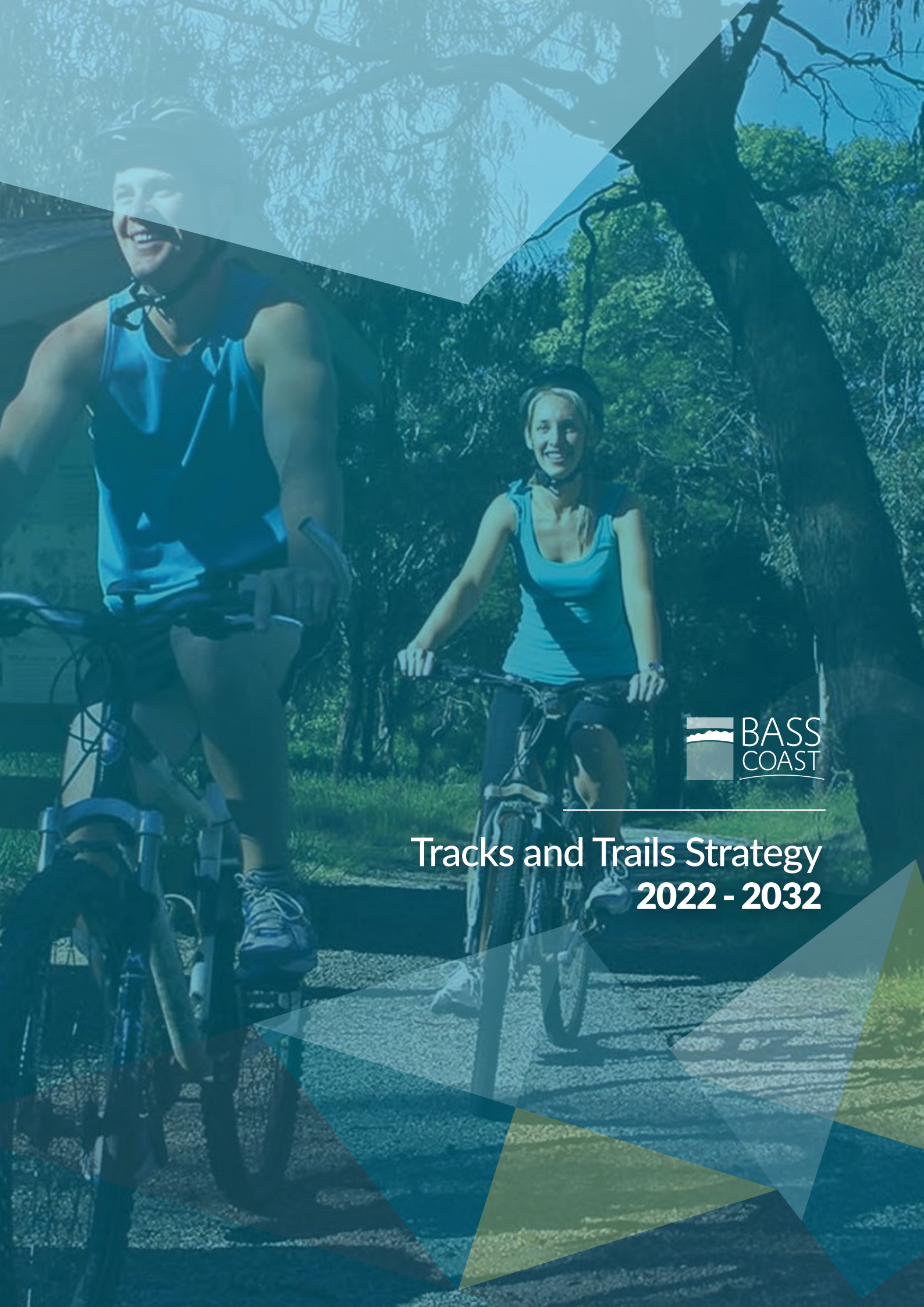


BASS COAST

Tracks and Trails Strategy
2022 - 2032



Bass Coast Shire Council acknowledge the Bunurong as the Traditional Owners and Custodians of the lands and waters, and pays respect to their Elders past, present and emerging, for they hold the memories, the traditions, the culture and Lore.

Bass Coast Shire Council celebrates the opportunity to embrace and empower the Aboriginal and/or Torres Strait Island Communities in their diversity.

Bass Coast Shire Council will create opportunities for future recognition and respectful partnerships that will honour the Traditional Owners and Custodians, and Aboriginal and/or Torres Strait Islander Peoples.

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Executive Summary

Bass Coast Shire Council is responsible for the management of a diverse range of trails, located in both coastal and urban environments. Within the scope of this project, the existing trails network on land managed by the Shire currently extends to 167km of recognised trail, comprising 272 trails that provide opportunities for walking and cycling.

Beyond the scope of this project, on land managed by Parks Victoria, Department of Land, Water and Planning and Phillip Island Nature Park, there exists a further network of on and off-road walking and cycling trails within Bass Coast Shire.

The demand and appetite for trails is growing rapidly. Recent circumstances relating to the global COVID-19 pandemic have had largely unforeseen influences on the value people place on trails, resulting in significant increased utilisation of these amenities. With this demand, Bass Coast Shire Council has an important role to play in creating a healthy and connected community through trail provision.

A Tracks and Trails Strategy was developed in 2022 with the aim of creating a trail network that "offered a connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region." Throughout the strategy development, importance has been placed on trails that provide connectivity, health and wellbeing outcomes, accessibility, tourism and connection to nature.

This strategy identifies 36 new trail opportunities to expand the trail network that have been identified (emerging from background research, existing plans and key stakeholder consultation) and respond specifically to:

- recreation trends and preferences
- existing trails network gaps
- physical linkages/connections
- opportunities to enhance community understanding and appreciation of our unique environment
- trails market segments
- gaps in the provision
- opportunities to improve community health and wellbeing outcomes
- opportunities to develop the visitor economy (and the Shire's trails offering)

To effectively prioritise the development of the proposed trail network, a trail prioritisation framework has been developed. New trail projects were assessed based on a set criteria and the overall score each trail received determined the trail priority order and whether trails were classified as high, medium or low priority.

High level cost estimates have been assigned to each project to help guide Council's long term financial planning. Costs indicated are purely construction costs and do not include design, planning or permits.

The total investment needed for new trail projects detailed in this strategy is $44.3 million, broken down into:

- High Priority - $22.3 million
- Medium Priority - $18.1 million
- Low Priority - $3.9 million



1.0 Introduction

1.1 Background

Council's Role

Bass Coast Shire Council has an important role to play in creating a healthy and connected community through trail provision and is responsible for the management of a diverse range of trails, located in both coastal and urban environments (refer Figure 1)

Purpose

The purpose of this Strategy is to create a diverse and accessible trail network that caters for a variety of user groups -

- Consolidate all tracks and trails planning to date to establish new priorities
- Establish clear and transparent processes / framework for council to develop, deliver, promote and maintain tracks and trails
- Identify major themes and common issues noted across the trail network to inform priorities
- Analyse current and future demographics to understand future demand
- Understand trends in trail usage to predict future demand
- Identify priority trail connections between townships, and key visitor destinations
- Develop an implementation plan to guide delivery of tracks and trails for 10 years

A series of recommendations of short, medium and long term opportunities on how Bass Coast can improve its trail network has been developed. These recommendations relate to new trail opportunities identified.

A 10 year capital works program based on assessment scores, including costing estimates and overall experience for the trail user has been developed for Bass Coast.

Scope

This Strategy focuses on potential, future, off-road cycling and walking trails and does not focus on footpaths or on-road cycling lanes. In some circumstances, future on-road sections are included as key connections to off-road trails. Active travel connections within townships are addressed more specifically through township structure planning as part of more complex transport networks.

Monitoring and review

The Tracks and Trails Strategy will be reviewed and updated every 4 years.

An assessment tool has been developed so new trails presented to Council within this period will be assessed against the same criteria. All trails will be included in the trail prioritisation list at the 4 year Strategy review process. Trails identified as advocacy priorities within the 4 year period will be included in Council's ongoing advocacy program.

Council's Role	Description
Track / Trail Provider	Council has a primary role in planning, funding and delivering tracks and trails for the health and wellbeing of the local community.
Information Provider	Council provides information to the community about trail opportunities via promotion and marketing.
Advocate	Council advocates for state and federal government funding and investment in new trail projects.
Regulator	Council ensures that trails are provided and used in accordance with the local law, policies and procedures.
Maintainance provider	Council plays a key role in maintaining trail networks located on Council managed land.

Figure 1. Council's Role in Tracks and Trails

1.2 Approach

1. Research and Analysis

Desktop research
Literature review
Key industry trends
Current trail mapping
Key visitor destinations

2. Collaborative Visioning

Deep dive interviews key with stakeholders
Internal workshop
Levels of service framework
Identify needs and gaps in existing network

3. Opportunity Exploration

Identify opportunities
On-ground assessments
Develop assessment tool
Assess trail opportunities

4. Develop Strategy

Trail concept plan development
Implementation plan
Proposed trail mapping
Cost estimates

5. Community Review

Public exhibition

6. Final Strategy

Update Draft Strategy as per community feedback
Adoption









1.3 Shire Overview

Bass Coast Shire is located on Bunurong Country, about 130 kilometres south-east of Melbourne and is predominantly a coastal municipality with a unique coastline complemented by a beautiful hinterland.

The Bunurong Land Council Aboriginal Corporation are a Traditional Owner organisation that represents the Bunurong people of the South-Eastern Kulin Nation. The Land Council aims to preserve and protect the sacred lands and waterways of their ancestors, their places, traditional cultural practices, and stories.

Bass Coast Shire has a vast array of recreation reserves, parks, community spaces, sports stadiums, an aquatic facility, a network of off-road trails including the iconic and popular George Bass Coastal Walk and Bass Coast Rail Trail, and some of the most valued coastal environments in Victoria. Of note, Bass Coast was declared as a distinctive area and landscape to protect coastal environment, further highlighting the value of this coastal environment.

The Shire has significant waterways including Screw Creek, Powlett and Bass Rivers along with world heritage RAMSAR protected wetlands on the north shore of Phillip Island. Phillip Island hosts major tourist attractions including the world famous little penguins and a number of natural attractions including a national surfing reserve.

Bass Coast Shire offers a unique lifestyle in beautiful natural surrounds. Ever improving transport links, paired with Melbourne's continuous expansion, means the northern parts of the Shire are included within the commuting belt of Melbourne's outer south eastern suburbs.

Bass Coast is one of the few Victorian municipalities with tourism and agriculture as the two major industries. Cattle and dairy farming are the area's agricultural backbone.

Bass Coast is home to a population of 40, 641 (ABS estimated resident population 2021) and by 2036, the population for Bass Coast Shire is forecast to increase to over 47,000, at an average annual change of two per cent. The Shire encompasses a total land area of 865 square kilometres, including over 100km of coastal shore lines.

Bass Coast is home to many small coastal or agricultural villages, with some larger townships scattered amongst them. Established as a coal mining town in the early 1900s, Wonthaggi is today a large regional centre not only for Bass Coast, but for surrounding areas, and is the main source of employment within the Shire, particularly in health, education, community services and construction.

Many of the coastal villages are also characterised by large numbers of holiday homes. Whilst the permanent population of the Shire has been growing strongly in recent years, the population also swells significantly to well over 70,000 during holiday periods. The Shire is visited by 35 per cent of Melbourne's total international visitors each year.



Figure 2. Location of Bass Coast Shire Council



Figure 3. Bass Coast Shire Council Towns and Suburbs



2.0 Market Analysis

2.1 Industry Trends

Increasing Demand

The demand and appetite for trails is growing rapidly. This is largely driven by an increase in unstructured recreational activities such as walking and cycling. In Australia, walking is currently ranked as the most popular recreation activity, whilst cycling is the fifth most popular and bush walking the sixth most popular (Sports Australia AusPlay Survey, 2021).

Other trail related activities and sports are also starting to become more popular such as trail running or ultra-running. A survey conducted found participation in trail running events has increased by 1676% in the last 23 years worldwide (RunRepeat, 2020). New forms of trail use are also starting to come online such as 'forest bathing,' a trend popular in Japan which involves walking in any natural environment and consciously connecting with what's around you.

Technological Advances

Technological advances have enabled more people to take up recreational activities on trails. With the influence of the internet, social media, smart phones and apps, people are able to obtain information, communicate with each other and provide feedback on their recreation experience at any time. A large proportion of people choose where to go and what to do based on the information they see online via the internet, social media, blogs and forums. Changes in technology and equipment are also encouraging more people to recreate on trails, particularly in the sport of cycling. The growth of e-bikes (electronic bicycles) has enabled people to overcome barriers they might face with a traditional bike. Riders can now go further, ride longer and are more comfortable with gradients meaning planning trail networks needs to account for this. Electric bikes are starting to drop in price making them more affordable for more people. They are seen as potential gateways for inactive people to become active again, and it is likely that over the coming decade their use will equal or exceed the use of traditional bikes and will increase the number of people cycling for recreation and commuting, particularly in ageing population groups.

Economic Benefits

While participation is increasing in trail related activities, there is also growing evidence of the economic benefits that trails bring to a region. A trail success story is that of Derby, a small town in North-East Tasmania. The Blue Derby mountain bike trail network opened in 2014 and has since transformed the whole region. In just a few years, Derby has gone from a ghost town to a thriving town. The $3.1 million, 80km network is reportedly attracting more than 30,000 visitors every year, who, on average, spend four to five nights in the area, creating an annual economic impact of approximately $18 million for the region. The town of Derby has seen new businesses open; accommodation beds increase (from 12 rooms to more than 70 rooms) and a wave of residential and commercial real estate acquisitions.

Government Investment

Not only are local Councils realising the economic benefits trails can bring, so too are State and Federal Governments. The level of investment in recent years in trail related projects is significant. In Queensland, the Australian Government has recently invested $36 million for the Wangetti Trail in Tropical North Queensland. In Victoria, the Warburton Mountain Bike Project has received $11.3 million in Government funding, making it

the largest funded mountain bike trail project potentially in the Southern Hemisphere.

The benefits of trails continue to be recognised as critical to delivering community health and wellbeing outcomes. This is referenced in State and Federal strategic policy approaches, and also at a local government level in strategic documents such as Health and Wellbeing Strategies, Recreation and Open Space Strategies.

Trail Industry Events

Events within the trail industry contribute significantly to the economic benefits of trails and these are also increasing with popularity. Not only is the number of participants in events generally increasing but so too is the number of trail related events. In trail running in 1996, only 14% of runners participated in multiple races a year, now 41% of participants run more than one event per year (RunRepeat 2020). Big events such as Ultra-Trail Australia, Buffalo Stampede, the Taupo Ultra and Moonlight Shotover Marathon are some of the popular trail running events out of many. Within the sport of mountain biking, big events such as UCI/ Union Cycliste Internationale, Sea Otter Classic and Crankworx bring enormous amounts of participants and visitors to a region to watch and enjoy the event.

Professionally Built Trails

The trails industry is also evolving, particularly in the sport of mountain biking. Historically, there has been a strong culture of informal/ unauthorised mountain bike trail construction (without land manager consent). These trails are often built in unsafe and unsustainable ways which cause damage and lead to significant relationship issues with land managers and the community.

The industry is now shifting towards professionally built and planned trails. Companies now exist that plan and build sustainable trails in a safer and environmentally sensitive way and focus on delivering trail experiences that meet identified demand. Early engagement of qualified professionals in their respective fields (whether that be trail planning, design, construction, cultural, historic or ecological heritage experts) will enable early identification of issues and opportunities and assist in avoiding unnecessary delays, financial costs and environmental impacts.

Rise in Use of Trails

There has also been a recent trend for Councils to develop active transport strategies, with the aim of encouraging their communities to walk or cycle as an alternative to car travel. These strategies incorporate the use of recreation trails and can increase the number of people using them which may put additional strain on capacity and potential for user conflict.

Recent circumstances relating to the global COVID-19 pandemic have had largely unforeseen influences on the value people place on the parks and trails network, resulting in significant increased utilisation of these amenities. Usage data from the Lilydale to Warburton Rail Trail reflects a 49% increase in trail use during September 2020 when compared to trail use during September 2019.

More and more trail projects are being initiated as Councils capitalise on the Government grants available, utilise professional trail builders and seek to reap the benefits trails can bring to a region.

The 2013 CSIRO report for the Australian Sports Commission identified six megatrends likely to shape the Australian sports sector over the next 30 years and remains relevant today.

A number of these 'mega trends' are relevant to trail-based recreation activities, notably the ability to participate in these activities at your own convenience ('A Perfect Fit'), with some activities likely to be considered as lifestyle, adventure or alternative sports, requiring complex/advanced skills with an element of danger and/or thrill-seeking ('From Extreme to Mainstream'). The benefits to mental and physical health and wellbeing are also recognised ('More than Sport').

2.2 Wider Context

National Recreation Participation

Four of the top six recreation activities participated in by Australians are directly related to trail-based pursuits; recreational walking (47%), running and athletics (19.8%), cycling (14.3%) and bush walking (8.6%).

Fitness/gym (37.4%) and swimming (17.1%) also feature in the top six activities, with yoga (6.9%), soccer (5.5%), golf (5.4%) and tennis (5.0%) rounds out the top ten activities.

Impacts of COVID-19

Recent impacts on physical activity participation rates relating to COVID-19 continue to emerge and evolve and, while questions remain as to the long and short term impacts, it appears that COVID-19 has accelerated forecast megatrends, in particular 'A Perfect Fit', which highlighted the rise of individualised activities, such as recreational trail use. (Ongoing impact of COVID-19 on sport and physical activity participation June 2021 update, SportAus Ausplay).

