relevant planning, land use and transport initiatives • to enable people to cycle safely • to monitor and evaluate cycling programs to develop national decision-making processes for investment in cycling • develop consistent technical guidance to be used and shared as a best practice resource across the nation 	<p>The West Trails project can be positioned within the National Cycling Strategy as it aims to achieve increased instances of cycling. The most relevant actions recommended in order to achieve this is for all jurisdictions to continue to invest in developing on-road and off-road cycling networks to key destinations in both urban and rural areas that are consistent with national design standards. The West Trails project is a part of this investment to develop the western metropolitan area's regional trails.</p> <p>As this strategy sets out to double participation in cycling by Australians between 2011 and 2016, the Australian Bicycle Council has commissioned a biennial survey to provide estimates of cycling participation (measured in the past week, month and year) across Australia and for each state and territory. To date, the 2011 and 2013 surveys have been carried out. Key findings suggest that while bicycle ownership has remained consistent between 2011 and 2013, there has been a small but statistically significant decrease in cycling participation across Australia (37.4% of people rode in the last year according to the 2013 survey compared with 39.6% in 2011). This decrease is reflected across Victoria also with 38% of people having ridden in the past year in 2013 compared with 41.6% in 2011).</p>
Victoria's Cycle Tourism Action Plan	Tourism Victoria	2011-2015	<p>This strategy aims to position Melbourne and Victoria as a premier cycling destination. To achieve this, the following objectives and been outlined:</p> <ul style="list-style-type: none"> • Attract major cycling events to Melbourne and regional Victoria • Capitalising on the existing strengths of Victoria that help to position the state as a cycling destination, i.e. natural landscapes, villages, access to a range of trails and a variety of climates and terrains • Invest in mountain biking infrastructure and events • Position Melbourne as the cycling capital of Australia and the gateway to regional Victoria • Position regional Victoria as the premier destination for cycling trails and road cycling 	<p>This strategy provides evidence for investing in cycle tourism and marketing on and off-road trails that should be drawn upon in the West Trails project. Recommendations to improve cycle tourism that should be considered are:</p> <ul style="list-style-type: none"> • address major product gaps such as provision of trails, cycling infrastructure and commercial opportunities • build consumer demand for cycle tourism experiences to ensure Victoria is a cycling destination • attract cycling events to the state

Victoria's Trails Strategy	Tourism Victoria	2014-2024	<p>The vision for this strategy is to position Victoria as a leading trail-based destination that provides a range of trail experiences while strengthening the State's economy and improving the health, wellbeing and lifestyle of the community. The key initiatives outlined in the strategy are:</p> <ul style="list-style-type: none"> • improve the quality of trail experiences • increase awareness and visitation • support complementary tourism and retail businesses • understand trail-users, the market and the target demographic 	<p>This document does not highlight any of the western metropolitan trails as being of significance however there are similarities between the strategies in terms of their aims. The actions below are relevant to the West Trails study as they aim to raise the profile of the trails by:</p> <ul style="list-style-type: none"> • increasing attraction of cycling trails by marketing the trails in conjunction with other commercial opportunities that the area has to offer • building recognition of Victoria as a premier cycling destination to increase visitation
Victoria's 2020 Tourism Strategy	Tourism Victoria	2013	<p>The aim of this strategy is to provide a framework for tourism to contribute to the state economically and socially. In order to achieve this, the strategy prioritises marketing, a digital presence, offering events and access to the state. The strategy outlines the following objectives:</p> <ul style="list-style-type: none"> • Victoria to be a leading tourism destination in the Asia Pacific region • tourism to be a leading contributor to the Victorian economy • Victoria to provide a range of experiences and an environment that supports the aspirations and culture of strong growth economies such as China, India and Indonesia. 	<p>This strategy prioritises supporting investment in projects that will increase tourism making it relevant to the West Trail project. The strategy compliments the Victorian Trails Strategy in facilitating and supporting the development, marketing and management of nature based tourism such as Victoria's off-road, shared use trails to attract visitors.</p>
Plan for a Walkable Melbourne	Walking Victoria	2013	<p>This plan aims to achieve a walkable Melbourne by implementing the following recommendations:</p> <ul style="list-style-type: none"> • creating '20 minute cities', where most residents should be within walking distance of basic day to day services • implement high density living along public transport routes and activity centres • promote sustainable modes of transport to employment centres in suburban areas • discourage the use of motorised vehicles • encourage efficient and connected public transport • re-focus transport funding away from infrastructure that supports motorised vehicles • invest in projects that support the Principle Pedestrian Network • increase walking as a part of mode share transport options 	<p>Plan for a Walkable Melbourne is relevant to the West Trails study as it supports alternative modes of transport, mainly walking and cycling, complimenting Victoria's Cycling Strategy. The strategy highlights the health and economic benefits of walking and cycling and outlines the following recommendations to increase cycling:</p> <ul style="list-style-type: none"> • all major activity centres should be easily accessible by walking and cycling • designing for walking and cycling to support increased density in new and existing areas.

<p>The Western Plains North Green Wedge Management Plan (WPNGWMP)</p>	<p>Melton City Council</p>	<p>2014</p>	<p>This Management Plan was prepared to identify a variety of management tools to ensure viability of the green wedge into the future. The overarching aim is to provide a framework to support sustainable land use, management and development in the City of Melton's Green Wedge.</p> <p>The Plan was broken into three key themes, Environment, Land and People. Objectives of the plan broken into key themes include:</p> <p><i>Environment:</i></p> <ul style="list-style-type: none"> • Explore options for access to land along identified main creek corridors as this land becomes available through negotiation with landowners, sale or through conditions of subdivision (subject to management requirements). • Explore opportunities for the identification of the Mount Kororoit area as a destination and rest stop for walking, cycling or equestrian trails in the area. <p><i>People:</i></p> <ul style="list-style-type: none"> • Seek to establish walking, cycling and biodiversity links between towns and through the Green Wedge. • Implement the proposed northern portion of the Kororoit Creek Shared Trail, from Caroline Springs to Holden Road • Investigate options to link trails to destinations such as Mount Kororoit, historic farm buildings, the Holden Road Bridge and wetland areas. • Seek to facilitate public access, in the longer term, along the eastern side of the Djerriwarrh corridor for pedestrians to link with the Long Forest Flora and Fauna Reserve on the western side of the creek. 	<p>Of relevance to the West Trails Project are the following action items:</p> <ul style="list-style-type: none"> • As opportunities become available, seek to establish new and extend existing public walking and cycling trails along the Toolern, Kororoit and Djerriwarrh Creek. Prioritise links along the Toolern Creek. • Seek to develop other trail linkages along roads or other corridors to link key settlements i.e. linking Melton and Toolern Vale and along Diggers Rest-Coimadai Road between Diggers Rest and Toolern Vale. • Liaise with Parks Vic to understand opportunities for public walking and cycling access from Melton to the Long Forest Flora and Fauna Reserve. • Liaise with Parks Vic and advocate for walking tracks within the Pyrete Range section of Lerderberg State Park. • Consider opportunities for the integration of equestrian trails into the Green Wedge, where this is environmentally sustainable.
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<p>Linking People and Spaces</p>	<p>Parks Victoria</p>	<p>2010</p>	<p>The vision for this document is to provide a linked network of open space for all to enjoy as part of everyday life, preserved and enhanced into the future. The key outcomes are:</p> <ul style="list-style-type: none"> • improving equity of access through provision of new parks in Melbourne’s growth corridors • completing gaps and extending shared-use trails to support recreation and commuter use to create a 1200 kilometre network • forming continuous open space links between areas of parkland along Melbourne’s foreshores and waterways • improving access to the foreshore, bays and major waterways through provision of recreational and berthing infrastructure • setting priorities for vegetation protection, enhancement and restoration • organising annual open space forums for land managers to assist in developing co-operative and creative approaches to planning and management. <p>This document is being reviewed by the MPA and is likely to soon be superseded.</p>	<p>Although this document is over ten years old, Parks Victoria still consider it a relevant tool in regards to the policies and guidelines around the management of parks in Victoria. As there are significant portions of trails within the west of Melbourne existing on Parks Victoria land, which will increase with the creation of additional regional parks in growth areas, it is important to consider this document and it’s relevant objectives as outlined below. An updated version of this document, the Melbourne Open Space Strategy as a result of a collaboration of Parks Victoria and the Metropolitan Planning Authority, is currently underway but is not available for consideration within this project.</p> <p>One of the key objectives of this strategy relates to completing, improving and extending shared-use trails for recreational and commuter use. In order to achieve this, the strategy makes the following recommendations which have not yet been completed:</p> <ul style="list-style-type: none"> • closing the gaps in existing trails (including the Coastal Trail and the Maribyrnong River Trail) to increase efficiency and the ability to link people and spaces • extend trails in the western region to meet future population demand • implementation of the following shared trails (not completed): <ul style="list-style-type: none"> - along Werribee River from Melton to Werribee - along the length of Skeleton Creek - between the Wyndham Bay Trail and the Coastal Trail - along the length of Kororoit Creek - between Brimbank Park and the Organ Pipes National Park
<p>Growth Corridor Plan - Plan West</p>	<p>Growth Areas Authority</p>	<p>2012</p>	<p>This is a high-level integrated land use and transport planning document that seeks to provide a strategy for the development of growth corridors in Western Metropolitan Melbourne.</p> <p>The West Growth Corridor is one of four corridors addressed by this document. The key areas of focus for these plans are housing, employment and transport infrastructure.</p>	<p>Trail infrastructure is identified on the ‘Regional Parks and Open Space’ plan (‘Metropolitan Trail Network’, and ‘Metropolitan Trail Network Links’), but is not elaborated upon within the text. Cycling and walking infrastructure is not addressed in the transport section of the document.</p>