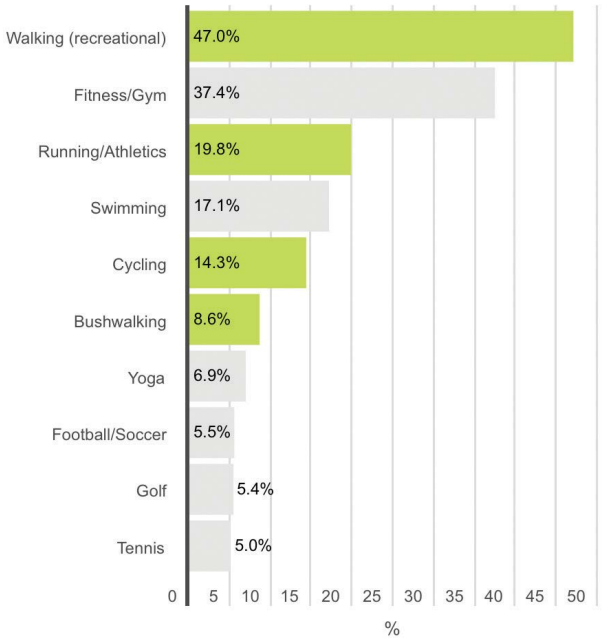


Figure 4. National Recreation Participation Rates

Key findings of the report include:

- There has been a national increase in adult participation in sport and physical activity at higher frequencies, which appears to be driven by women
- An increase in high frequency walking for females
- Sustained increase in participation in many physical activities, the top five of which are identified as 'endurance/health' activities; walking (recreational), running/jogging/ athletics, cycling, bush walking and swimming

Trail Destinations

A review of established and proposed prominent (although not exhaustive) trail destinations and experiences across Australia is summarised in table 1. For each destination, the core product/market is identified, together with the destination's proximity to local, regional and state (capital) population centres. Visitation data relating to the use of trails across Australia is limited. Forecast and estimated annual visitation data for each destination has been derived from a variety of sources including media releases and strategic planning documents (e.g. feasibility studies, economic impact assessments, trail strategies and master plans). Few current trail destinations are able to report accurately on trail usage data.

The inclusion of this data is provided as a general guide only, to assist with informing future recommendations through comparison of relative scale/nature of trail development, distances from population centres and estimated visitation volumes.

In simple terms, a more connected trail network that connects key destinations in Bass Coast will encourage visitors to stay longer and enjoy the region.

Trail Experience: Walk/Cycle/Rail Trail		Proximity to Population Centres Centre (population, travel time by car)			Forecast/ Estimated Annual Visitation
Destination	Product/Market	Local	Regional	State	
Murray to Mountains VIC	100km walk, cycle, bridle rail trail	-	Wangaratta (30,000)	Melbourne (5.2 M, 165 mins)	315,500
Murray River Adventure Trail VIC	1,400km walk and cycle trail, 1,000km paddle trail	-	Echuca (15,000)	Melbourne (5.2 M, 165 mins)	110,000
Great Victorian Rail Trail VIC	134km walk, cycle and bridle rail trail	Tallarook (750)	Mansfield (3,500)	Melbourne (5.2 M, 75 mins)	92,000
Bibbulmun Track WA	1,000km long distance walk trail	-	Kalamunda (7,000)	Perth (2 M, 35 mins)	80,000
Otago Central Rail Trail NZ	152km walk and cycle rail trail	Middlemarch (160)	Dunedin (134,000, 60 mins)	Christchurch (395,000, 290 mins)	65,000
Cape to Cape Track WA	135km walk trail	Dunsborough (5,350, 15 mins)	Busselton (40,000, 35 mins)	Perth (2 M, 180 mins)	44,000
Grampians Peak Trail VIC	160km multi-day hike (13 days)	Dunkeld (700)	Stawell (6,000, 20 mins)	Melbourne (5.2 M, 180 mins)	34,000
NE Rail Trail TAS	26km rail trail.	Scottsdale (2,400)	Launceston (124,000, 60 mins)	Hobart (250,000, 190 mins)	23,000
East Gippsland Rail Trail VIC	100km walk, cycle, and bridle rail trail	-	Bairnsdale (15,000)	Melbourne (5.2 M, 200 mins)	22,500
Three Capes Track TAS	48km walk trail (4 days). Pay-to-use. Visitor numbers controlled.	Port Arthur (250, 10 mins by boat)	Carlton/ Dodges Ferry (3,600, 50 ins)	Hobart (250,000, 90 mins)	12,000
Cradle Mountain Overland Track TAS	65km walk trail (6 days). Visitor numbers controlled.	-	Queenstown (2,500, 75 mins)	Hobart (250,000, 150 mins)	9,000

Table 1. Trail Destinations: Walk/Cycle/Rail Trails

2.3 Local Context

In 2021, Bass Coast had an estimated population of 40,641 people. Since 2016, the Shire has grown by over 7,000 people which far exceeds forecasts for the region. Since the previous year (2020), the population has grown by 4.56% which is higher than average population growth in Regional Victoria (1.33%).

There are more females than males across the region (51% to 49%), which is also true for each individual Council area, with the exception of the Westernport and Rural Townships.

In 2021, the largest age group in Bass Coast Shire was 65 to 69 year olds. The group that changed the most since 2016 was 70 to 74 year olds, increasing by 1,010 people.

The 60-74 age cohort is higher than the Victorian average with 27% of the population in this cohort (Victorian average 20%).

In 2021, Bass Coast also has a high median age of 52 compared with the Victorian average of 38.



2021 Census	Total Population	Male %	Female %	Age 0-14 %	Age 15-39 %	Age 40-64 %	Age 65+ %
Phillip Island	13,724	48.3	51.7	17.6	21.2	34.3	29.3
San Remo	1,700	48.7	51.3	15.3%	20.0%	35.4	29.1
Westernport Townships	5,157	50.3	49.6	14.4	22.4	35.2	26.4
Wonthaggi	6,798	47.3	52.7	12.7	22.3	31.3	33.7
Inverloch	6,511	48	52	15.6	19.2	30.7	34.6
Rural	3,318	50.6	49.4	17	24.5	37.6	21
BASS COAST	40,789	48.6	51.4	15.1	22.1	33.2	29.6
Victoria	6,503,491	49.2	50.8	18.0	34.4	30.8	16.8
Australia	25,422,789	49.3	50.7	18.2	33.4	31.1	17.2

Table 2. Bass Coast Population and Age Groups updated 2021 ABS

Source: ABS 2021 Census

Analysis of household income levels in Bass Coast Shire in 2021 compared to Regional Victoria shows that there was a smaller proportion of high income households (those earning $3,000 per week or more) and a higher proportion of low income households (those earning less than $800 per week).

In 2016, 71% of Bass Coast residents travelled to work by car, either as driver or passenger, slightly higher than state (67%) and national averages (67.7%).

Public transport use by commuters averages at 1% across the region, which is significantly lower than the state average (12.4%) and the national average (11.4%).

3.9% of the Bass Coast workers walked to work, slightly higher than the state average (3.2%) and the national average (3.5%).

0.8% of the Bass Coast workers cycled to work, slightly lower than the state average (1.2%) and the national average (1%).

7% of the Bass Coast workers work from home, significantly higher than the state average (4.6%) and the national average (4.7%). With Covid, it is expected this figure has significantly risen.

Key points and implications:

- Limited public transportation infrastructure provision and utilisation across the region
- Reliance on private vehicles for transport (noting a significantly higher proportion of the population work from home compared to state and national averages)
- Relatively high proportion of the community walk to work (compared to state average)

This data is based on both 2016 and 2021 census data.

2016 Census	Population	Median Weekly House-hold Income	Travel to Work			
			Car	Public Trans-port	Walk/ Cycle	Work from Home
BASS COAST	32,804	$927	71%	1.1%	4.7%	7%
Victoria	5,926,624	$1,416	67%	12.4%	4.7%	4.6%
Australia	23,401,886	$1,438	67.7%	11.4%	4.5%	4.7%

Table 3. Bass Coast Income and Commuter Metrics

Regional Visitation

Tourism is an important industry for Bass Coast, particularly Phillip Island. The Phillip Island and San Remo Visitor Economy Strategy reconises the opportunity to showcase the region's natural vistas with investment in coastal walkways, viewing platforms and recreational infrastructure. Analysis of available data collected over the course of recent years reveals the following:

- The region received approximately 2.7 million domestic (overnight and day trip) and international overnight visitors combined (pre-Covid)
- Visitors spent an estimated $578 million in the year ending December 2019
- The region received approximately 1.1 million overnight visitors per annum
- Phillip Island attracts the highest number of visitors in the Shire due to its tourism offerings and longstanding tourism reputation
- The average length of stay for domestic visitors is three nights
- The most common activities while visiting the region was to visit the beach (65%), eat out (61%), sight seeing (36%), bush walking (22%) and shopping and markets (20%)

Source: National and International Visitor Surveys and Regional Expenditure Model

Region Visitation	Domestic	International	TOTAL
Day trip Visitors	1,517,000	1,141,000	2,658,000
Day trip Expenditure	$137 million	-	-
Overnight Visitors	1,084,000	57,000	1,141,000
Overnight Expenditure	$416 million	$26 million	$442 million

Table 4. Bass Coast Region Visitation 2019



3.0 Strategic Context

3.1 Literature Review

The following documents were reviewed to provide strategic context to the project and inform future recommendations and options in relation to the trails network in Bass Coast.

Relevant details from these documents are outlined in Appendix 1.

Document	Instruct	Inform	Support
Screw Creek Management Plan (draft 2021)	x		
Bass Coast Dinosaurs Trail Masterplan 2021	x		
Yallock-Bulluk Marine and Coastal Park Draft Access and Infrastructure Plan 2021	x		
Cowes Access and Movement Study May 2021	x		
Wonthaggi Access and Movement Study July 2020	x		
Gippsland Tracks and Trails Feasibility Study (September 2019)	x		
Active Bass Coast 2018-2028	x		
Bass Coast Shire Aspirational Network Pathways Plan 2016	x		
Bicycle Infrastructure Action Plan 2012 to 2022	x		
Summerland Peninsula Trails Master Plan (January 2017)		x	
Road Asset Management Plan 2019 -2023		x	
Cowes Activity Centre Plan 2015		x	
Rhyll Traffic Management Plan February 2015		x	
Phillip Island and San Remo Visitor Economy Strategy 2035 August 2016		x	

Table 5. Strategic Documents

Document	Instruct	Inform	Support
Phillip Island South and North Coast Key Area Plan October 2014		x	
San Remo Access Strategy 2013		x	
Bass Coast Bicycle Strategy Volume 1 2000		x	
Towards 2030 Gippsland Destination Management Plan & Appendix		x	
Gippsland Odessey Trail		x	
Council Plan 2021-2025			x
Open Space Asset Management Plan			x
Healthy Communities Plan 2021-2025			x
Bass Coast Community Vision			x
Access Equity and Inclusion Plan			x
Climate Change Action Plan 2020 – 2030		x	
Urban Roads and Drainage Improvement Policy 2019			x
Victorian Cycling Strategy 2018-28			x
Bass Coast Municipal Road Safety Committee Strategic Plan 2018 - 2021			x
Victoria's Trails Strategy 2014–24			x
Safe to School Maps 2015			x
Phillip Island Integrated Transport Study 2014		x	
George Bass Coastal Walk: Trail Site Visit Report July 2016			x
Victoria's Cycling Strategy 2018-2028			x
Road Safety Plan			x

3.2 Consultation

Stakeholders

As part of the project, various Council stakeholders were engaged with to understand their views on the trail network within Bass Coast.

The following internal teams from Bass Coast Shire Council were consulted with:

- Recreation and Leisure
- Asset Management
- Visitor Economy
- Placemaking
- Major Projects
- Coast & Bushland
- Environment
- Strategic Planning

The following external groups from Bass Coast Shire were consulted with:

- Phillip Island Integrated Transport Study Group
- Phillip Island Nature Parks
- Parks Victoria
- Destination Gippsland
- Wonthaggi Desalination Plant
- Destination Phillip Island

Key Themes

The following key themes were identified throughout stakeholder consultation:

Active Transport

Bass Coast's recreational trails provide active transportation opportuntites for locals. Stakeholders indicated that some on-road cycling infrastructure, primarily used for commuting on Phillip Island, is in need of improvement. On-road commuter trails can complement recreational trails by helping build connections, however planning for on-road bike lanes is outside the scope of this project. It is recommended that an Integrated Transport Study be considered as a separate project to address on-road cycling networks.

Connectivity

Stakeholders citied the opportunities to improve connections between existing recreational trails, townships and the footpath network.

Investment

Stakeholders are enthusiastic about investing in the trail network. Investment in trails over the next 10 years is a priority for Council, as evidenced by a $1M per year commitment to new trail capital projects.

Mountain Biking

Maintain biking is becoming increasingly popular and it was identified that there are no formalised mountain bike trails in Bass Coast to cater for this demand. Stakeholders also raised concerns, in particular, about the informal trails constructed by the community and their impact on native vegetation. This Strategy identifies some potential areas for further investigation.

Public Land

It was acknowledged that Bass Coast has very little public land to accommodate new trails. Additionally, a large proportion of the current trail network is located on and managed by other public land managers, such as Parks Victoria and Phillip Island Nature Parks. Stakeholders indicated that it will be difficult to connect some parts of the trail network due to private land ownership.



Bass Coast offers a connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region.

3.3 Trail Network Vision

The following principles will guide the delivery and management of trails through this Strategy;

Connectivity – Trails provide links between townships and key destinations to enable users to explore all Bass Coast has to offer.

Health and Wellbeing – Trails enable and encourage more people to get active, contributing to a healthier and happier community.

Accessibility – Trails are easily accessible, free to use and safe which encourages intuitive exploration of the expansive landscapes around Bass Coast.

Tourism – Trails attract visitors from all over Australia and internationally, encouraging tourism spend in the local townships.

Connection to Nature – Trails showcase and allow users to connect and engage with the natural environment and unique landscape of Bass Coast.

Environment Protection – Planning for new trails will consider the impact on the natural environment including loss of vegetation, biodiversity and erosion.

3.4 Trail Levels Of Service

The primary purpose of levels of service is to define a standard and expectation for what is to be delivered to the trail user.

Defining and documenting levels of service is a fundamental business process that can be used to drive and influence all activities and decision making relating to the services provided.

This process determines the quantity, quality and range of services to be provided in a financially sustainable manner. When setting out to develop a new trail or upgrade an existing one, it is important to have first determined the level of service Council are aiming to achieve.

For instance, a shared use recreation trail such as a rural rail trail has quite different levels of service when compared with an urban sealed shared trail with many additional features including rubbish bins, signage, bike racks, exercise equipment etc.

The following points sumarise the process undertaken to establish suitable levels of service for Bass Coast tracks and trails.

Trail Categories

Identifying trail categories assists in planning for trail networks and clearly communicating primary uses of individual trails to the community.

The following trail categories have been developed as outlined in Table 6.

Trail Category	Alternative Names	Primary Purpose	Typical Characteristics
Shared Use Trail	Shared Use, Dual Use, Rail Trail, Walk, Cycle, Commuter	Trails that provide opportunities for recreation for multiple users including but not limited to walkers, runners and cyclists	• Either sealed or unsealed • Dual-use, shared pathways • Wider widths • Can be in an urban setting
Walking Trail	Bushland, Coastal, Hiking	Trails that are generally located within a natural setting (most often bushland), with a natural surface, typically used for hiking and trail running	• Unsealed (gravel), natural surface (dirt/earth/grass) • Within a bushland, farmland or coastal setting
Equestrian Trail	Bridle, Horse	Trails that are generally located through open pasture and bushland, with a natural surface	• Unsealed, natural surface • Within a bushland, farmland or coastal setting
Mountain Bike Trail	Off Road	Unsealed trails in natural terrain, often single track	• Unsealed, natural surface • Either a single trail or network of trails • Within a bushland, off-road setting
Beach Access Trail		Trails primarily used to gain access to the beach.	• Within a coastal and beach setting • Unsealed, natural surface, typically sandy • Raised boardwalk / stairs and sealed surfaces in high use locations

Table 6. Recreational Trail Categories

Quality Standards

Trail category levels of service are further categorised into different quality standards. A general premise of this approach is that the higher the level of utilisation, the higher the level of quality and the greater the level of asset provision/embellishment.

To establish the levels of quality standards, industry trail standards or classification systems have been adapted.

The use of industry standards provides consistency of understanding for multi-jurisdiction trails and users generally.

For example, in bush walking, there are five industry recognised classes of trail, therefore five quality standards have been established for bushland trails that correspond with the existing classifications.

A distinct hierarchy of quality standards provides transparency and clarity for the community, along with an understanding of what they can expect when using a higher quality standard trail versus a lower quality standard trail.

Using a tiered quality standard approach (as opposed to the same standard everywhere) will help improve efficiencies and better meet community expectations. The highest standard of trails will be the most expensive to operate and maintain as they usually cater for the highest number of users. To make the overall network affordable, a second tier of trails has a lower, moderate level of service applied. A third tier of trails, the largest in number, have lower standards and lower levels of use.

Categorising Bass Coast Trails

Once the set of trail categories and quality standards were defined, current Bass Coast trails are assigned into a category and quality standard.

When looking at trails with multiple uses, the principal activity/characteristic associated with a trail was the key focus. For example, a walking trail that is principally used by hikers, may also get secondary use by horse riders but should still be classified primarily as a walking trail.

The level of utilisation is a key factor in determining the appropriate quality standard.