APPENDIX B

Schedule of trail improvement projects (grouped by trail and reference number)

COASTAL TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
CoastalTrail_01	Completion of the Coastal Trail (700m) at Greenwich Reserve through to the rear of the Newport Power Station		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Coastal Trail	Hobsons Bay		Low	Medium	Recreational	Shared use
CoastalTrail_02	Provide line marking on the Gloucester Reserve section of the Coastal Trail		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Coastal Trail	Hobsons Bay		X low	Medium	Recreational	Shared use
CoastalTrail_03	Widen path (600m in length) at Nelson Place on the Coastal Trail		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, trail audit	Coastal Trail	Hobsons Bay	Melbourne Water	Low	Medium	Recreational	Shared use
CoastalTrail_04	Provide wayfinding and etiquette signage along Coastal Trail, particularly at Nelson Place and intersections towards the western end of the trail		Trail audit	Coastal Trail	Hobsons Bay		Low	Medium	Mixed Use	Shared use

FEDERATION TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
FederationTrail_01	Complete missing section (2.5km) of the Federation Trail from Fogarty Avenue to Hyde Street including bridge across the railway		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Maribyrnong Bicycle Strategy 2014, BNV, Community consultation, Trail audit	Federation Trail	Hobsons Bay and Maribyrnong	Melbourne Water, VicRoads, VicTrack	X high	High	Mixed Use	Shared use (cycle focussed)
FederationTrail_02	Provide signage at trail heads on the Federation Trail	FederationTrail_01 Extension of Federation Trail from Fogarty Avenue to Hyde Street (Project FederationTrail_01) should be completed before Trailheads are implemented at the eastern end of the trail	Trail audit	Federation Trail	Hobsons Bay, Maribyrnong and Wyndham City	Melbourne Water, VicRoads	X low	Medium	Commuter	Cyclist only
FederationTrail_03	Provide wayfinding and distance markers along the Federation Trail	Melbourne Water are interested in collaborating with LGAs to deliver improvement works particularly signage projects	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Federation Trail	Brimbank, Hobsons Bay, Maribyrnong and Wyndham City	Melbourne Water, VicRoads	Low	Medium	Commuter	Cyclist only
FederationTrail_04	Replace and repair sections of the asphalt path where needed		Trail audit, Community Consultation	Federation Trail	Brimbank, Hobsons Bay and Wyndham City	Melbourne Water, VicRoads	High	Medium	Commuter	Cyclist only
FederationTrail_05	Complete 200m missing gap at the Maltby Bypass between the Federation Trail and the Werribee River Trail.		Wyndham Bicycle Network Strategy 2011, Bicycle Network Victoria, Trail Audit	Federation Trail	Wyndham City	Melbourne Water, VicRoads, Developers	High	Medium	Recreational	Shared use (cycle focussed)

LAVERTON CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
LavertonCreekTrail_01	Provide 600m connection across railway and under freeway on the Laverton Creek Trail from Merton Street to Maher Road	Investigation into exact crossing point (i.e. further west)	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Laverton Creek Trail	Hobsons Bay	VicTrack	High	Medium	Recreational	Shared use
LavertonCreekTrail_02	Extend the Laverton Creek Trail north to connect to the Federation Trail	Melbourne Water own some pockets of land in this area and will need to be collaborated with.	Hobsons Bay Draft Strategic Bicycle Plan 2013-2017, Trail audit	Laverton Creek Trail	Hobsons Bay and Wyndham City	Melbourne Water	High	Medium	Recreational	Shared use (cycle focussed)
LavertonCreekTrail_03	Provide directional and use etiquette signage to Laverton Creek Trail, particularly at junction with the Coastal Trail		Trail audit	Laverton Creek Trail	Hobsons Bay and Wyndham City		X low	Medium	Recreational	Shared use

M80 TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
M80Trail_01	Replace asphalt sections of the M80 trail with concrete where needed (i.e. where trail is in disrepair and safety is compromised)		Community Consultation	M80 Trail	Brimbank and Wyndham City	VicRoads	Medium	Medium-High	Commuter	Shared use (cycle focussed)
M80Trail_02	Provide consistent wayfinding and distance signage along the length of the M80 trail, particularly at connections to other trails		Trail audit	M80 Trail	Brimbank, Moonee Valley	VicRoads	Low	Medium-High	Commuter	Shared use (cycle focussed)
M80Trail_03	Eliminate road crossing at Ballarat Road on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
M80Trail_04	Eliminate road crossing at Furlong Road on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
M80Trail_05	Eliminate road crossing at Sunshine Avenue on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only
M80Trail_06	Eliminate road crossing at Keilor Park Drive on the M80 Trail		Trail audit	M80 Trail	Brimbank	VicRoads	High	High	Commuter	Cyclist only

MARIBYRNONG RIVER TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		To be listed (including previous stages, or similar)	In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.				X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+	High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index	Commuter, recreational or mixed use	Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only
MaribrnongRiverTrail_01	Extend the Maribrnong River Trail 18km north west to Organ Pipes National Park		Brimbank Cycling and Walking Strategy 2008	Maribrnong Creek Trail	Brimbank	Parks Vic	X high	High	Mixed Use	Shared use (cycle focussed)
MaribrnongRiverTrail_02	Provide a crossing over the Maribrnong River from Kealba to Brimbank Park	Exact location will need to be investigated due to steep grades.	Brimbank Cycling and Walking Strategy 2008	Maribrnong River Trail	Brimbank	Parks Vic, Melbourne Water	Medium	High	Mixed Use	Shared use
MaribrnongRiverTrail_03	Implement a weather resistant path on Maribrnong River Trail from Lily Street, Essendon Street, to Brimbank Park (10km in length)		Moonee Valley Walking and Cycling Strategy 2012-2022, Community consultation	Maribrnong River Trail	Moonee Valley	Parks Victoria	High	Low-High	Mixed Use	Shared use (cycle focussed)
MaribrnongRiverTrail_04	Provide a bridge crossing near Duke Street, Sunshine on the Maribrnong River Trail	Already planned as part of Rivervalley Estate.	Community Consultation	Maribrnong River Trail	Brimbank/ Moonee Valley	Melbourne Water	High	Low	Mixed Use	Shared use
MaribrnongRiverTrail_05	Widen the Ahern Bridge (near the Medway Golf Club)	Advocate to Melbourne Water to widen bridge as part of the M102 upgrade. Council to develop concept plan and cost estimate	Moonee Valley City Council	Moonee Ponds Creek Trail	Moonee Valley, Maribrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
MaribrnongRiverTrail_06	Fill 500m gap of the Maribrnong River Trail to address the missing link at the Medway Golf Club to include a path on both sides of the River	Historical and Aboriginal Cultural sites need to be considered	Maribrnong Bicycle Strategy 2014	Maribrnong River Trail	Maribrnong	Melbourne Water, Medway Golf Club	Low	Medium	Mixed Use	Shared use (cycle focussed)
MaribrnongRiverTrail_07	New bridge over Maribrnong River at Canning Reserve (near the Tea Gardens and the Monte Carlo Path)	Further investigation is required to gain support from Parks Victoria (i.e. Alternate crossing arrangement)	Maribrnong Bicycle Strategy 2014	Maribrnong River Trail	Maribrnong	Parks Vic, Melbourne Water	High	Medium	Mixed Use	Shared use
MaribrnongRiverTrail_08	New bridge over Maribrnong River near the confluence of Steele Creek as part of the redevelopment of the Commonwealth Government's, Explosives Factory Land.		Maribrnong Bicycle Strategy 2014	Maribrnong River Trail	Maribrnong	Melbourne Water	Medium	Medium	Mixed Use	Shared use
MaribrnongRiverTrail_09	Seal and widen the gravel section of the Maribrnong River Trail near the Anglers Tavern	Melbourne Water will need to be consulted regarding trail widening	Maribrnong Bicycle Strategy 2014, Community consultation	Maribrnong River Trail	Maribrnong	Melbourne Water, Parks Vic	Low	Medium	Mixed use	Shared use (cycle focussed)
MaribrnongRiverTrail_10	Widen the shared path at Maribrnong Road Bridge, adjacent to the Anglers Tavern.		Maribrnong River Masterplan	Maribrnong River Trail	Maribrnong	VicRoads, Parks Vic	Low	Medium	Mixed use	Shared use