Asset Provision

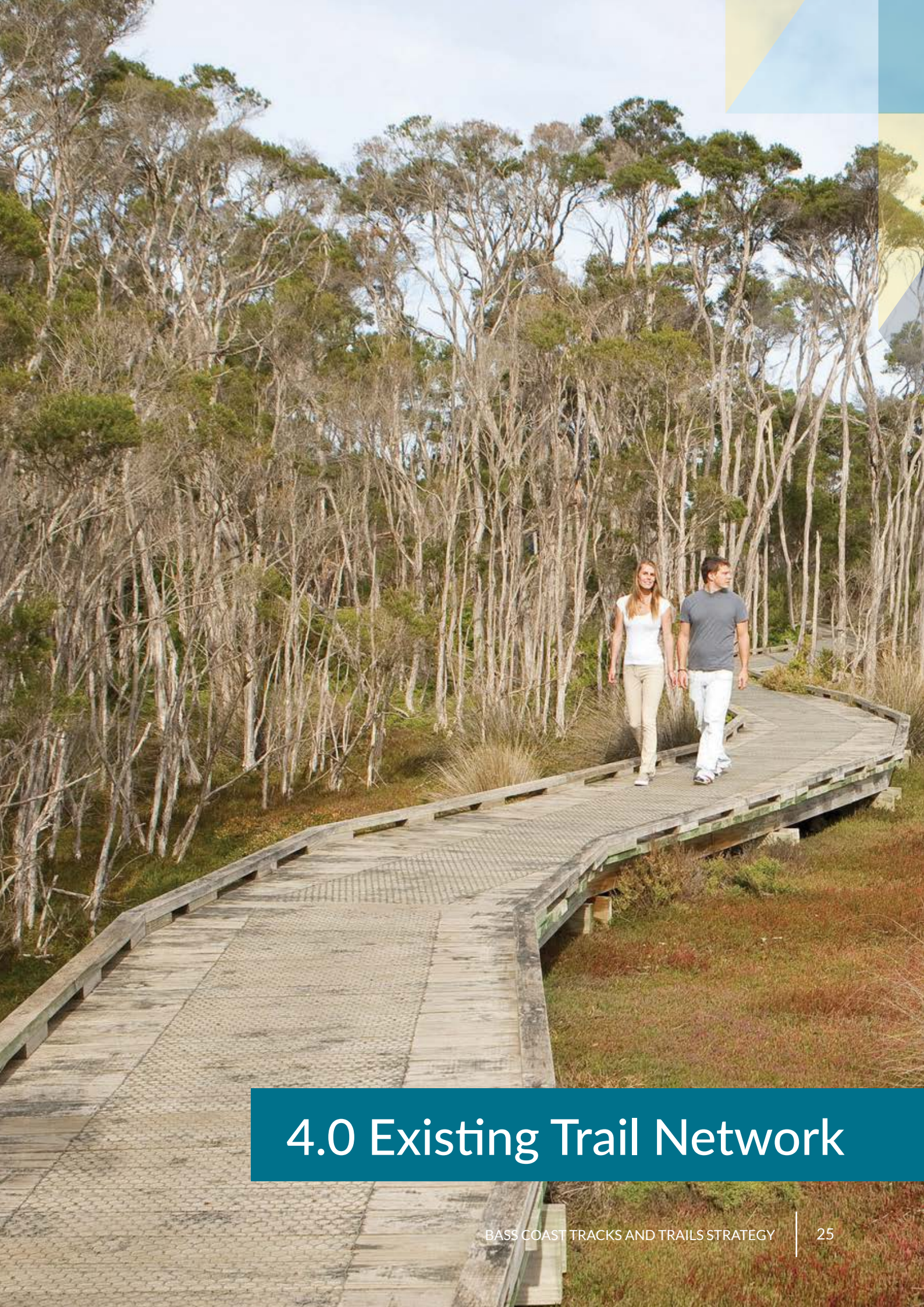
The last step in developing the levels of service framework was to define the range of assets provided, their quality and quantity.

The range of assets such as bike racks, drinking fountains, furniture, etc. that are required to support the trail networks have been itemised (refer appendix 2).

They will vary between different trail categories, and the number, quality and range of assets decrease or increase depending on the quality (and levels of utilisation) of the trail.

Trail Category	Quality Standard	Description
Shared Use Trail Trails that provide opportunities for recreation for multiple users including, but not limited to walkers, runners and cyclists.	QS1	A high use shared/dual use trail, often sealed. A large range and number of high quality assets provided, and maintained to the highest standard.
	QS 2	A moderate use recreation trail, either sealed or unsealed. A good range and number of quality assets provided, and maintained at a high standard.
	QS 3	A low use recreation trail, often unsealed with few basic quality assets provided and maintained to a basic standard.
Walking Trail Trails generally within a bushland or coastal setting, with a natural surface, typically used for hiking and trail running.	QS 1	No bush walking experience required. Flat even surface with no steps or steep sections. Maximum slope of 1:14 (7.14% or 4.1 degrees). Suitable for wheelchairs designed for outdoor use or wheelchair users who have someone to assist them. Width of 1200mm or more. Walks no greater than 5km.
	QS 2	No bush walking experience required. The track is a hardened or compacted surface and may have a gentle hill section or sections and occasional steps. Generally no steeper than 1:10 (10% or 5.7 degrees). Width of 900mm or more. Walks no greater than 10km.
	QS 3	Suitable for most ages and fitness levels. Some bush walking experience recommended. Tracks may have short steep hill sections, a rough surface and many steps May exceed 1:10. Width variable but less than 1200mm. Walks up to 20km.
	QS 4	Bush walking experience recommended. Tracks may be long, rough and very steep. May include long steep sections to a maximum of 1:8 (12.5% or 7.1 degrees). Directional signage may be limited.
	QS 5	Very experienced bush walkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. May include long steep sections exceeding 1:8. Walks may be more than 20km.
Equestrian Trail Trails generally through open pasture and bushland, with a natural surface, typically used for horse riding.	QS 1	A horse riding trail, designed to be used by beginners. Most likely to be access tracks or wide single tracks (3m-3.7m) with a gentle gradient (not exceeding 10%), smooth surface and a relatively obstacle free, hardened natural surface maintained to the highest standard.
	QS 2	A horse riding trail, designed to be used by intermediate riders. Most likely to be a combination of single trail and/or fire road with obstacles, variable surface, and a moderate slope with a width of 1.5m to 3.7m. Maintained to a high standard.
	QS 3	A horse riding trail, designed to be used by advanced riders. Most likely to consist of challenging single trail and/or fire road with many obstacles, variable surface, and steep sections with a width of 1.5m to 2.5m. Some trail routes may not be marked at all. Maintained to a basic standard.
Mountain Bike Trail Unsealed trails in natural terrain, typically used for mountain biking.	QS 1	Well constructed and maintained trail options for all abilities from beginners to advanced with complimentary facilities to to provide a high quality experience including clear wayfinding signage, car park, shelter, bbq, toilets etc
	QS 2	Well constructed and maintained trail options for a limited range of abilities with some complimentary facilities ie signage and small carpark.
	QS 3	Maintained to a basic standard and constructed crudely with limited budget. Usually appropriate for more experienced riders as trails may be rough and challenging without other complimentary facilities.
Beach Access Trail Trails located on the coast, primarily used to gain access to the beach.	QS 1	Firm stabilised surfaces or permanent wearing course and 2m+ wide with lookouts, railing, seating, shower and water. Aim to provide access for people of all abilities considering path surface, width and gradient. (NB access for all abilities can be challenging in some locations due to coastal topography and erosion)
	QS 2	A moderate use beach access trail, maintained to a high standard.
	QS 3	Sand tracks with minimal maintenance

Table 7. Trail Quality Standards



4.0 Existing Trail Network

4.1 Existing Trail Network

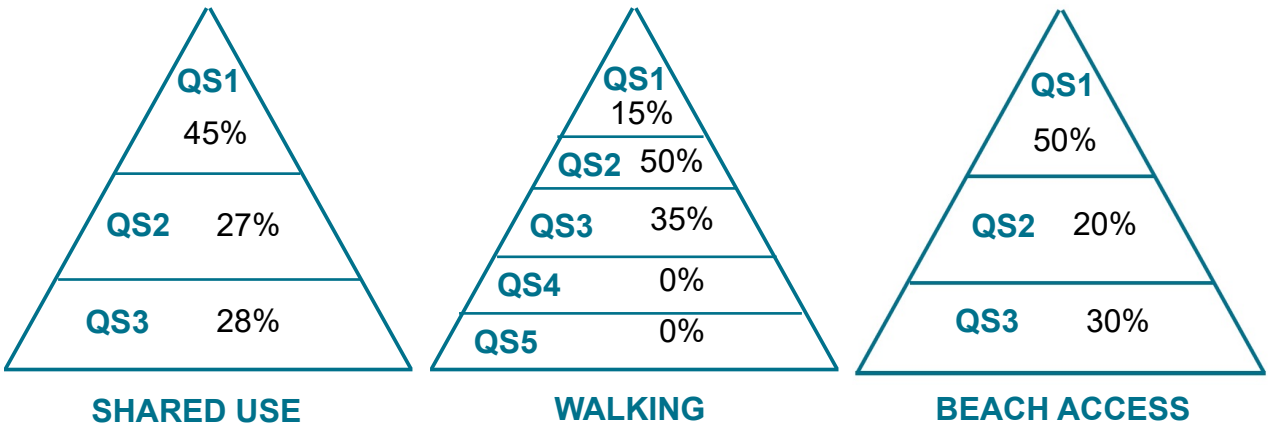
Within the scope of this project, the existing trails network on land managed by Bass Coast currently extends to 167km of recognised trail, comprising 272 trails that provide opportunities for walking and cycling. There are 50 recreation trails (118km), 38 walking trails (36km) and 184 beach access trails (13km). Currently there are no formal Council developed mountain bike or equestrian trails located on Council managed land. A full list of Bass Coast Trails and assigned levels of service can be found in Appendix 3.

Beyond the scope of this project, on land managed by Parks Victoria, Department of Environment, Land, Water and Planning and Phillip Island Nature Parks, there exists a further network of on and off-road walking and cycling trails within Bass Coast Shire.

	Shared Use Trail		Walking Trail		Mountain Bike Trail		Equestrian Trail		Beach Access Trail	
	No.	Km	No.	Km	No.	Km	No.	Km	No.	Km
BASS COAST TOTAL	50	118	38	36	0	0	0	0	184	13
Phillip Island	20	43.3	8	11.6	0	0	0	0	102	8.2
Kilcunda, Anderson & San Remo	7	8.8	5	5.6	0	0	0	0	20	1.4
Grantville & Surrounds	6	9.6	9	9.4	0	0	0	0	21	1.1
Wonthaggi	11	26	2	233m	0	0	0	0	1	306m
Cape Paterson	1	2.5	5	4.5	0	0	0	0	7	373m
Inverloch	5	5.5	10	4.9	0	0	0	0	35	1.8

Table 8. Existing Trails Network Number and Kilometre

The breakdown of current trails against identified quality standards of trails is:



4.2 Strategic Challenges and Opportunities

The following outlines the key strategic challenges and opportunities identified in regards to Bass Coast's trail network.

Opportunities

1. Deliver strategic linkages that will connect the Shire with the emerging regional trails network and other neighbouring LGA's
2. Encourage the community to be more physically active
3. Connect the community with nature
4. Reduce vehicle traffic in larger townships during peak times
5. Link townships and communities and provide options for active travel
6. Growth in e-bike use means more people capable of tackling more challenging and longer experiences
7. Bass Coast, particularly Phillip Island already established as a tourism destination
8. Application of prescribed levels of service within a quality standard framework to deliver a consistent and quality trail experience
9. Establish clearly defined trailheads/strategic nodes from where trail users can access the trails network (and find trail-related information)
10. Collaborate with land managers and owners to deliver a network of sustainable trails across various land tenures (where appropriate)
11. Strengthen current regional approaches to develop the trails network across the region (i.e. Destination Gippsland plays a key part in the advocacy, marketing and promotion of tracks and trails)
12. Celebrate the diverse range of natural environments of the region (ocean/coastal, heathland, farmland, etc.)
13. Promote the region as a recreational trails destination during off peak seasons
14. Capitalise on the region's international reputation as a tourism destination for recreational activities and outdoor recreational pursuits
15. Strong long term commitment from Council to invest in trail development and ongoing maintenance over the next 10 years and beyond
16. External funding opportunities available and ability to advocate for trail development
17. Investigate opportunities to diversify trail experiences. i.e mountain biking, equestrian, pump tracks
18. Collaborate with land owners/managers across the Shire to advocate strategically for funding priorities
19. Consider the use of existing low traffic gravel roads, service roads or easements to connect with trails in areas where the construction of a separate path may cause unnecessary vegetation removal and earthworks.
20. Advocate for further on-road cycling provision on RRV roads with the State Government.

Challenges

1. Balancing environmental considerations. Much of the land in the Shire is environmentally significant and whilst this can contribute to the experience of trails, it also can make planning and gaining planning approval for trails much more complex and contentious, often creating expensive environmentally sustainable solutions
2. Planning for proposed coastal tracks that are located on sites that are vulnerable to future inundation and erosion
3. Limited provision of diverse and varied trail experiences across the region. For example, mountain biking or equestrian trails
4. Fragmented trail network with limited trail connectivity between townships
5. Limited trail connectivity with adjoining LGAs
6. Land tenure complexities in delivering longer-distance cross-region or coastal trails
7. Distances from major population centres and travel distance for visitors (from a regional, state, national and international perspective)
8. Increase in single day tourism resulting in prioritisation of tourist attractions and experiences over trail exploration
9. Lack of public Bass Coast managed land to build new trails
10. Large portion of the current trail network located on and managed by other public land managers
11. Lack of consistency in trail design, materials, signage, etc across different land managers
12. Difficulties connecting parts of the trail network due to private land ownership
13. Managing trail user/vehicle conflict, in particular non-motorised vs motorised trail pursuits
14. Limited marketing, promotion and general awareness of the region's trails network
15. Lack of way finding signage
16. Limited resources available for trail maintenance. As trail network increases resourcing to maintain also need to increase
17. Increasing cost of trail construction



5.0 Implementation

5.1 Implementation

This Strategy identifies a broad range of opportunities to expand the trail network.

Figure 5 sets out the key stages for trail development. This strategy is part of Stage 1 Identification/Prioritisation. All identified trails as part of this strategy will be further examined during stage 2 to ascertain feasibility and environmental considerations. Stage 1 projects may be placed on hold or deemed unsuitable following Stage 2 investigations.

36 trail projects have been identified during the development of this strategy (emerging from background research, existing plans and key stakeholder consultation) and respond specifically to:

- recreation trends and preferences
- existing trails network gaps
- physical linkages/connections
- trails market segments
- gaps in the provision
- opportunities to improve community health and wellbeing outcomes
- opportunities to develop the visitor economy (and the Shire's trails offer)
- natural environment connections

Some of the larger scale trail projects identified may require significant lead-in time in order to undertake initial scoping, feasibility studies or on-ground investigations and survey work. Such projects (where they are considered to be of significant strategic importance to the Council's trails network) have been identified within the high priority category in the implementation program. While planning for these projects may occur in the short term, it is likely construction will occur later in the implementation program.

Priority projects are identified for implementation within the 2022-2032 implementation period of this strategy. The delivery of a number of projects may fall outside of this period (2032+). These ongoing and longer term projects should be revisited and reprioritised as part of the next iteration of this Strategy.

High level cost estimates have been assigned to each project to help guide Council's long term financial planning. Cost estimates take account the estimated length of the trail, trail tread specification and the level of asset embellishment proposed (to deliver desired levels of service). Estimated costs are for construction only and do not include any planning costs (design, planning, permits, CHMP, vegetation removal etc.)



Figure 5. Trail Development Stages

5.2 Trail Prioritisation Tool

To effectively prioritise the development of the proposed trail network a trail prioritisation framework has been developed.

A series of criteria to assess proposed trails was developed through staff workshops and stakeholder consultation. This criteria also took into account the guiding principles as outlined in Section 3.3 and links to existing strategies.

There were nine broad categories that proposed trails were scored against, producing an overall score for that category. These included:

- Safety
- Connectivity
- Community Benefit
- User Experience
- Technical Feasibility
- Tourism and Economic Value
- Environmental and Cultural Value
- Strategic Support
- Cost

A weighted score system was developed in consultation with Council officers and further refined following community consultation. Environmental and cultural value, connectivity, and community benefit were deemed to be more critical, therefore weighted higher than the other categories.

New trail projects were assessed based on the criteria outlined in table 9.

The overall score each trail received determined trail priority order and whether trails were classified as high, medium or low priority.

Trails that scored lower (<40%), were deemed low priority, while trails that scored higher (>55%), were classified as high priority. Trails with scores that sat in the middle (40-55%) were classified as medium priority.

Prioritisation Criteria	
Safety weighting 8%	• Reduces amount of road crossings • Separates users from fast moving vehicles • Increases passive surveillance
Connectivity weighting 15%	• Connects to key destinations • Provides links to the broader region/ townships • Connects into existing/future trails • Provides a missing link • Creates a circuit or stacked loop
Community Benefit weighting 15%	• Meets a community need • Delivers a benefit to the community • Trail benefits all levels of skill • Encourages social connectedness • Accessible to people of all abilities
User Experience weighting 8%	• Variety of landscape experiences • Interesting sights/stops • Unique journey that will attract visitors • Benefits from shade and shelter
Technical Feasibility weighting 8%	• Minimal impact on the existing landscape • Easy to construct • Take advantage of existing supporting infrastructure • Situated on Council owned/public land
Tousim and Economic Value weighting 8%	• Contribute to diversifying tourism offerings • Walk or cycle between key tourism destinations • Contribute to establishment of new business • Pass through shopping/ eating precincts
Environmental and Cultural Value weighting 15%	• Showcase local landscape features • Opportunity to learn about local landscapes • Have minimal impacts on the environment/ cultural areas • Minimal future impacts on sea level rise and coastal erosion
Strategic Support weighting 8%	• Strategic support from partner organisations • Identified in a key Council strategic document • Identified as a key priority as part of Destination Gippsland/ Gippsland Tracks and Trails Feasibility Study
Cost weighting 8%	• Strong liklihood to secure funding • Ability to maintain levels of service

Table 9. Trail Assessment Criteria



Surf Parade, Inverloch

6.1.1 High Priority Trail Projects

These projects have been identified as high priority for further investigation. As per Trail Development Stages (page 29), these trails will be prioritised to move into Stage 2 - Feasibility.