MOONEE PONDS CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
MooneePondsCreekTrail_01	Realignment of the Moonee Ponds Creek Trail at the Mount Alexander Road underpass including barrier fencing		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_02	Install a barrier fence along creek side of the Citylink underpass near Ormond Road and raise path level to reduce flooding	Conduct a feasibility study of this project as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_03	New ramp to raise height of Citylink underpass near Dean Street	Investigate feasibility of constructing new ramp as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Medium	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_04	Install a barrier fence along creek side of the Citylink underpass near Evans Street		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	Low	Low	Commuter	Shared use (cycle focussed)
MooneePondsCreekTrail_05	Reconstruct existing Montague Street Boardwalk/ Bridge on Moonee Ponds Creek Trail		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	Medium	Low	Mixed Use	Shared use
MooneePondsCreekTrail_06	Improve drainage at Albion Street underpass and erect low clearance signs	Conduct an investigation into the improvement works as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_07	Embankment repair at Moreland road underpass	Advocate for embankment repair with VicRoads or other relevant stakeholders as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_08	Install a shared bridge at Five Mile Creek to remove the hairpin bend to improve safety and sightlines.		Council audit of Moonee Ponds Creek Trail	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water	X low	Medium	Mixed Use	Shared use (cycle focussed)

MooneePondsCreekTrail_09	Barrier fencing and improved drainage (currently outlet reduces debris onto the path) at Citylink underpass near Woodland Street	Advocate for alternative drainage with CityLink and other relevant stakeholders as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_10	Install barrier fencing to Citylink underpass near Wheeler Street and Wallace Crescent		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, CityLink	X low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_11	Improve path safety at the rail underpass near Strathmore Secondary College by removing redundant gantries, improving path and installing barrier fencing	Advocate to VicTrack for the removal of redundant gantries and support the road safety plan to improve safety near Strathmore Secondary College as per the Moonee Valley Walking and Cycling Strategy	Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Melbourne Water, VicTrack	Low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_12	Refresh and install line marking along entire path		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley		Low	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_13	Implement a regular maintenance schedule to entire trail (with Moreland, Hume and Melbourne City Councils)		Moonee Valley Walking and Cycling Strategy 2012-2022	Moonee Ponds Creek Trail	Moonee Valley	Moreland, Hume and Melbourne City Councils	Medium	Low	Mixed Use	Shared use (cycle focussed)
MooneePondsCreekTrail_14	Provide wayfinding and user etiquette signage to the length of Moonee Ponds Creek Trail, including distance indicators, particularly at junction with other trails (i.e. the M80 Trail)		Trail audit	Moonee Ponds Creek Trail	Moonee Valley		Medium	Low	Mixed Use	Shared use

OUTER METROPOLITAN RING ROAD TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
OMRRTrail_01	Implement a shared path in conjunction with the proposed Outer Metropolitan Ring Road within the Western Metropolitan Region	Completion of the Outer metropolitan ring road	The Victorian Transport Plan	OMRR Trail	Melton and Wyndham City	Melbourne Water, VicRoads	X high	Medium	Mixed Use	Shared use (cycle focussed)

REGIONAL RAIL LINK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
RRLTrail_01	Implement a shared path in conjunction with the Regional Rail Link from West Werribee to the existing section of trail within the municipality of Brimbank	Completion of the Regional Rail Link and confirmation of alignment with surrounding PSPs.		RRL Trail	Brimbank, Melton and Wyndham City	Melbourne Water, VicTrack	X high	Medium	Mixed Use	Shared use (cycle focussed)
RRLTrail_02	Continue the extension of the trail from the existing path at West Footscray to Footscray to connect to the Maribyrnong River Trail	Completion of the Regional Rail Link	The Victorian Transport Plan	RRL Trail	Maribyrnong	Melbourne Water, VicTrack	Medium	Medium	Mixed Use	Shared use

SKELETON CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
SkeletonCreekTrail_01	Realign the section of trail from St Anthonys Court to South Terrace. Including link to Melbourne Water Wetlands		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Skeleton Creek Trail	Hobsons Bay	Melbourne Water	High	Medium	Recreational	Shared use
SkeletonCreekTrail_02	Realign the section of trail from Crelin Avenue to Point Cook Road (north side) beyond the 1 in 10 year flood line		Hobsons Bay Draft Strategic Bicycle Plan 2013-2017	Skeleton Creek Trail	Hobsons Bay		High	Medium	Recreational	Shared use
SkeletonCreekTrail_03	Complete gap in Skeleton Creek Trail at the Princes Freeway to connect the trail to the Federation Trail		Wyndham Bicycle Network Strategy 2011, Trail audit, Community consultation	Skeleton Creek Trail	Wyndham City			Medium	Recreational	Shared use (cycle focussed)
SkeletonCreekTrail_04	Complete gap between the Skeleton Creek Trail and the proposed Regional Rail Link Trail	Completion of the proposed Regional Rail Link Trail	Desktop gap analysis	Skeleton Creek Trail	Wyndham City		Medium	Medium	Recreational	Shared use.
SkeletonCreekTrail_05	Provide directional and behavioural signage and trail heads along the Skeleton Creek Trail, particularly at junction with Federation Trail	SkeletonCreekTrail_03Completion of the gap at the Princes Freeway to complete connection to Federation Trail	Trail audit	Skeleton Creek Trail	Hobsons Bay and Wyndham City		Low	Medium	Recreational	Shared use

STEELE CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
SteeleCreekTrail_01	Extend trail north to AJ Davis Reserve including an underpass at the Calder Freeway	Feasibility of linking Spring Gully Reserve with AJ Davis Reserve under the Calder Freeway	Moonee Valley Walking and Cycling Strategy 2012-2022	Steele Creek Trail	Moonee Valley	VicRoads	High	Low	Recreational	Shared use (cycle focussed)
SteeleCreekTrail_02	Complete 1km missing gap in trail between Steele Creek Trail and M80 Trail under the train line adjacent to the Western Ring Road	Melbourne Water owned land	Brimbank Cycling and Walking Strategy 2008, Trail audit	Steele Creek Trail	Brimbank/ Moonee Valley	Melbourne Water	High	High	Recreational	Shared use (cycle focussed)
SteeleCreekTrail_03	Complete 300m gap in the Steele Creek Trail at Valley Lake along Granite Way,	Melbourne Water owned land	Trail audit	Steele Creek Trail	Moonee Valley	Melbourne Water	Medium	Low	Recreational	Shared use (cycle focussed)
SteeleCreekTrail_04	Provide wayfinding and behavioural signage to the length of the Steele Creek Trail, including trail heads, particularly at junctions to other trails		Brimbank Cycling and Walking Strategy 2008, Trail audit	Steele Creek Trail	Brimbank and Moonee Valley		Low	Low-High	Recreational	Shared use