Map Ref	Trail Name	LoS Classification	Locality	Priority
0	Wonthaggi to Inverloch Trail	Shared Use, QS1	Wonthaggi/ Inverloch	High
3	Woolamai to Nyora Rail Trail Extension	Shared Use, QS1	Bass Coast	High
79	Coghlan Rd to Redwood Drive	Shared Use, QS2	Cowes	High
9	Rhyll Inlet to Cowes-Rhyll Road	Shared Use, QS3	Cowes/Rhyll	Low
18	Ozone St to Goroke St	Shared Use, QS1	Inverloch	High
8	Cowes to Ventor Foreshore Trail	Shared Use, QS2	Cowes West,Ventnor	High

Table 10. High Priority Trail Projects

6.1.2 Medium Priority Trail Projects

Map Ref	Trail Name	LoS Classification	Locality	Priority
6	Coronet Bay to Corinella	Shared Use, QS3	Coronet bay	Medium
17	Gippsland Odyssey Trail	Shared Use, QS1	Inverloch	Medium
4	Cape Paterson Loop	Shared Use, QS3	Cape Paterson	Medium
10	Gossard Point to Nobbies	Shared Use, QS2	Cowes/ Ventnor/ Summerlands	Medium
38	Bore Beach to Phillip Island Rd	Shared Use, QS3	San Remo	Medium
1	Screw Creek Loop	Walking, QS1	Inverloch	Medium
83	Boys Home Road to Churchill Island Access Road	Shared Use, QS3	Newhaven	Medium
40	The Esplanade Surf Beach	Shared Use, QS3	Surf Beach	Medium
42	Baxter Drive to Harmers Haven (Part of Yallock-Bulluk)	Shared Use, QS3	Wonthaggi	Medium
82	Ryll Headland to Rhyll Harbour	Shared Use, QS3	Rhyll	Medium
27	Berry's Beach to Summerlands	Shared Use, QS3	Phillip Island	Medium
39	Phillip Island Rd to George Bass Coastal Walk	Shared Use, QS3	San Remo	Medium
47	Coal Point to Cape Paterson	Shared Use, QS3	Wonthaggi	Medium
13	Pier Rd to Dalyston-Glen Forbes Rd	Shared Use, QS3	Grantville	Medium
11	Dalyston To Rail Trail Connection	Shared Use, QS3	Dalyston	Medium
50	Baxter Wetlands to Neil's Outlook (Part of Yallock-Bulluk)	Shared Use, QS3	Wonthaggi	Medium
84	Corinella Road Connection	Shared Use, QS3	Corinella	Medium
7	Pyramid Rock Rd to Thompson Ave	Shared Use, QS2	Cowes	Medium
33	Cowes to Pyramid Rock	Shared Use, QS3	Phillip Island	Medium
5	Wonthaggi to Inverloch Trail to Cape Paterson (Part of Yallock-Bulluk)	Shared Use, QS3	Cape Paterson	Medium
80	Grossard Point to Cowes	Shared Use, QS2	Phillip Island	Medium
14	Rail Trail to W Area Rd	Shared Use, QS3	Grantville	Medium
41	Ventnor Rd to Smiths Beach Rd	Shared Use, QS3	Ventnor	Medium

Table 11. Medium Priority Trail Projects



Rail Trail, Wonthaggi

6.1.3 Low Priority Trail Projects

Map Ref	Trail Name	LoS Classification	Locality	Priority
12	Glen Forbes Recreation Reserve to Bass Valley Primary	Shared Use, QS3	Grantville	Low
35	Grossard Pt Coastal Access	Shared Use, QS3	Phillip Island	Low
37	Churchill Rd Coastal access	Shared Use, QS3	Phillip Island	Low
49	Rifle Range to Campbell St (Part of Yal-lock-Bulluk)	Shared Use, QS3	Wonthaggi	Low
30	Newhaven Loop	Shared Use, QS3	Phillip Island	Low
2	Bass River Trail	Walking, QS3	Bass	Low
31	Berrys Beach Road/ Troutmans Track	Shared Use, QS3	Phillip Island	Low

Table 12. Low Priority Trail Projects

5.3 New Trail Projects

5.3.1 Phillip Island East and San Remo

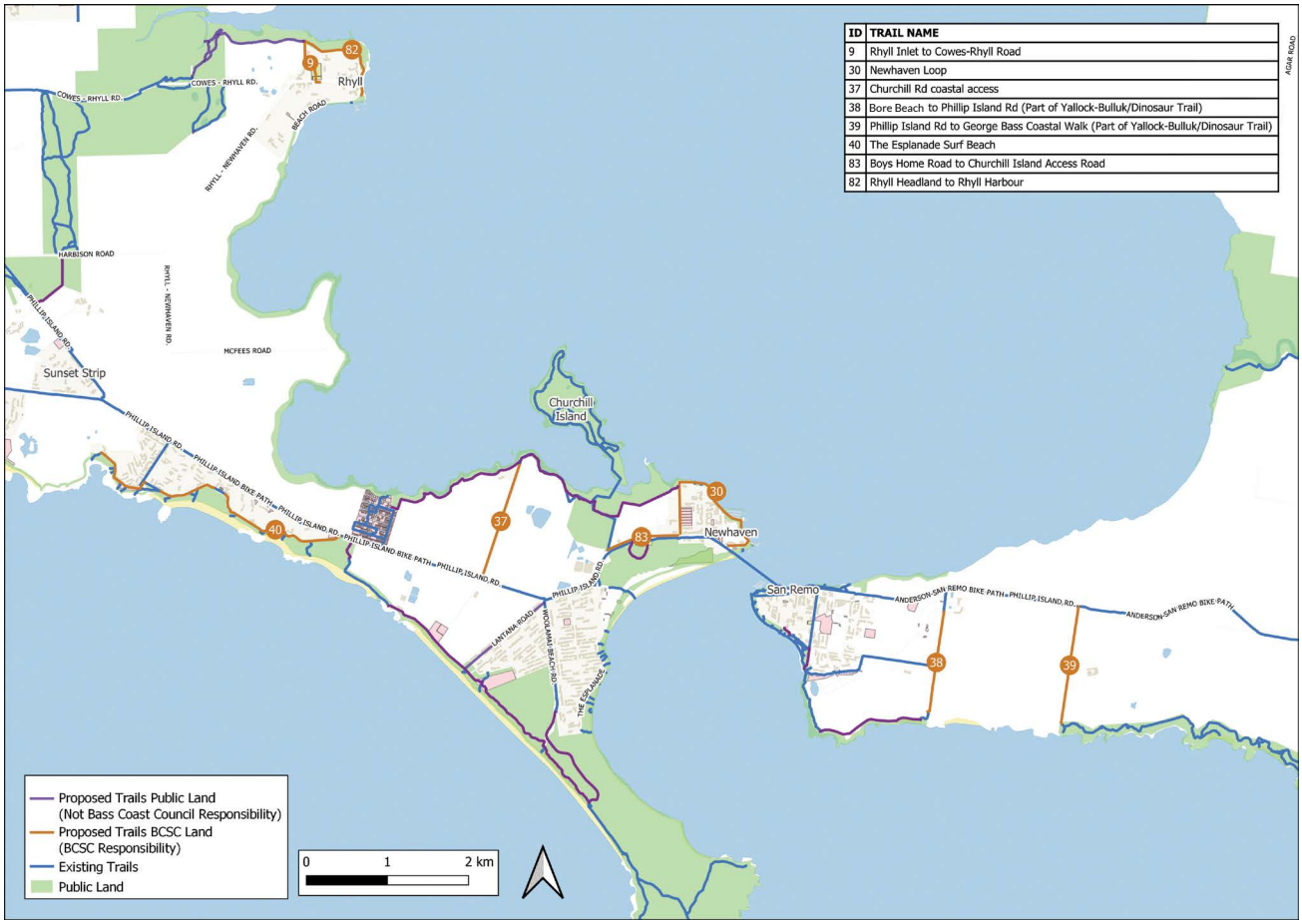


Figure 6. Phillip Island East

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
9	Rhyll Inlet to Cowes-Rhyll Road	699m	Rhyll Inlet to Watson Street through Rhyll Park	Part of trail located in Vegetation Protection Overlay.	BCSC
30	Newhaven Loop	2,243m	Trail from San Remo Bridge, along Newhaven foreshore, connecting back to Phillip Island Rd via Boys Home Road.	Would be extremely difficult to get a trail along the foreshore. Minimal roadside space, vegetation, cliff drop offs in points, coastal erosion in future Part of trail in Vegetation Protection Overlay and Land Subject To Inundation Overlay.	BCSC
37	Churchill Rd coastal access	1,460m	From Phillip Island Road, down Churchill Road to Churchill Beach to create a loop network.	Just enough room to put a trail along road, possibly left hand side (going towards Phillip Island Road). Part of trail in Significant Landscape Overlay and Erosion Management Overlay.	BCSC

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
38	Bore Beach to Phillip Island Rd	1,265m	Phillip Island Road to Potters Hill Road Beach Access Track via Pottters Hill Road.	Part of Yallock-Bulluk/Dinosaur Trail. Trail located in Significant Landscape Overlay.	BCSC
39	Phillip Island Rd to George Bass Coastal Walk	1,464m	Phillip Island Road to start of George Bass Coastal Trail, via Punch Bowl Road.	Part of Yallock-Bulluk/Dinosaur Trail. Trail located in Significant Landscape Overlay.	BCSC
40	The Esplanade Surf Beach	3,295m	Trail from Phillip Island Road, along the Espanade to Sunderland Bay Carpark.	Trail located in Vegetation Protection Overlay. Significant environmental values, such as nesting Short tailed Shearwaters, so preferably use existing disturbed road reserve for the trail.	BCSC PINP
82	Rhyll Headland to Rhyll Harbour		Rhyll Inlet Trail around the headland to Rhyll Harbour	This trail is an informal route that is currently accessed even though a trail does not exist	BCSC
83	Boys Home Road to Churchill Island Access Road		Trail along north side of Phillip Island Road connecting to Churchill Island	This connection would provide safe access. Currently cyclists and pedestrians cross from the south side of Phillip Island Road which can be dangerous due to high voumes of traffic	BCSC

5.3.2 Phillip Island West

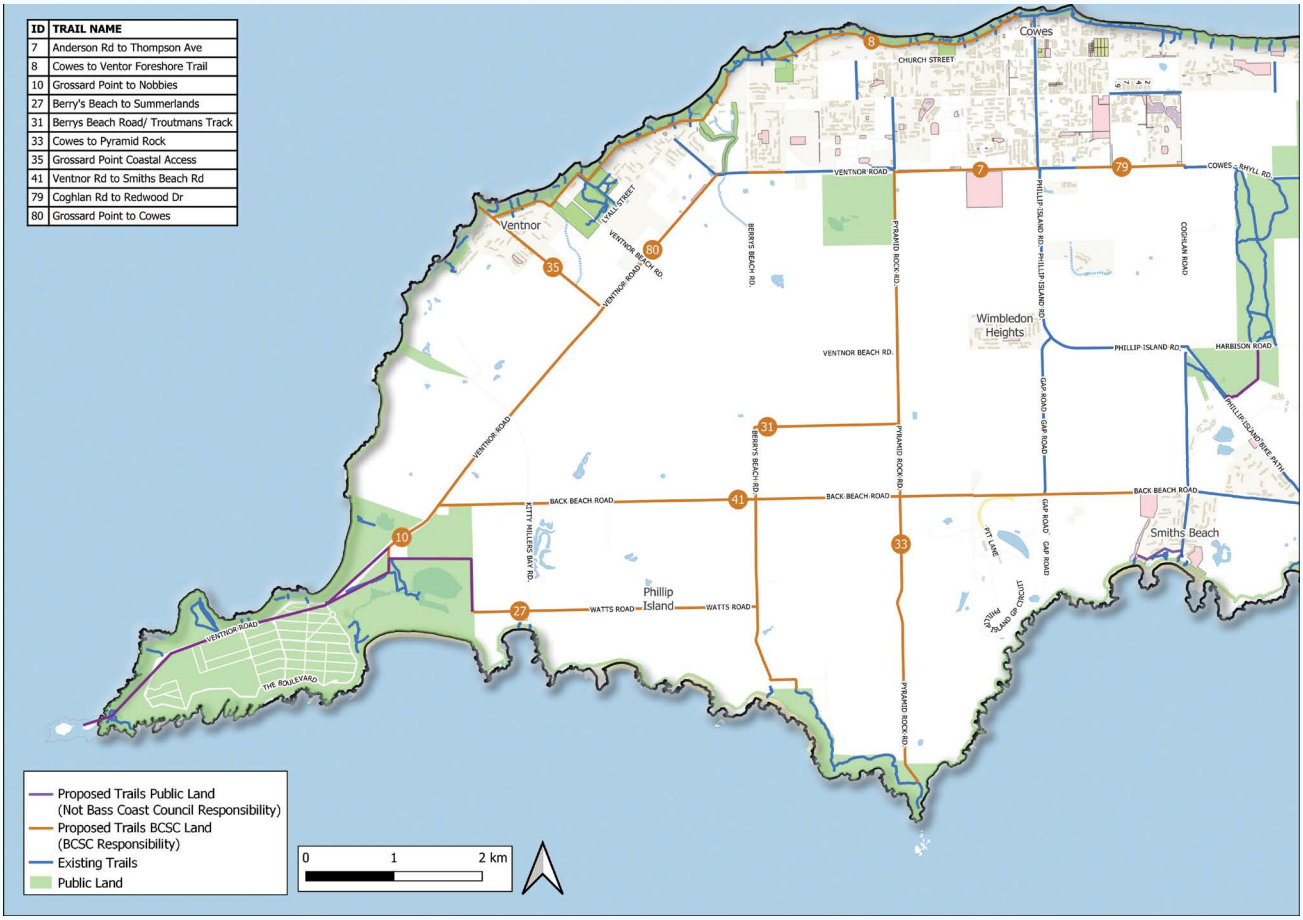


Figure 7. Phillip Island West

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
7	Pyramid Rock Rd to Thompson Ave	1,630m	Pyramid Rock Road to Thompson Avenue via Ventnor Road.	Trail borders Vegetation Protection Overlay.	BCSC
8	Cowes to Ventor Foreshore Trail	6,371m	Continue existing trail on The Esplanade, along the foreshore to Grossard Point Rd	Trail passes through Vegetation Protection Overlay. Feasibility study required to ascertain environmental impact and cost	BCSC
10	Grossard Point to Nobbies	3,966m	Grossard Point to the Nobbies, via Ventnor Road.	Road Reserve	BCSC
27	Berry's Beach to Summerlands	4,498m	Connection from existing Pyramid Rock to Berry's Beach Trail to Swan Lake/ Summerlands via Watt's Road.	Trail on left hand side of road more feasible, road reserves that could be used, good trail head locations at Berry's Beach, plenty of parking. Trail best to go up Watts Road and cross into PINP managed land, along a management vehicle track.	BCSC PINP



Cape Woolamai

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
31	Berrys Beach Road/ Trout-mans Track	3,659m	Watts Road to Pyramid Rock Road via Berry's Beach Road and Troutmans Road.	Troutmans Road does not go all the way, goes to a bush track only. Would need vegetation removal.	BCSC
33	Cowes to Pyramid Rock	6,987m	Cowes to Pyramid Rock via Pyramid Rock Road.	Trail best off on right hand side going towards Cowes until Ventor Beach Road, then left hand side going towards Cowes. Part of trail in Significant Landscape Overlay.	BCSC
35	Grossard Pt Coastal Access	1,750m	Ventnor Road to Grossard Point, via Grossard Point Road.	Wide road reserve with power lines. Trail best off on left hand side, going towards Ventnor. Part of trail goes through Vegetation Protection Overlay.	BCSC
80	Grossard Point to Cowes	2,361m	Grossard Point to Cowes, via Ventnor Road	Road reserve	BCSC
41	Ventnor Rd to Smiths Beach Rd	8,530m	Summerlands/ Ventnor Road to Smiths Beach Road via Back-Beach Road.	Road Reserve from Ventnor Road to Berry's Beach Road narrow with steep banks.	BCSC
79	Coghlan Rd	1,210m	Trail from Coglan Road to Redwood Drive, along Cowes-Rhyll Road.	Trail borders Vegetation Protection Overlay.	BCSC

5.3.3 Grantville & Surrounds

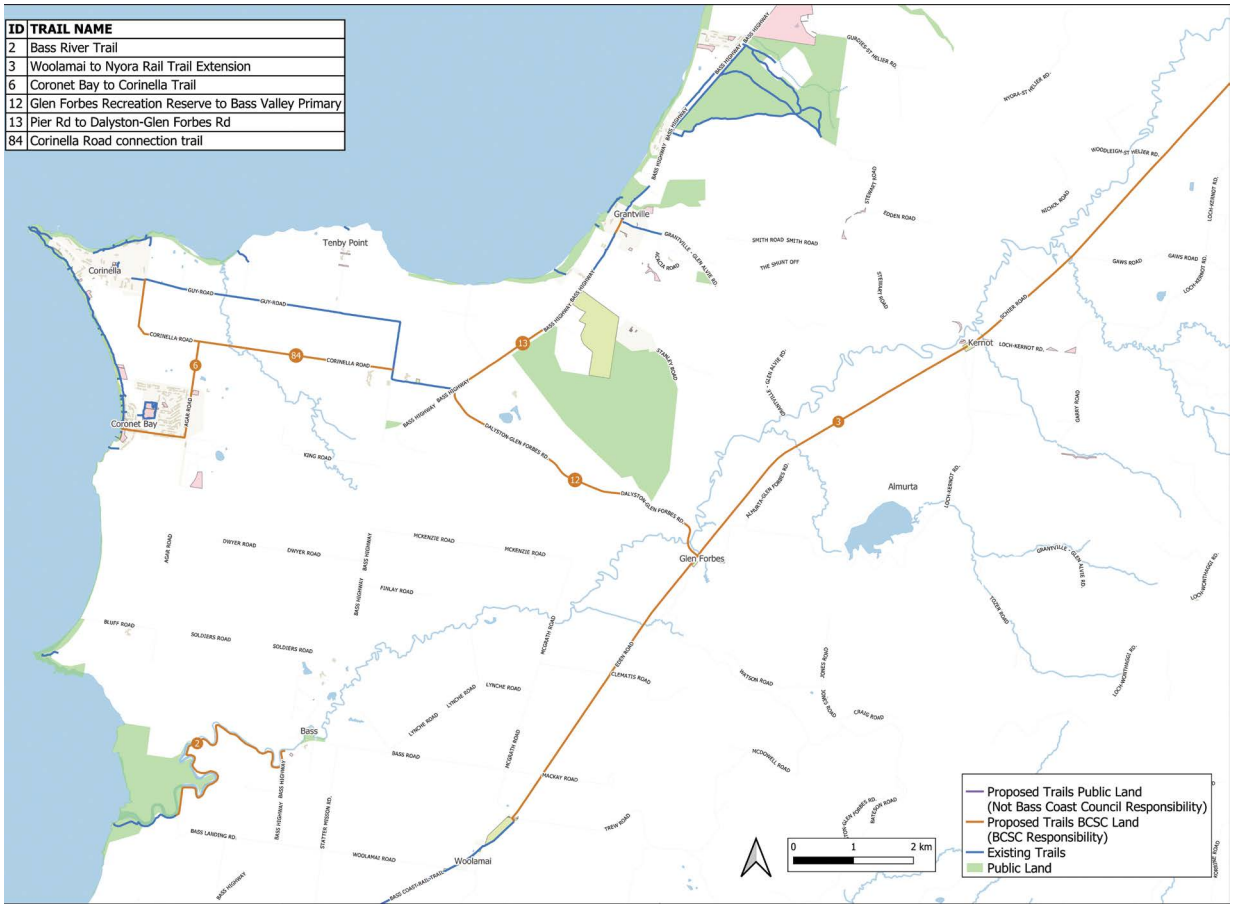
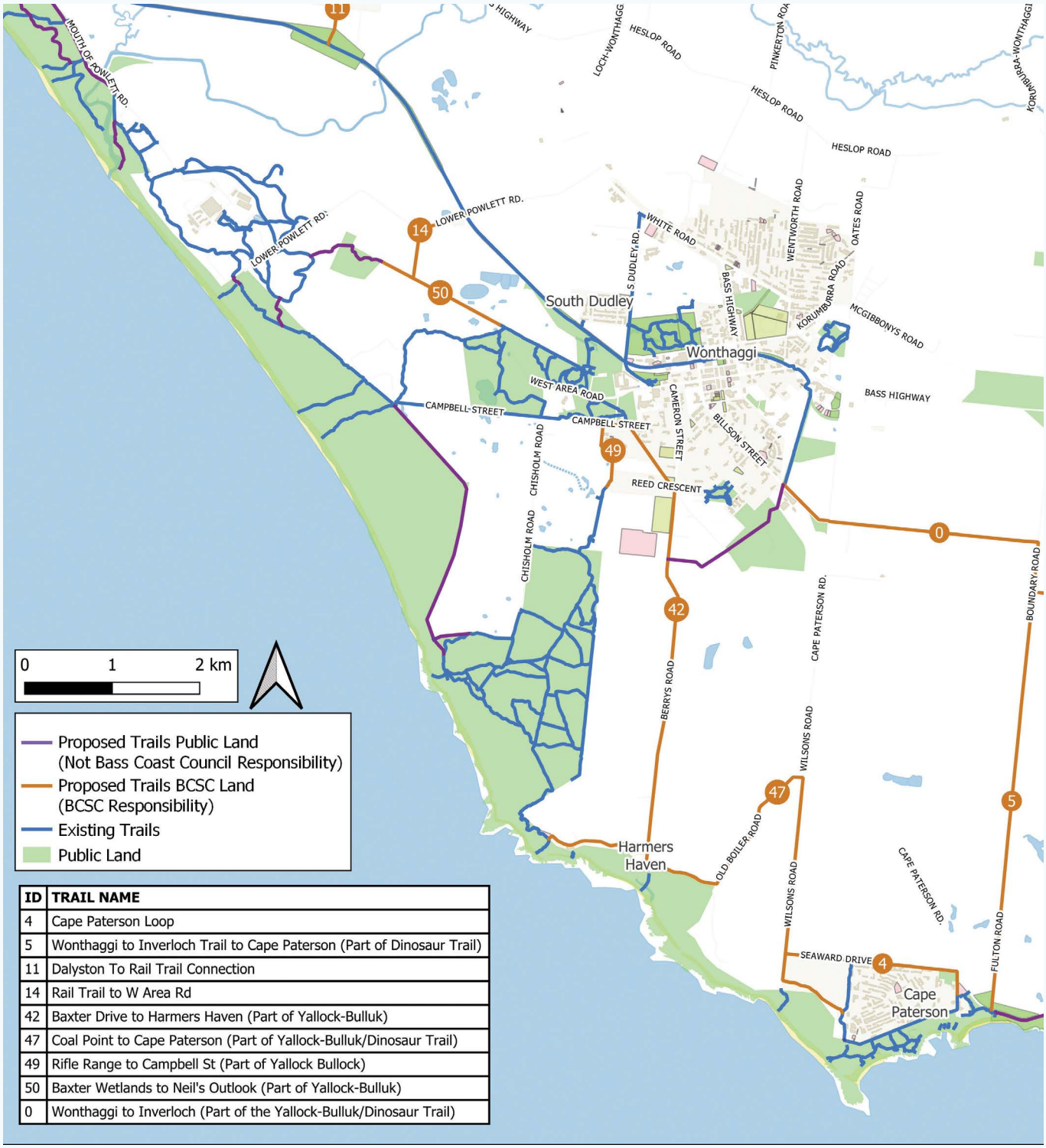


Figure 8. Grantville and Surrounds

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
2	Bass River Trail	4,982m	Extension of Bass River Walk, along the river corridor to the township of Bass.	Part of trail located in Environmental Significance Overlay and Land Subject to Inundation Overlay.	BCSC
3	Woolamai to Nyora Rail Trail Extension	20,595m	Extension of the Bass Coast Rail Trail to connect to the Nyora Rail Trail.	Part of trail located in Significance Landscape Overlay and Land Subject to Inundation Overlay.	BCSC
6	Coronet Bay to Corinella	4,536m	Coronet Bay to Corinella via Agar Road, Corinella Road and Jamieson Street	Road Reserve	BCSC
12	Glen Forbes Recreation Reserve to Bass Valley Primary	5,320m	Glen Forbes Recreation Reserve to M420 Bass Hwy via Dalyston-Glen Forbes Road.	Passes paddock to plate restaurant and Bass River winery, some vegetation removal required.	BCSC
13	Pier Rd to Dalyston-Glen Forbes Rd	3,117m	Trail from Pier Rd to Dalyston-Glen Forbes Rd via Bass Highway.		BCSC
84	Corinella Road connection		Trail from Agar Road to connect Coronet Bay to Bass Valley Primary School and Children's Centre	Aspiration Pathways Plan	BCSC

5.3.4 Wonthaggi, Harmers Haven and Cape Paterson

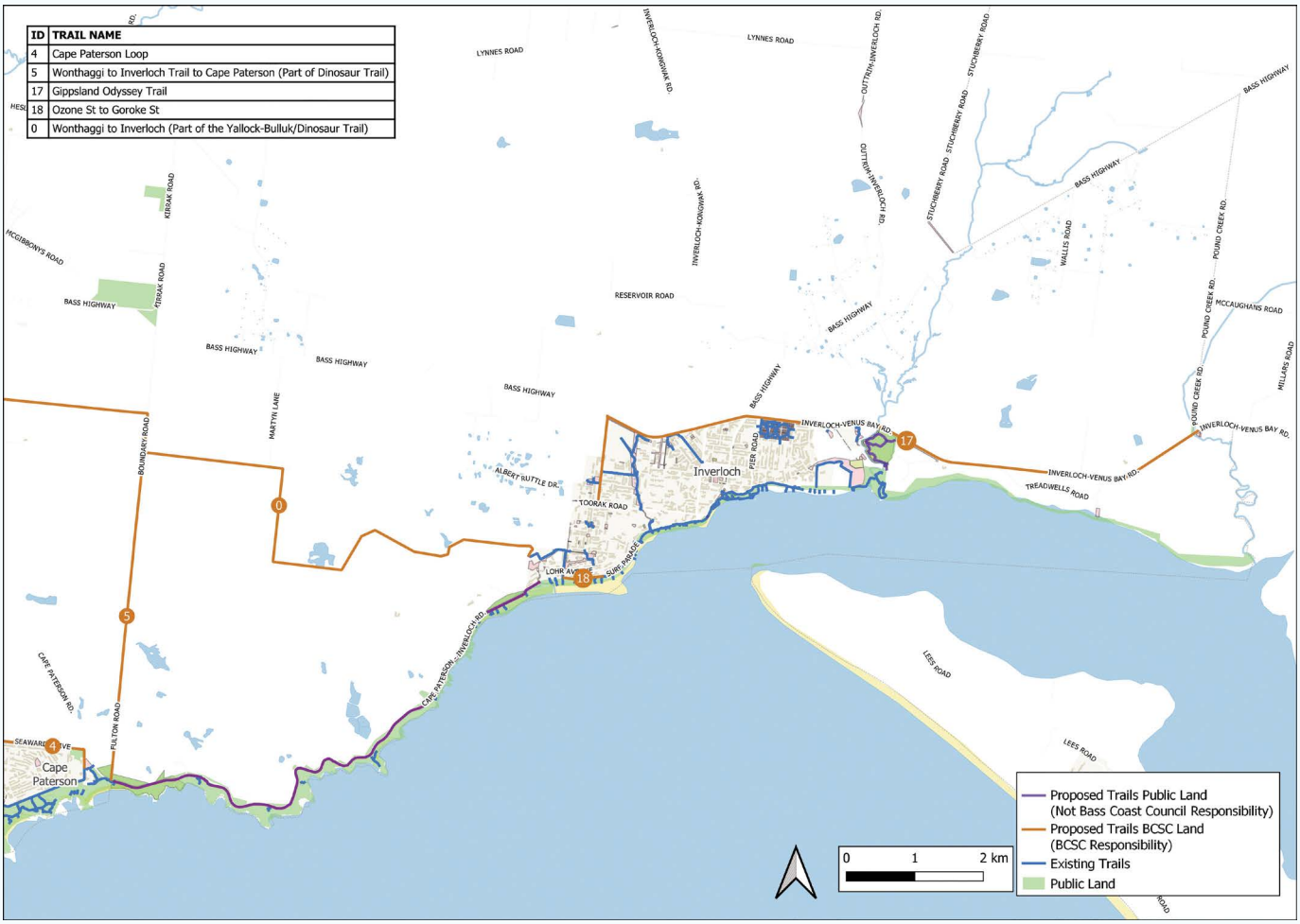


ID	TRAIL NAME
4	Cape Paterson Loop
5	Wonthaggi to Inverloch Trail to Cape Paterson (Part of Dinosaur Trail)
11	Dalyston To Rail Trail Connection
14	Rail Trail to W Area Rd
42	Baxter Drive to Harmers Haven (Part of Yallock-Bulluk)
47	Coal Point to Cape Paterson (Part of Yallock-Bulluk/Dinosaur Trail)
49	Rifle Range to Campbell St (Part of Yallock Bullock)
50	Baxter Wetlands to Neil's Outlook (Part of Yallock-Bulluk)
0	Wonthaggi to Inverloch (Part of the Yallock-Bulluk/Dinosaur Trail)

Figure 9. Wonthaggi and Harmers Haven

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
4	Cape Paterson Loop	2,234m	Wilsons Road to existing path on Cape Paterson Road via Seaward Drive to create a loop circuit around Cape Paterson.	Trail borders Significant Landscape Overlay and Environmental Significance Overlay.	BCSC
11	Dalyston To Rail Trail Connection	866m	Dalyston Recreation Reserve to Bass Coast Rail Trail, along Station Street.	Part of trail located in Land Subject to Inundation Overlay.	BCSC
14	Rail Trail to W Area Rd	1,109m	Existing Bass Coast Rail Trail to West Area Rd, via Webb Street.	Narrow road reserve to Lower Powlett Road, wide enough from Lower Powlett Road to rail trail. Trail goes through Environmental Significance Overlay.	BCSC
42	Baxter Drive to Harmers Haven	5,383m	Baxter Drive to Harmers Haven, via Brown Street, Cameron Street and Berry's Road.	Part of Yallock-Bulluk Trail. Part of trail located in Environmental Significance Overlay and Significant Landscape Overlay.	BCSC
47	Coal Point to Cape Paterson	1,599m	Coal Point to Cape Paterson, connecting into Surf Beach Road.	Part of Yallock-Bulluk/Dinosaur Trail. Trail goes through Environmental Significance Overlay and Significant Landscape Overlay.	BCSC
49	Rifle Range to Campbell St	1,269m	Rifle Range to Reed Crescent, connecting into existing Wonthaggi Rifle Range Wetland Walking Track.	Part of Yallock Bullock. Current path along Campbell Street, however it is on private land. Road reserve is not suiable for a new path, unless lots of vegetation removal occurs. At end of Old Rifle Range Rd, there is a steep drop off and essentially goes along a drive way of a residence.	BCSC
50	Baxter Wetlands to Neil's Outlook	1,533m	Baxter Wetlands to Neil's Outlook, via West Area Road.	Part of Yallock-Bulluk Trail. Part of trail goes through Environmental Significance Overlay.	BCSC
0	Wonthaggi to Inverloch	11,348m	Connection from Wonthaggi to Inverloch.	Part of the Yallock-Bulluk/Dinosaur Trail. Trail has been funded. Small section of trail located in Environmental Significance Overlay.	BCSC

5.3.5 Inverloch



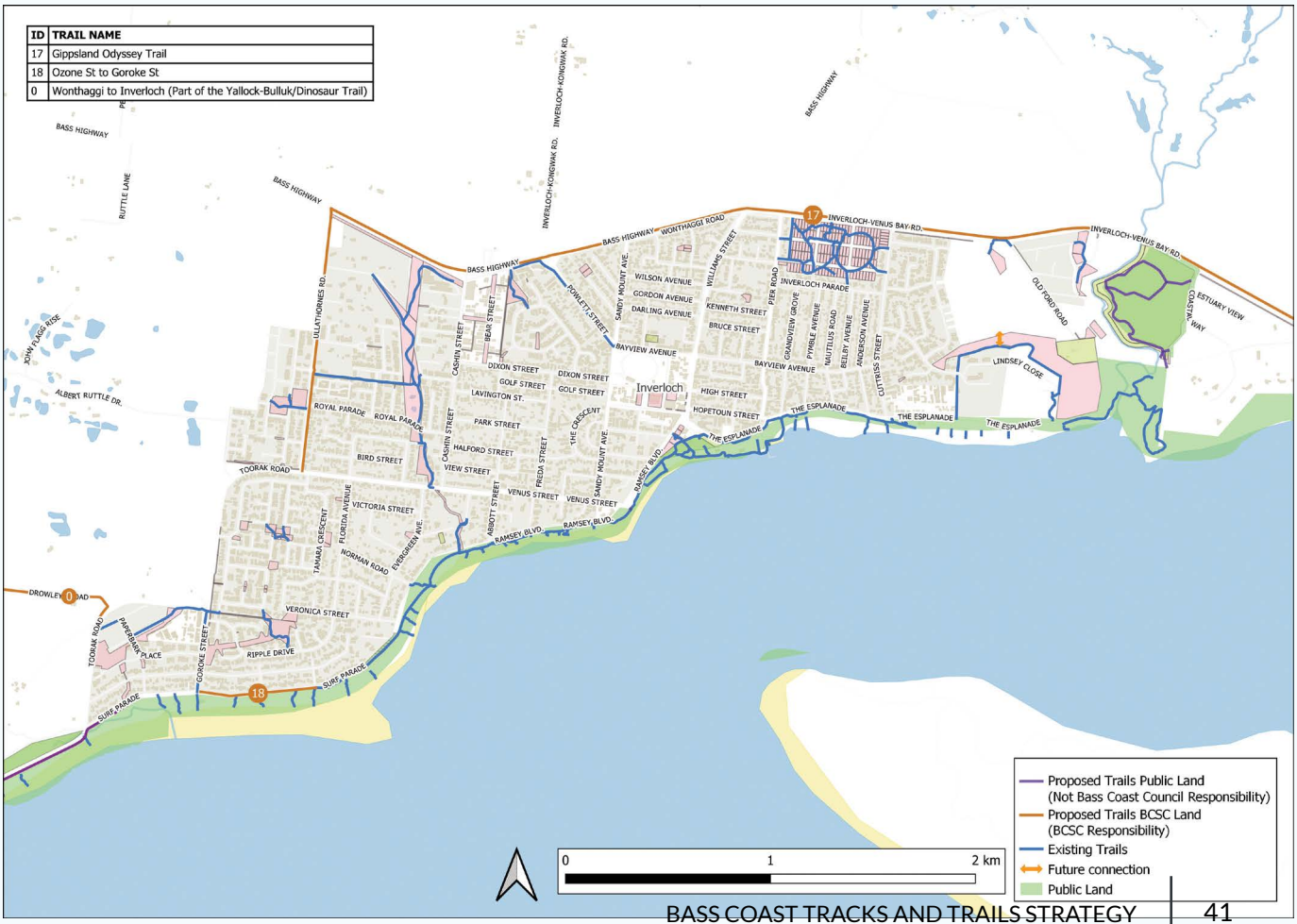


Figure 10. Inverloch

Ref	Trail Name	Trail Length	Details	Considerations	Land Tenure
5	Wonthaggi to Inverloch Trail to Cape Paterson	4,799m	Wonthaggi to Inverloch Trail to Cape Paterson-Inverloch Rd, via Fulton Road.	Part of Dinosaur Trail. Part of trail passes through Environmental Significant Overlay and Significant Landscape Overlay.	BCSC
17	Gippsland Odyssey Trail	4,981m	Screw Creek to connection outside of Bass Coast LGA via Inverloch-Venus Bay Road.	Part of Gippsland Odyssey Trail. Part of trail passes through Land Subject to Inundation Overlay.	BCSC
18	Ozone to Goroke Street	566m	Ozone to Goroke Street to create extension to Inverloch Foreshore Walk.	Trail borders Vegetation Protection Overlay.	BCSC
0	Wonthaggi to Inverloch	11,348m	Connection from Wonthaggi to Inverloch.	Part of the Yallock-Bulluk/ Dinosaur Trail. Trail has been funded. Small section of trail located in Environmental Significance Overlay.	BCSC