STONY CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
StonyCreekTrail_01	Fill the 2km gap on the Stony Creek Trail between Cruikshank Park (Francis Street) to existing section west of Hyde Street	Completion of this trail will require further investigations into the route (some on road sections may be required due to cultural and flooding constraints)	Maribyrnong Bicycle Strategy 2014, Trail audit and BNV	Stony Creek Trail	Maribyrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
StonyCreekTrail_02	Extend trail 2.5km north west to Sunshine Road	This action item will require a train line crossing. (Route to be confirmed. See Future Directions Plan - on road route may be required.)	Stony Creek Masterplan, Trail audit	Stony Creek Trail	Maribyrnong	Melbourne Water	High	Medium	Mixed Use	Shared use
StonyCreekTrail_03	Provide wayfinding and behavioural signage to the length of the Stony Creek Trail, including junctions to other trails		Stony Creek Masterplan	Stony Creek Trail	Maribyrnong		High	Medium	Mixed Use	Shared use
StonyCreekTrail_04	Fill 600m gap from Somerville Road to Cala Street	Completion of this trail will require further investigations into the route (some on road sections may be required due to cultural and flooding constraints - see Future Directions Plan)	Stony Creek Masterplan	Stony Creek Trail	Maribyrnong		High	Medium	Mixed Use	Shared use

SYDENHAM RAIL TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
SydenhamRailTrail_01	Construct an off-road shared trail along the railway line from Watergardens Station to Furlong Road (approx. 7.5km)		Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	X high	Low	Commuter	Shared use (cycle focussed)
SydenhamRailTrail_02	Complete the gap in the trail from the Albion Station car park and the power line easement to the south	Small pocket of Melbourne Water owned land	Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	Medium	Low	Commuter	Shared use (cycle focussed)
SydenhamRailTrail_03	Continue the extension of the trail along the railway line from the Harvester Road to Sunshine Station to connect to the RRL Trail		Brimbank Cycling and Walking Strategy 2008	Sydenham Rail Trail	Brimbank	VicTrack, VicRoads	Medium	Low	Commuter	Shared use (cycle focussed)

TAYLORS CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
TaylorsCreekTrail_01	Extend the Taylors Creek Trail 1.6km from Burrowye Crescent to Green Gully Road and Brimbank Park		Brimbank Cycling and Walking Strategy 2008, Trail audit	Taylors Creek Trail	Brimbank	Parks Vic	High	Low	Recreational	Shared use (cycle focussed)
TaylorsCreekTrail_02	Fill the 1.5km gap on the Taylors Creek Trail between Kings Road and McCubbin Drive (including underpass at Melton Highway)		Trail audit	Taylors Creek Trail	Brimbank	Melbourne Water, VicRoads	High	Low	Recreational	Shared use
TaylorsCreekTrail_03	Provide directional and behavioural signage to the length of Taylors Creek Trail, including trail heads and distance indicators		Trail audit	Taylors Creek Trail	Brimbank		Low	Low	Recreational	Shared use
TaylorsCreekTrail_04	Provide a connection between the Kings Road Trail and Organ Pipes National Park (linking to the proposed extension of the Maribyrnong River Trail)	Route to be confirmed	Brimbank City Council	Taylors Creek Trail	Brimbank		High	Low	Recreational	Shared use

TOOLERN CREEK TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
ToolernCreekTrail_01	Extend Toolern Creek Trail north to Diggers Rest-Coimadai Road (approx 10km)		Melton Hike and Bike Strategy 2004, Trail audit	Toolern Creek Trail	Melton		High	Medium	Recreational	Shared use
ToolernCreekTrail_02	Provide a bridge over Toolern Creek to connect the Trail to the Melton Botanic Gardens		Community Consultation	Toolern Creek Trail	Melton	Melbourne Water	Medium	Medium	Recreational	Shared use (pedestrian focussed)
ToolernCreekTrail_03	Provide wayfinding and behavioural signage, including trail heads, along the Toolern Creek Trail		Community Consultation	Toolern Creek Trail	Melton		Low	Medium	Recreational	Shared use (cycle focussed)
ToolernCreekTrail_04	Provide line marking along the Toolern Creek Trail		Community Consultation	Toolern Creek Trail	Melton		Low	Medium	Recreational	Shared use
ToolernCreekTrail_05	Replace asphalt sections of the Toolern Creek Trail with concrete		Community Consultation	Toolern Creek Trail	Melton		Medium	Medium	Recreational	Shared use (cycle focussed)