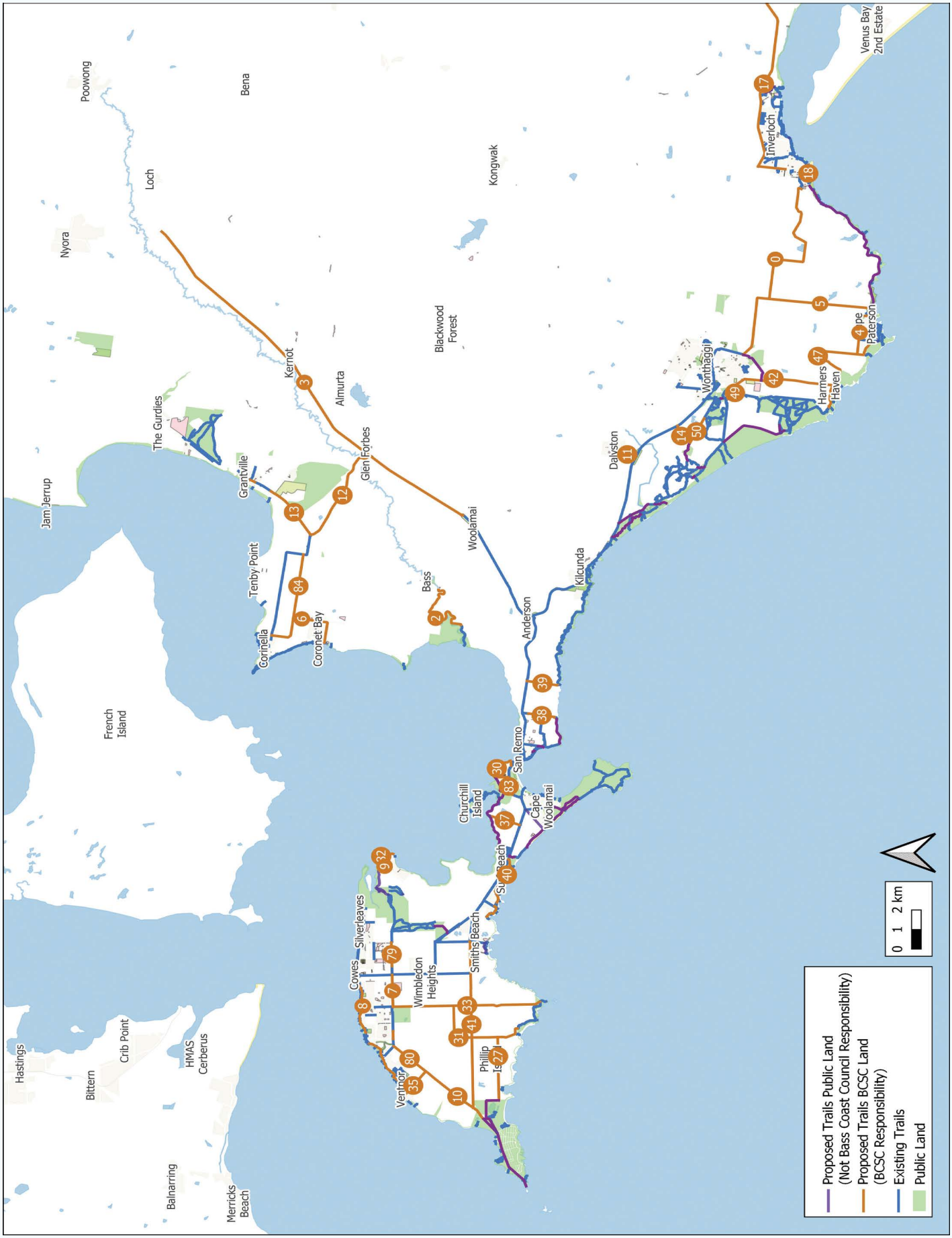


Figure 11. Bass Coast Shire Council

5.4 Investment

The total investment needed for new trail projects detailed in this strategy are listed in the table below.

Costs indicated are purely construction costs at a per lineal meter cost which does not include design, planning or permits and are based on high level costing.

Priority	Cost
High	$22,265,000
Medium	$18,105,000
Low	$3,915,000
TOTAL COST	**$44,285,000**

Table 13. Total Investment New Trails

5.5 Funding

Not only is sourcing funding for the construction of trails crucial, ongoing funding for maintenance and renewal of the trail network is vital too.

It is typically easier to seek funding for capital development of a trail than it is for ongoing operational funds.

Potential avenues to seek development funding for trails include:

- federal, state and local government
- regulatory bodies
- community organisations / partners
- grant funding
- commercial sponsorship
- commercial ventures
- philanthropic donations

In recent years there has been a large number of trail development projects funded through grant programs. Given the close links that trails have with the health, tourism and natural environment, funding from federal and state governments is becoming more and more common.

Some government grant funding opportunities available for trails may include:

Regional Development Victoria

- Regional Infrastructure Fund ($20,000 to $3 million)
- Stronger Regional Communities Program
- Regional Tourism Infrastructure Fund ($20,000 to $3 million)
- Regional Tourism Investment Fund ($150,000 to $10 million)

Sport and Recreation Victoria

- Local Sports Infrastructure Fund

Australian Government, Department of Infrastructure, Transport, Regional Development and Communications

- Building Better Regions Fund (BBRF) ($20,000 to $10 million)
- Stronger Communities Programme (Up to $150,000)

5.6 Marketing

Marketing, branding and promotion of a trail is vital in helping boost awareness and visitation of a trail or trail network. Key aspects to consider include:

6.5.1 Branding and Naming

Depending on the size and scale of the trail, it may be worth exploring whether the trail should have its own brand. A brand includes elements such as a logo, colour palette and fonts and is typically applied to all trail signage, promotional material and online platforms such as websites and social media to help people identify the trail or trail destination.

6.5.2 Brochures and Maps

Promotional material such as brochures and maps are an excellent source for trail marketing and should be located in all visitor centres. It is recommended to include the following information:

- maps that are clear and concise with distances, topographical features, scale bar, north point, legend, contours and other annotations
- trail notes that describe key points in the journey, relating points to distances, directions, background information and local area history
- educational information about trail usage, safety and etiquette
- interpretive/educational information about culture, history, geography and environmental matters
- information about management and maintenance, including phone numbers for reporting any trail-related matters
- emergency contact details and directions
- clear indication of routes to and from the trail head and parking areas, and guidance on the use of this area
- trail code of practice
- QR codes where appropriate

6.5.3 Website

Having trail information available on Council's website is useful to help visitors plan their trip. Similar to the brochures, information on websites should contain:

- Trail maps
- Trail distances
- Trail grades
- Trail features (toilets, drinking fountains)

Key points along the trail

- Information on where to access the trail, including information on parking areas
- Trail code of practice (dogs permitted, bicycles permitted, etc.)
- Trail accessibility

6.5.4 Recommendations

Trail Information and Marketing	
TM1	Ensure signage across the trail network is consistent and complies with the documented levels of service framework
TM2	Implement the recommendations in the Inverloch Shared Path and Cowes to Anderson Shared Path Signage Audits completed in 2022 and assess the remainder of the trail network
TM3	Continue to use the Inverloch and Phillip Island Visitor Information Centre as a key source for all local and regional trail related information (trail brochures, enquiries), with the Shire office offering an alternative source of information
TM4	Ensure all trails related information is included on Council's website, including downloadable trail brochures with key trail information
TM5	Investigate the feasibility of establishing a Council mobile application for trails

Table 14. Marketing Recommendations



5.7 Conclusion

Bass Coast has a significant number of quality trails within the Shire, the 36 new trail projects identified on Bass Coast managed land will significantly enhance connection and contribute to community health and wellbeing outcomes.

It is also important to recognise there are a number of complimentary trail projects that fall within land managed by Parks Victoria, Phillip Island Nature Parks and the Department of Environment, Land, Water and Planning that can be developed that would further enhance the connectivity throughout the Shire.

The delivery of a number of projects identified in this Strategy will fall outside of the strategy period (2032+). These ongoing and longer term projects should be revisited and reprioritised as part of the next iteration of this Strategy.

Investing in the 36 new trail projects identified in this Strategy, will achieve the vision of "offering a connected and accessible trail network that supports active and healthy communities, showcases and protects the natural environment and encourages increased visitation to the region".

This Strategy acknowledges that the identification of connection priorities is the first stage in the development process. Future stages will require more detailed planning and consultation with stakeholders to establish feasibility.



6.0 Appendices

Appendix 1 Literature Review

Document	Purpose/ Function/ Aim/ Vision	Priorities/ Objectives/ Recommendations
Bass Coast Dinosaur Trail Masterplan 2021	The purpose of this document is to outline the scope and project delivery requirements of the Dinosaur Trail. It will serve as a strategic road map and provide a framework that will curate the delivery of the experiences over time by different groups. The vision of the Bass Coast Dinosaur Trail Masterplan is to amplify the Bass Coast region's pre-historic past and to elevate it as a unique and exciting tourism destination.	The Masterplan documents the overall vision, design framework, site planning, design narrative for each location, and supporting strategies for the trail. The trail consists of six sites located in San Remo, Kilcunda, Wonthaggi Eagles Nest, The Caves, and Inverloch. These locations reflect the breadth of the study area and strategically include multiple townships, whilst individually each site presents its own distinct qualities and characteristics. Existing and future upgrades to walking and cycling infrastructure helps to support and encourage active modes of transport between site locations.
Yallock-Bulluk Marine and Coastal Park Draft Access and Infrastructure Plan 2021	Through combining existing parks and reserves along 40km of coast from San Remo to Inverloch, the Victorian Government is creating the Yallock-Bulluk Marine and Coastal Park [YBMCP]. The YBMCP Access and Infrastructure Plan [YBAIP] outlines the design for a complete walking and cycling trail connecting the 40km of coastal landscapes between San Remo and Inverloch and providing improved visitor amenities to better engage with attractions along the coast. It also aims to understand how the park may evolve over time through the influences and relationships with its adjacencies.	This plan provides a series of maps showing existing and proposed connecting trails along the Marine and Coastal Park. All the proposed links will be included in the Tracks and Trails Strategy. This plan also describes the existing and proposed trails including slope, supporting infrastructure, accommodation, public transport and quality of the track. This info has been taken into account when developing the assessment tool.
Cowes Access and Movement Study May 2021	The purpose of the Cowes Access and Movement Study is to present Council with a comprehensive suite of recommendations to improve Cowes over the next 30 years. This study highlights a range of transport issues facing the Cowes town centre	• Connect Cowes to Ventnor Beach • Provide a safe shared path to school on Settlement Road. • Provide a safe shared path on Church Street
Wonthaggi Access and Movement Study July 2020	An Access and Movement Study that outlines a holistic 30-year vision to make Wonthaggi an even better place to live, work and visit, centred around a transport system that is more space and environmentally efficient, that provides access to healthier transport modes and creates streets that are more people-focused.	• A regional trail network connecting the townships of Wonthaggi, Cape Paterson, and Inverloch together would deliver multiple benefits to the area. • The planned north-east development of Wonthaggi also provides opportunities to embed best-practice bike infrastructure from the start.

Document	Purpose/ Function/ Aim/ Vision	Priorities/ Objectives/ Recommendations
Road Asset Management Plan 2019 -2023	A plan that ensures that road infrastructure assets provide their required levels of services in the most cost effective manner to cater for both present and future users.	Council established differential service standards for each road and pathway, based on its relative significance to the community and industry. The Pathway Hierarchy Classification system is as follows: CBD Pathways • Paths in commercial areas within towns High Use Urban Footpaths and Off-Road Shared Paths • Paths leading to and from schools, hospitals and other community facilities within a street block of these schools and facilities. • Shared Pathways that have been designated by council as such by regulatory signs to a T1 standard as per council's bicycle strategy (sealed up to 2.5m wide) Low Use Urban Footpaths • Residential pathways Other Pathways • Any other pathway. It does not include any foot trodden track or path which has not been constructed by Council and/or has not been included on Council's Pathway Register.
Gippsland Tracks and Trails Feasibility Study (September 2019)	The Study unites all of the existing significant plans and projects with a common Vision and Goal for investment, collaboration and governance for Gippsland tracks and trails into the future as they relate to attracting visitors to Gippsland. The Study recommends several iconic trail experiences, interconnecting trail networks, and growth of complementary trail products and services leading towards increased visitation, economic opportunities and greater overnight stays in the region.	The trails recommended as the highest priority investments across within Bass Coast are the George Bass Coastal Walk (as per the Government's investment commitment), and the continued development of 'Rail Trails' that together will form the basis of a 'Gippsland Trail'. This includes extensions westward from Leongatha and northwards from Woolamai Racetrack to eventually join int the outer Melbourne transport network It recommends to focus on the linkages in the first instance in Bass Coast – developing the trail from Woolamai Racecourse northward and in South Gippsland both from Leongatha eastwards to Korumburra and Nyora, and in the Port Welshpool and Yarram areas. The study also identifies that there is Potential for Bass Coast to develop a regionally focused mountain bike park.
Summerland Peninsula Trails Master Plan (January 2017)	To provide a network of trails and tracks to encourage and promote visitation throughout Summerland Peninsula.	The Trail Master Plan incorporates: • Share trail loop networks for pedestrians and bicycles from the Penguin Parade Visitors Centre to Nobbies • Short trail loop networks of 1-2 hours walk from each visitor centre • Elevated boardwalks within sensitive habitat areas and in scenic locations, and similar environments requiring greater pedestrian control • Viewing platforms at scenic lookout and beach access locations • Careful consideration of trail networks within areas of significant cultural heritage.
Bicycle Infrastructure Action Plan 2012 to 2022	Builds on the current Bass Coast Bicycle 2000 Strategy, and provides a plan for a comprehensive network of safe, high quality riding facilities, both on and off road, linking the Shire's townships, attractions, and key community centres - schools, commercial areas and recreational facilities.	Providing an off-road network based upon: • Bass Coast Rail Trail • Inverloch Foreshore Trail • Wonthaggi Trail network • Phillip Island Trail network • Western Port Trail • George Bass Coastal Trail • Links to Phillip Island Nature Parks Network

Document	Purpose/ Function/ Aim/ Vision	Priorities/ Objectives/ Recommendations
Active Bass Coast 2018-2028	Active Bass Coast is a 10 year Plan that sets the vision for the provision and use of open space and recreation activities across the Shire. The vision for Active Bass Coast is:"A healthy and connected community that regularly participates in recreation and social activities in both natural and structured open spaces."	Regional • Advocate and partner on regional trail projects to improve recreation opportunities as listed below: • Bass Coast Rail trail extension Woolamai to Nyora • San Remo – George Bass Coastal Walk • San Remo Foreshore Trail • Wonthaggi to Inverloch • Inverloch – Leongatha • Mountain biking (location not yet identified) Ventnor • Rhyll • Sunset Strip • Surf Beach Smiths Beach • Sunderland Bay • Improve walking/cycling connections between Cowes and Rhyll (Oswin Roberts Reserve) • Improve walking/cycling connections between Cowes and Ventnor Cowes • Silverleaves • Wimbledon Heights • Improve walking / cycling connections along the Cowes east foreshore San Remo • Newhaven • Cape Woolamai • Future shared path connection between Phillip Island Road and the foreshore (along Potters Hill Road) • Future walking connection from foreshore to cemetery and Anderson Reserve Corinella • Coronet Bay • Tenby Point • Bass • Provide a walking/cycling path to Bass Valley Primary School from Corinella • Advocate for Bass River pathway and connections (community aspirations) Kilcunda • Dalyston • Glen Alvie • Plan for new walking paths in Dalyston • Improve Bass Coast Rail Trail and George Bass Coastal Walk signage Wonthaggi • Plan for walking and cycling connections from key destinations to the new education precinct and community stadium • Partner with land managers to develop a plan to activate the bushland areas around Wonthaggi • Plan for a pathway from the Desalination Plant to the Bass Coast Rail Trail • Improve Bass Coast Rail Trail signage to promote use • Future shared trail connection through Wonthaggi North East • Future connection from Bass Coast Rail Trail to Guide Park Grantville • Pioneer Bay • Kernot • Upgrade the Grantville foreshore pathway connection Inverloch • Cape Paterson & Harmers Haven • Extend Surf Parade shared path • Connect Screw Creek trails to Cuttriss Street • Extend Surf Parade shared path • Connect Screw Creek trails to Cuttriss Street

Document	Purpose/ Function/ Aim/ Vision	Priorities/ Objectives/ Recommendations
Bass Coast Shire Aspirational Network Pathways Plan 2016	Provides a plan and maps which outline the aspirational network pathways for the Bass Coast Region, including specific maps for Bass Valley, Phillip Island, San Remo-Wonthaggi, and Wonthaggi-Inverloch. The plan includes existing and proposed trails and linkages, and highlight a strategic cycling corridor.	A key outcome of the Pathways Plan was the development of the Pathways Assessment Tool. This tool enables each pathway to be assessed against criteria important to the Bass Coast Community when considering pathways. The Pathways Assessment Tool was used to assess 53 Aspirational Paths identified. Unsupported Paths The following paths raised significant community concerns and rated as a low priority when assessed. As a result they have been removed from being considered in the Pathways Plan: • Connection between Cowes Rhyll Road and Rhyll Newhaven Road • Hastings Street Rhyll to Rhyll Newhaven Road • Connection between Cowes Rhyll Road and Newhaven (via Rhyll Swamp) The Contentious Paths There are a number of paths that raised community concern but rated well through the assessment process. Further consultation with the community is recommended to keep people aware and involved in any further feasibility assessment and detailed design that occurs. These paths are: • Coastal Walk from Smiths Beach to Pyramid Rock Road • Coastal Connection between Churchill Island and Boys Home Road • George Bass Walk - Coastal Extension Note this path rated highly when assessed but has feasibility issues because it requires access to private land. • Coastal Walk Rhyll Inlet via Scenic Estate to Churchill Road
Cowes Activity Centre Plan (2015)	The movement system in Cowes is segregated and significantly weighted in favour of the car; however, all of the key tourist destinations and experiences occur after you get out of the car. Thus, the aim is to return the balance to pedestrians, then cyclists, public transport users, and then motor vehicles. This is because people outside of their cars are more in touch with the centre – economically, socially, and physically – leading to a more active, vibrant destination.	• A new bikeway and an improved walking experience will allow the esplanade to be connected to the shopping centres and all the way to the RSL. Other shaded bikeways, walkways and promenades will be created over time around Cowes to eventually create a town for promenading, and a town worth visiting all year round. • Provide a bike path along the foreshore • Reduce the footprint of the Thompson Avenue / Chapel Street intersection by replacing the roundabout with traffic signals in order to improve pedestrian connectivity and safety for bicycle riders; • Relocate the existing on-road bicycle lanes on Thompson Avenue from behind angle parking bays to between the kerb and angle parking bays in order to remove car and cyclist conflict zones; • Improve bike paths and connections on Settlement Road for school children; • Provide a bikeway on Steele Street.
Rhyll Traffic Management Plan Final Report (February 2015)	To investigate ways to improve road safety and pedestrian and cyclist amenity in Rhyll. The traffic management plan comprises short, medium, and long term recommendations developed through a desktop study and community consultation. The objective of this study was to provide a guide for Council decision making by providing a framework for funding applications and strategic direction for the improvement of the transport network in Rhyll.	Construct a shared pedestrian and bicycle path from Rhyll to Cowes • A off-road shared bicycle and pedestrian path running parallel to Cowes-Rhyll Road • Starting at the intersection of Cowes-Rhyll Road and Rhyll- Newhaven Road • Terminating at Coghlan Road • Length 3.7 km • 2.5 metre wide compacted dirt / gravel path • Cost: $1,400,000 Construct a share pedestrian and bicycle path from Rhyll to Sunderland Bay / Surf Beach • A off-road shared bicycle and pedestrian path running parallel to Rhyll-Newhaven Road • Starting at the intersection of Cowes-Rhyll Road and Rhyll- Newhaven Road • Terminating at Phillip Island Road • Length 4.9 km • 2.5 metre wide compacted dirt / gravel path • Cost: $1,600,000

Document	Purpose/ Function/ Aim/ Vision	Priorities/ Objectives/ Recommendations
Phillip Island and San Remo Visitor Economy Strategy 2035 (August 2016)	This 20-year strategy has been prepared to help ensure the long-term viability and sustainability of the visitor economy of Phillip Island and San Remo, and recognises the importance of both the community and the natural environment in achieving this outcome.	Supporting a strategy of Create a network of walking trails, and the "Game Changer" Project 8: Showcase the region's natural vistas with investment in coastal walkways, viewing platforms and recreational infrastructure. Support for South Coast trail linking Cape Woolamai and the Summerland Peninsula. While finding an alignment and a market for such a walk may be a long-term prospect, it is the recommendation of the Phillip Island and San Remo Visitor Economy Strategy 2035 that the short-term priority is to create walking experiences that link the key accommodation and activity nodes.
Phillip Island South And North Coast Key Area Plan (October 2014)	Analyse the existing use of the coast and articulate a sustainable management strategy for identified conservation areas, the interface between private land and Nature Parks property and residential, recreation and tourism access nodes.	• Review the feasibility of a shared trail on Woolamai Beach Road from its intersection with The Cranny through to Anzacs • Prepare an overall master plan for the development of a shared trail between the Colonnades and Smiths Beach
San Remo Access Strategy (2013)	The strategy includes an assessment of the existing access conditions into, out of and around San Remo, aspirations for the future and recommended actions to achieve the transport vision for San Remo.	The high priority actions identified in this study related to tracks and trails are: • Seal Potters Hill Road and Shetland Heights Road • Investigate ways to improve pedestrian priority along Marine Parade
Bass Coast Bicycle Strategy Volume 1 (2000	It sets-outs a number of goals and development actions needed to provide a network of safe, high quality riding facilities both on and off roads throughout the Shire giving residents and visitors enjoyable rides and access to other features and attractions	The following relevant recommendations were made: • Develop an integrated trail network in the Shire, based on a spine, utilising the Nyora to Wonthaggi rail trail. • Investigate the development of a trail along the coast from Inverloch to Cape Paterson (in liaison with Parks Victoria) • Develop a 'double ring' of off-road trails on Phillip Island. • Develop a network of recreation trails around Wonthaggi using the rail trail (with connections to the State Coal Mine) as the spine. • Develop a Westernport Bay touring route using trails and roads between Corinella and Anderson and investigate further extensions to the north.
Towards 2030 Gippsland Destination Management Plan	This Plan will be the first step in identifying opportunities to strengthen our tourism offerings, lift visitor numbers and improve the resilience and adaptive capacity of Gippsland.	Bunurong Coastal Park and George Bass Coastal Walk $19.6 million • Connection of the existing Bunurong Marine Park and Bunurong Coastal Reserve, Punchbowl Reserve and the Kilcunda-Harmers Haven Coastal Reserve – dotted along 40 km of coastline between San Remo and Inverloch • Development of the George Bass Coastal Walk into a signature trail for Gippsland including the development of campgrounds and walking track extensions. The plan aims to extend the George Bass Coastal Walk, making it possible to walk from San Remo to Inverloch and open the area up to campers for the first time (Included in the DMP)

Appendix 2 Development Levels of Service

Shared Use Trails

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3	Notes
Bike Racks	1 high quality 2 bike rack at trail destination node only.	1 standard quality bike rack at trail destination node only.	x	"A trail node is defined as a formed and planned point in the trail where people are likely to gather. I.e. a rest stop, trail entrance AS 2890.3:2015, Parking facilities part 3: bicycle parking"
Bike Repair Kit	Key nodes/trail heads/ destinations	x	x	
Drinking Fountains	1 high quality drinking fountain at trail node only if water supply is available at destination node	x	x	
Exercise Equipment	Permitted where appropriate.	x	x	
Fencing and Barriers	Where appropriate. High quality.	Where appropriate. Standard quality.	Permitted where appropriate.	Fencing and barriers should be in accordance with Austroads part 6A
Footbridges	Where appropriate. High quality.	Where appropriate. Standard quality.	Permitted where appropriate.	
Gate	Where appropriate. High quality.	Where appropriate. Standard quality.	Permitted where appropriate.	
Horse Yard	x	x	x	
Lighting	Safety lighting provided at areas of risk as determined by CPTED assessment. Amenity lighting permitted where appropriate.	Safety lighting permitted where appropriate at areas of risk as determined by CPTED assessment. No amenity lighting provided	x	"Safety lighting- areas of risk includes underpasses, road crossings, intersections and tight curves. AS/NZS 1158 (set):2010, Lighting for roads and public spaces."
Pavement Markings	Permitted where appropriate.	Permitted where appropriate.	x	
Public Art	Where appropriate. High quality art installations.	x	x	
Rubbish bins	2 fit for purpose, bespoke rubbish bins at trail node only, including 1 recycle.	1 fit for purpose rubbish bin at trail node only	x	
Mounting Block	Mounting block permitted where appropriate	Mounting block permitted where appropriate	x	
Seats	High quality seats at 1 seats per 2-3km subject to natural viewing and shade.	Standard quality seats at 1 seats per 3-4km subject to natural viewing and shade.	x	Seats should be universal design, recycled material and located at natural viewing areas and under shade where possible.

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3	Notes
Shelters	High quality at trail node only	x	x	
Signage	High quality signage consisting of a route marker at every intersection or point of confusion for a user. High quality trail name sign, information sign and trail map at trail nodes and a higher quality/ smaller trail name sign at any formal entrances to the trail network. Interepitive signage is also provided at interest points and directional signage to points of interest off the trail (i.e. toilets 200m, skate park 400m)	Standard quality route markers provided at intersections. Standard quality trail name sign, information sign and trail map at trail nodes and a standard quality/smaller trail name sign at any formal entrances to the trail network. Interpretative or directional signage to points of interest may be provided where appropriate.	Low quality route markers at intersections. Small trail name sign at trail nodes only. No trail map, information, interpretative or directional signage to points of interest provided.	An intersection consists of a point in the trail that crosses a road/other path or where the trail splits off into another direction. In accordance with Austroads part 6A
Steps/ Stairs	Steps allowed only with alternate ramp access.	Steps allowed only with alternate ramp access.	Steps allowed only with alternate ramp access.	In accordance with Austroads part 6A
Picnic Setting	1 high quality accessible picnic setting at trail destination node.	x	x	
Tactile Ground Surface Indicators	Permitted where appropriate.	Permitted where appropriate.	x	"TGSI's are required at both the top and bottom of stairways, ramps, pedestrian lights, and to indicate a hazard or obstacle. In accordance with Austroads part 6A"
Tie Up Rails	Permitted where appropriate.	Permitted where appropriate.	x	
Trail	Width - 2.5m-3.5m. Minimum 2.5 metres wide but 3 metre desirable. Surface- sealed/unsealed.	Width - 2m-3m. Minimum 2 metres wide but 2.5 metre desirable. Surface- sealed or unsealed.	Width- 1.5m-2m wide but 2m is desirable. Surface unsealed	In accordance with Austroads part 6A
Troughs	Permitted where appropriate.	Permitted where appropriate.	x	
Trail Counters	Included where appropriate to access valuable data			

Walking Trails

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3	Quality Standard 4	Quality Standard 5
Bike Racks	x	x	x	x	x
Drinking Fountains	Permitted at trail head where appropriate.	x	x	x	x
Exercise Equipment	x	x	x	x	x
Fencing and Barriers	Where appropriate. High quality.	Where appropriate. Standard quality.	Where appropriate.	Where appropriate.	x
Footbridges	Where appropriate. High quality.	Where appropriate. Standard quality.	Where appropriate.	x	x
Gate	Where appropriate. High quality.	Where appropriate. Standard quality.	Where appropriate.	Where appropriate.	x
Horse Yard	x	x	x	x	x
Lighting	x	x	x	x	x
Pavement Markings	x	x	x	x	x
Public Art	x	x	x	x	x
Rubbish bins	1 standard bin at trail head.	x	x	x	x
Mounting Block	x	x	x	x	x
Seats	High quality seats at 2 seats per 2-3km subject to natural viewing and shade.	x	x	x	x
Shelters	x	x	x	x	x
Signage	"Trail head marked with a high quality sign, specifying the name, distance, classification, code of conduct and other relevant information. Clear route markers at intersections and where track is indistinct."	"Trail head marked with a standard quality sign, specifying the name, distance, classification, code of conduct and other relevant information. Clear route markers at intersections and where track is indistinct."	"Trail head marked with a standard quality sign, specifying the name, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."	"Trail head marked with a standard quality sign, specifying the name, distance, classification, code of conduct and other relevant information. Limited directional signage."	"Trail head marked with a standard quality sign, specifying the name, distance, classification, code of conduct and other relevant information. No directional signage"

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3	Quality Standard 4	Quality Standard 5
Steps/ Stairs	Steps allowed only with alternate ramp access.	Minimal use of steps.	Steps may be common.	x	x
Picnic Setting	x	x	x	x	x
Tactile Ground Surface Indicators	x	x	x	x	x
Tie Up Rails	x	x	x	x	x
Trail	Total distance of track must not exceed 5km. A ramp at 1:14 (7.14% slope or 4.1 degrees) is the maximum slope/ gradient suitable Broad, hard surfaced track suitable for wheelchair use. The trail width is 1200mm or more.	Total distance of track must not exceed 10km. The gradient is generally no steeper than 1:10 (or 10% or 5.7 degrees). The surface is generally a modified or hardened surface. The trail width is 900mm or more.	Total distance of track must not exceed 20km. The gradient may exceed 1:10 (or 10% or 5.7 degrees) for short sections but generally no steeper than 1:10. The surface a formed earthen track, few obstacles. Generally a modified surface, sections may be hardened. The trail width is variable but less than 1200mm.	Total distance of track may exceed 20km. The gradient may have arduous climbs and steep sections. May include long steep sections exceeding 1:10. The surface is generally distinct without major modification to the ground. The trail width is variable.	Total distance of track may exceed 20km. The gradient may have very arduous climbs and steep sections. May include long steep sections exceeding 1:10. The surface has no modification of the natural environment. . The trail width is variable.
Troughs	x	x	x	x	x

Equestrian Trails

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3
Bike Racks	x	x	x
Drinking Fountains	Permitted at trail head where appropriate.	x	x
Exercise Equipment	x	x	x
Fencing and Barriers	Permitted where appropriate.	Permitted where appropriate.	Permitted where appropriate.
Footbridges	Permitted where appropriate.	Permitted where appropriate.	Permitted where appropriate.
Gate	Permitted where appropriate. Gate must include long arm handle latch	Permitted where appropriate.	Permitted where appropriate.
Horse Yard	Permitted where appropriate. Accommodate 2 horses minimum.	x	x
Lighting	x	x	x
Pavement Markings	x	x	x
Public Art	x	x	x
Rubbish bins	1 bin provided at trail head, where appropriate.	x	x
Mounting Block	Mounting block provided, mounting ramp optional	Mounting block may be provided where appropiate.	x
Seats	1 seat provided at trail head, where appropriate.	x	x
Shelters	1 6mx4m shelter may be provided at trail head, where appropriate.	x	x
Signage	"Trail head marked with a sign, specifying the name, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."	"Trail head marked with a sign, specifying the name, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."	"Trail head marked with a sign, specifying the name, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."
Steps	No higher than 305 mm	No higher than 350mm	No higher than 406mm
Picnic Setting	Permitted where appropriate.	x	x
Tactile Ground Surface Indicators	x	x	x
Tie Up Rails	Heavy duty wooden or metal tie up rail	Standard wooden tie up rail	x
Trail	"Width- minimum 3m trail corridor, 1.5m tread. Short sections of narrower tread (.60 m to 1.2 m) are acceptable at ground level however 1.5 metres is required at the height of the riders stirrups. Incorporate passing areas. Desired gradient 0 – 10%, maximum 10%. Surface- Generally a natural surface (topped with dolomite or compacted surface if desired). Distance 0-14km"	"Width- minimum 1.5m trail corridor, tread 1.5m. Short sections of narrower tread (.60 m to 1.2 m) are acceptable at ground level however 1.5 metres is required at the height of the riders stirrups. Incorporate passing areas. Gradient- Maximum 15%. Surface- Generally a natural surface is desired and may include sections of rocky ground, sand, clay or gravel. Distance maximum 14km"	"Width- minimum 1.5m trail corridor, trail tread minimum 30cm. 1.5 metres is recommended at the height of the riders stirrups. Gradient- maximum 20%. Surface- Usually a variable surface with sections of rock, sand, clay gravel, etc. Obstacles may include challenging rocks, logs, fording creeks. Distance- any length"
Troughs	Concrete or metal trough	Metal or plastic trough	x

Mountain Bike Trails

Asset	Quality Standard 1	Quality Standard 2	Quality Standard 3
Bike Racks	High quality bike rack catering for up to 8 bikes at trail head only.	High quality bike rack catering for up to 5 bikes at trail head only.	High quality bike rack catering for up to 2 bikes at trail head only.
Bike Repair Kit	Key nodes/trail heads/destinations	x	x
Drinking Fountains	1 drinking fountain provided at trail head.	x	x
Exercise Equipment	x	x	x
Fencing and Barriers	Permitted where appropriate.	Permitted where appropriate.	Permitted where appropriate.
Footbridges	Permitted where appropriate. 900mm wide	Permitted where appropriate. 600mm wide	Permitted where appropriate. 600mm wide
Gate	x	x	x
Horse Yard	x	x	x
Lighting	x	x	x
Pavement Markings	x	x	x
Public Art	x	x	x
Rubbish bins	1 bin provided at trail head, where appropriate.	1 bin provided at trail head, where appropriate.	1 bin provided at trail head, where appropriate.
Mounting Block	x	x	x
Seats	2 seats provided at the trail head.	1 seat provided at the trail head.	1 seat provided at the trail head.
Shelters	x	x	x
Signage	"Trail head marked with a sign with a map of the trail network, specifying the name of trails, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."	"Trail head marked with a sign with a map of the trail network, specifying the name of trails, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."	"Trail head marked with a sign with a map of the trail network, specifying the name of trails, distance, classification, code of conduct and other relevant information. Route markers at intersections and where track is indistinct."
Steps	x	x	x
Picnic Setting	x	x	x
Tactile Ground Surface Indicators	x	x	x
Tie Up Rails	x	x	x
Trail	"Width- 900mm, plus or minus 300mm for tread or bridges. Surface- Mostly firm and stable. Gradient- Climbs and descents are mostly shallow, but may include some moderately steep sections. 7% or less average, max 15%. Obstacles- Unavoidable obstacles to 50mm (2") high, such as logs, roots and rocks."	"Width- 600mm, plus or minus 300mm for tread or bridges. Surface- Possible sections of rocky or loose tread. Gradient- Mostly moderate gradients but may include steep sections. 10% or less average, max 20% or greater. Obstacles- Unavoidable, rollable obstacles to 200mm (8") high, such as logs, roots and rocks."	"Width- 300mm, plus or minus 150mm for tread and bridges. Surface- Variable and challenging. Gradient- Contains steeper descents or climbs. 20% of less average. Max 20% or greater. Obstacles- Unavoidable obstacles to 380mm (15") high, such as logs, roots, rocks, drop-offs or constructed obstacles."
Troughs	x	x	x

Beach Access Trails

Asset	Quality Standard 1	Quality Standard 2
Bike Racks	x	x
Drinking Fountains	Permitted where appropriate.	x
Exercise Equipment	x	x
Fencing and Barriers	Permitted where appropriate.	Permitted where appropriate.
Footbridges	Permitted where appropriate. 900mm wide	Permitted where appropriate. 600mm wide
Gate	x	x
Horse Yard	x	x
Lighting	x	x
Lookout Platforms	Permitted where appropriate.	x
Pavement Markings	x	x
Public Art	x	x
Rubbish bins	1 bin provided at entrance with dog poo bag attachment where appropriate.	x
Mounting Block	x	x
Seats	x	x
Shelters	x	x
Signage	"Beach information sign Emergency markers"	"Beach information sign Emergency markers"
Steps	Permitted where appropriate.	Permitted where appropriate.
Picnic Setting	x	x
Tactile Ground Surface Indicators	x	x
Tie Up Rails	x	x
Trail	"Surface- Mostly firm and stable with sand leading onto the beach Gradient- Climbs and descents are mostly shallow, but may include some moderately steep sections."	"Surface- Possible sections of rocky or loose surfaces with sand leading onto the beach Gradient- Mostly moderate gradients but may include steep sections. "
Troughs	x	x
Toilet facilities	Provided at major SLSC or key destination nodes only	x
SH - Shower facilities	Provided at major SLSC or key destination nodes only	x
Accessible Beach Access Ramp	Permitted where appropriate at major SLSC or one per key township in Bass Coast	x

Appendix 3 Trails in Bass Coast

Table 9 summarises Bass Coast's existing, formalised trail network at the time of writing this strategy (2022). Noting, these are the trails that Bass Coast formally manage and therefore excludes other public land managers trails.