THE WELLNESS TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
WellnessTrail_01	Provide wayfinding signage to the length of the Wellness Trail		Trail audit	The Wellness Trail	Brimbank, Melton	VicRoads	Low	Low-Medium	Commuter	Shared use (cycle focussed)
WellnessTrail_02	Eliminate the footpath section of the Wellness Trail at Mt Derrimut Road crossing the Western Freeway		Trail audit	The Wellness Trail	Brimbank	VicRoads	High	Low	Commuter	Shared use (cycle focussed)

WERRIBEE RIVER TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
WerribeeRiverTrail_01	Extend Werribee River Trail 7km south of the Princes Freeway to Werribee South on the eastern side of the river to connect with the Wyndham Bay Trail at Grahams Wetland Reserve	Melbourne Water are interested in trail extension to link to the ecotourism trails at the Western Treatment Plant. WTP could be used for alternate alignment if needed	Wyndham Bicycle Network Strategy 2011	Werribee River Trail	Wyndham City	Melbourne Water, Parks Vic	X high	Medium	Recreational	Shared use (cycle focussed)
WerribeeRiverTrail_02	Extend the Werribee River Trail north of Davis Creek to Melton South		Wyndham Bicycle Network Strategy 2011, Community consultation, trail audit	Werribee River Trail	Wyndham City/ Melton	Parks Vic	X high	Medium	Recreational	Shared use (cycle focussed)
WerribeeRiverTrail_03	Provide wayfinding and etiquette signage along the Werribee River Trail particularly at Werribee Township, other trails and Werribee Park (Werribee Zoo and Werribee Mansion)		Wyndham Bicycle Network Strategy 2011, Trail audit	Werribee River Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use

WESTERN FREEWAY TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
WesternFreewayTrail_01	Construct an off-road shared trail along the Western Highway from Melton to Caroline Springs	Confirmation of the upgrade of the Western Highway	Melton City Council	Western Highway Trail	Melton	VicRoads	X high	Medium	Commuter	Shared use (cycle focussed)

WYNDHAM BAY TRAIL										
PROJECT BASE INFORMATION				FILTERS						
ID	Project Description	Significant prerequisites and considerations	Project identification	Location: Trail Name	LGA	Additional stakeholder (Land owner/ manager)	Project Cost	Location: Disadvantage	Predominant User Type	Predominant User Mode
		<i>To be listed (including previous stages, or similar)</i>	<i>In Council and Government strategies, from trail audit, Bicycle Network Victoria, or community consultation.</i>				<i>X low - up to \$100k Low - \$100-500k Medium - \$500k-\$1M High - \$1-5M X high - \$5M+</i>	<i>High disadvantage, medium disadvantage or low disadvantage based on ABS (2011) SEIFA Index</i>	<i>Commuter, recreational or mixed use</i>	<i>Pedestrian only, Shared use (pedestrian focussed), Shared use (cycle focussed), Cyclist only</i>
WyndhamBayTrail_01	New length of trail (14km) from Wyndham Bay Trail, Werribee South, to connect to Coastal Trail in Hobsons Bay	Alignment to be confirmed - may require going around the RAAF base.	Wyndham Bicycle Network Strategy 2011, Community consultation, trail audit	Wyndham Bay Trail	Wyndham City	Parks Vic, RAAF Point Cook	X high	Medium	Recreational	Shared use (cycle focussed)
WyndhamBayTrail_02	Provide directional and etiquette signage along the Wyndham Bay Trail		Wyndham Bicycle Network Strategy 2011.	Wyndham Bay Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use
WyndhamBayTrail_03	Upgrade existing path to Regional Trail width and standard		Trail audit	Wyndham Bay Trail	Wyndham City	Parks Vic	Low	Medium	Recreational	Shared use