Table 9. Existing Trails Network (Bass Coast managed)

Trail	Locality	Category	Quality Standard	Length
Alandale Close Beach Access	Ventnor	Beach Access	1	67
Aloha Drive Beach Access	Ventnor	Beach Access	1	134
Anchorage Road Beach Access	Ventnor	Beach Access	1	98
Anchorage Road Shared Path	Ventnor	Shared Use	1	988
Anderson Ave Beach Access Track	Inverloch	Beach Access	1	72
Anderson to San Remo Shared Pathway	San Remo	Shared Use	2	6439
Anser Pl Trail	Inverloch	Walking	2	246
Anzacs Beach Beach Access	Cape Woolamai	Beach Access	1	63
Anzacs Beach Beach Access	Cape Woolamai	Beach Access	1	47
Appley Avenue Beach Access	Cowes	Beach Access	1	120
Ayr Creek Walk	Inverloch	Walking	3	2257
Back Beach Rd Shared Path	Sunderland Bay	Shared Use	1	1271
Balcombe Street Beach Access	Corinella	Beach Access	1	19
Banksia Car Park Beach Access Track	Dalyston	Beach Access	1	1373
Bass Coast Rail Trail	Bass Coast	Shared Use	1	25333
Bass Hwy (Right)	Grantville	Shared Use	2	1480
Bass River Walk	Bass	Walking	3	1240
Bass Valley Primary School to Bass Highway	Corinella	Shared Use	2	562
Baxter Wetlands	Wonthaggi	Walking	3	4162
Bayview Road Beach Access	Silverleaves	Beach Access	1	110
Beach Access off Kowloon Crescent	Corinella	Beach Access	1	39
Beach Access off Kowloon Crescent	Corinella	Beach Access	1	18
Beach Access off Kowloon Crescent	Corinella	Beach Access	1	16
Beach Access off Kowloon Crescent	Coronet Bay	Beach Access	1	68
Beach Access Track No.1	Inverloch	Beach Access	1	72
Beach Access Track No.14	Inverloch	Beach Access	1	32
Beach Access Track No.18	Inverloch	Beach Access	1	20
Beach Access Track No.2	Inverloch	Beach Access	1	101
Beach Access Track No.4	Inverloch	Beach Access	1	51
Beach Access Track No.6	Inverloch	Beach Access	1	82
Beach Access Track No.8	Inverloch	Beach Access	1	97
Beach Street Beach Access	Cowes	Beach Access	1	132
Beachcomber Dr Ext	Inverloch	Walking	2	304
Berrys Beach Beach Access	Ventnor	Beach Access	1	157
Bourne Creek Car Park Beach Access	Kilcunda	Beach Access	1	59
Bourne Creek Car Park Beach Access	Kilcunda	Beach Access	1	62
Broadbeach Road Beach Access	Cape Woolamai	Beach Access	1	123
Broadwater Avenue Beach Access	Cape Woolamai	Beach Access	1	46
Broughton Avenue Beach Access	Cowes	Beach Access	1	18
Bruce Av Beach Track	Surf Beach	Beach Access	1	233
Burchell Close Beach Access	Corinella	Beach Access	1	58
Cadogan Avenue Beach Access	Cowes	Beach Access	1	216
Campbell St Shared Path	Wonthaggi	Shared Use	2	1661
Campbell St to Lower Powlett Rd Link	Wonthaggi	Walking	3	1970
Campbell St Walking Track	Wonthaggi	Walking	3	478
Cape Paterson Foreshore	Cape Paterson	Beach Access	1	61

Trail	Locality	Category	Quality Standard	Length
Cape Paterson Foreshore Caravan Park Access	Cape Paterson	Beach Access	1	31
Cape Paterson Foreshore Caravan Park Access	Cape Paterson	Beach Access	1	43
Cape Paterson Foreshore Caravan Park Access	Cape Paterson	Beach Access	1	58
Cape Paterson Foreshore Walk	Cape Paterson	Walking	2	2404
Cape Paterson Running Loop	Cape Paterson	Shared Use	2	2522
Cape Woolamai Walks	Woolamai	Walking	3	7034
Cassinia St to Old Ford Rd	Inverloch	Shared Use	2	166
Cat Bay Beach Access Track	Summerlands	Beach Access	1	54
Cat Bay Beach Access Track	Summerlands	Beach Access	1	103
Champ Elysees Esplanade Beach Access	Coronet Bay	Beach Access	1	158
Church St to Settlement Rd	Cowes	Shared Use	2	413
Church Street Beach Access	Cowes	Beach Access	1	86
Churchill Island Walks	Churchill Island	Walking	2	4724
Churchill Rd to Samuel Amess Dr	Newhaven	Walking	3	1422
Cleeland Road Beach Access	Cape Woolamai	Beach Access	1	364
Cliff Top Car Park Beach Access (East)	Kilcunda	Beach Access	1	64
Cliff Top Car Park Beach Access (West)	Kilcunda	Beach Access	1	51
Coghlan Road Beach Access	Silverleaves	Beach Access	1	68
Conservation Hill and Rhyll Inlet	Rhyll	Walking	2	3708
Cooper Avenue Beach Access	Corinella	Beach Access	1	43
Corinella Foreshore Walk	Corinella	Walking	1	1171
Cornwall Avenue Beach Access	Cowes	Beach Access	1	74
Coronet Bay Beach Access	Coronet Bay	Beach Access	1	7
Coronet Bay Beach Access Track	Coronet Bay	Beach Access	1	22
Coronet Bay Reserve Walking Track	Coronet Bay	Walking	2	1197
Coronet Bay to Corinella	Corinella	Walking	2	3102
Cottsloe Avenue Beach Access	Cape Woolamai	Beach Access	1	4
Cottsloe Avenue Beach Access	Cape Woolamai	Beach Access	1	32
Cowes Caravan Park	Cowes	Beach Access	1	12
Cowes Caravan Park	Cowes	Beach Access	1	21
Cowes Caravan Park	Cowes	Beach Access	1	54
Cowes Caravan Park	Cowes	Beach Access	1	36
Cowes Caravan Park	Cowes	Beach Access	1	9
Cowes Esplanade Walk	Cowes	Walking	1	1963
Cowes Rhyll Rd	Rhyll	Shared Use	2	1648
Cowrie Beach Access	Summerlands	Beach Access	1	191
Cronulla Avenue Beach Access	Cape Woolamai	Beach Access	1	68
Cutty Sark Rd Beach Access Track	Coronet Bay	Beach Access	1	8
Cutty Sark Rd Walking Track	Coronet Bay	Walking	2	594
Cutty Sark Road Beach Access	Coronet Bay	Beach Access	1	8
Davis Point Rd Beach Access Track	San Remo	Beach Access	1	24
Desalination Plant Wetlands Track	Dalyston	Walking	2	11558
Devon Avenue Beach Access	Cowes	Beach Access	1	78
Devon Avenue Beach Access	Ventnor	Beach Access	1	163
Dolphin Drive Beach Access	Silverleaves	Beach Access	1	94
Drainage Reserve Paths	Inverloch	Shared Use	3	314
Dunsmore Road Beach Access	Cowes	Beach Access	1	16
Eagles Nest Trails	Inverloch	Walking	3	287
Elaine St Beach Access Track	Sunderland Bay	Beach Access	1	91
Elizabeth Cove Close Beach Access	Ventnor	Beach Access	1	64
Ellen Road Beach Access	Silverleaves	Beach Access	1	115
End Path to Rhyll-Newhaven Rd	Rhyll	Shared Use	2	2443
Erehwon Point Beach Access	Cowes	Beach Access	1	27
Eva Lane Beach Access	Cowes	Beach Access	1	84
Fat Track	Wonthaggi	Shared Use	2	
Fisher Street Beach Access	Ventnor	Beach Access	1	19
Flat Rocks Beach Access	Inverloch	Beach Access	1	73
Flynns Beach Road Beach Access	Summerlands	Beach Access	1	259
Foam St Beach Access Track	Sunderland Bay	Beach Access	1	60

Trail	Locality	Category	Quality Standard	Length
Ford St Beach Access	Ventnor	Beach Access	1	41
Ford St Beach Access	Ventnor	Beach Access	1	73
Forrest Avenue Beach Access	Newhaven	Beach Access	1	13
Forrest Avenue Beach Access	Newhaven	Beach Access	1	20
Forrest Caves	Newhaven	Walking	3	894
Frederick Drive Beach Access	Grantville	Beach Access	1	189
Fulton Road Beach Access	Cape Paterson	Beach Access	1	53
Gap Rd Shared Path	Cowes	Shared Use	1	1809
George Bass Coastal Walk	Kilcunda	Walking	3	10520
Golden Sands Road Beach Access	Cape Woolamai	Beach Access	1	61
Golden Sands Road Beach Access	Cape Woolamai	Beach Access	1	54
Graham St (Right)	Wonthaggi	Shared Use	2	835
Grantville Foreshore Reserve Beach Access	Grantville	Beach Access	1	54
Grantville Foreshore Reserve Beach Access	Grantville	Beach Access	1	16
Grantville Foreshore Walking Track	Coronet Bay	Walking	2	358
Grantville to Glen Alvie Rd Shared Path	Grantville	Shared Use	1	656
Graydens Road Beach Access	Ventnor	Beach Access	1	23
Guide Park Reserve, Wonthaggi (South Path)	Wonthaggi	Walking	1	152
Guy Rd, Corinella	Corinella	Shared Use	3	5757
Halford St	Inverloch	Walking	3	10
Harris Road Beach Access	Cowes	Beach Access	1	59
Hartley Street Beach Access	Cowes	Beach Access	1	89
Heatherbell Mews Track	San Remo	Shared Use	1	294
Hereward Close Beach Access	Cowes	Beach Access	1	175
Heyley Av Beach Access	Ventnor	Beach Access	1	52
Heyley Av Beach Access	Ventnor	Beach Access	1	150
Hughes Reserve Path	Corinella	Shared Use	2	273
Inverloch Beach Access 1	Inverloch	Beach Access	1	63
Inverloch Beach Access 2	Inverloch	Beach Access	1	71
Inverloch Beach Access 3	Inverloch	Beach Access	1	42
Inverloch Beach Access 4	Inverloch	Beach Access	1	32
Inverloch Boat Ramp Beach Access	Inverloch	Beach Access	1	19
Inverloch Dog Beach Access 1	Inverloch	Beach Access	1	82
Inverloch Dog Beach Access 2	Inverloch	Beach Access	1	73
Inverloch Foreshore Caravan Park Beach Track 2	Inverloch	Beach Access	1	26
Inverloch Foreshore Caravan Park Beach Track 3	Inverloch	Beach Access	1	33
Inverloch Foreshore Caravan Park Beach Track 4	Inverloch	Beach Access	1	27
Inverloch Foreshore Caravan Park Beach Track 5	Inverloch	Beach Access	1	18
Inverloch Foreshore Caravan Park Beach Track 6	Inverloch	Beach Access	1	24
Inverloch Foreshore Caravan Park Beach Track 9	Inverloch	Beach Access	1	31
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	55
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	24
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	30
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	48
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	65
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	31
Inverloch Foreshore Reserve Beach Access	Inverloch	Beach Access	1	34
Inverloch Foreshore Walk	Inverloch	Shared Use	1	4082
Inverloch Surf Beach Access	Inverloch	Beach Access	1	70
Jamieson Street Beach Access	Corinella	Beach Access	1	71
Joseph Rd Beach Access Track	Corinella	Beach Access	1	254
Justice Road Beach Access	Cowes	Beach Access	1	44
Kilcunda Cemetery Beach Access Track	Kilcunda	Beach Access	1	233
Kilcunda Foreshore Caravan Park Beach Access	Kilcunda	Beach Access	1	68
Kitty Miller Bay Beach Access	Ventnor	Beach Access	1	31
Kitty Miller Bay Beach Access	Ventnor	Beach Access	1	57
Langard Road Beach Access	Cowes	Beach Access	1	60
Lindsey Cl Reserve	Inverloch	Shared Use	3	206
Lindsey Cl to Screw Cr Pathway	Inverloch	Walking	3	680
Lionel Rose Car Park Beach Access (East)	Kilcunda	Beach Access	1	257
Lionel Rose Car Park Beach Access West	Kilcunda	Beach Access	1	76
Lions Park Footpath	San Remo	Walking	2	586

Trail	Locality	Category	Quality Standard	Length
Lower Powlett Rd Beach Access Track	Wonthaggi	Beach Access	1	242
Manly Avenue Beach Access	Cape Woolamai	Beach Access	1	105
Manndeville Rd Walking Track	Summerlands	Walking	3	1421
Manndeville Road Beach Access	Summerlands	Beach Access	1	58
Manndeville Road Beach Access	Summerlands	Beach Access	1	76
Margo Street Beach Access	Silverleaves	Beach Access	1	120
Marine Parade Beach Access	San Remo	Beach Access	1	57
Maroubra Drive Beach Access	Cape Woolamai	Beach Access	1	34
McHaffie Drive Beach Access	Cowes	Beach Access	1	63
McKenzie Road Beach Access	Cowes	Beach Access	1	99
McKenzie St campus to Watts St	Wonthaggi	Shared Use	3	
McRae Av Beach Access	Cowes	Beach Access	1	208
Medina Road Beach Access	Cowes	Beach Access	1	44
Mussel Rocks East Beach Access	Cowes	Beach Access	1	23
Mussel Rocks West Beach Access	Cowes	Beach Access	1	20
New Bunnings Site to North School	Wonthaggi	Shared Use	2	
Newhaven Foreshore	Newhaven	Beach Access	1	16
No.5 Brace Wetlands	Wonthaggi	Walking	3	4577
Norsemens Road Beach Access	Coronet Bay	Beach Access	1	44
O'Connor Road Beach Access	Corinella	Beach Access	1	27
O'Connor Road Beach Access	Corinella	Beach Access	1	26
Oceanview Drive Beach Access	San Remo	Beach Access	1	51
Off-Leash Dog Park Trails 1	Inverloch	Walking	2	202
Off-Leash Dog Park Trails 2	Inverloch	Walking	2	238
Old Boiler Rd Beach Access Track	Harmers Haven	Beach Access	1	199
Old Boiler Rd to Olearia St	Harmers Haven	Walking	3	911
Old Woolamai Beach Rd to The Cranny	Cape Woolamai	Shared Use	2	1243
Olearia St Beach Access Track	Harmers Haven	Beach Access	1	55
Oswin Roberts Reserve Walks	Phillip Island	Shared Use	3	6080
Palm Beach Avenue Beach Access	Cape Woolamai	Beach Access	1	52
Pea Creek Track	Cape Paterson	Walking	3	371
Pengiun Parade Walking Track	Summerlands	Walking	1	430
Penguin Avenue Beach Access	Cowes	Beach Access	1	20
Penguin Avenue Beach Access	Cowes	Beach Access	1	74
Penguin Parade Beach Access Track 1	Summerlands	Beach Access	1	143
Penguin Parade Beach Access Track 2	Summerlands	Beach Access	1	117
Penniwells Dr East Track	San Remo	Shared Use	1	343
Phillip Island Nature Park Walking Track	Summerlands	Walking	3	1204
Phillip Island Rd Shared Path NE	Cowes	Shared Use	1	6705
Phillip Island Rd Shared Path SW	Cape Woolamai	Shared Use	1	11006
Phillip Island Rd to Smiths Beach Rd	Cowes	Shared Use	2	581
Pier Rd to Blackwood Dr	Grantville	Walking	1	725
Point Beach Access Track	Surf Beach	Beach Access	1	115
Potters Hill Rd - Back Beach Rd	San Remo	Shared Use	3	1109
Potters Hill Rd Beach Access Track	San Remo	Beach Access	1	197
Potters Hill Rd Shared Path	San Remo	Shared Use	3	284
Powlet River Caravan Park Walking Track	Dalyston	Walking	3	2031
Powlett River Foreshore Reserve Access Track 1	Wonthaggi	Beach Access	1	870
Powlett River Foreshore Reserve Access Track 2	Kilcunda	Beach Access	1	838
Powlett River Foreshore Reserve Access Track 3	Wonthaggi	Beach Access	1	1010
Pymble Av Beach Access Track 1	Inverloch	Beach Access	1	46
Pymble Av Beach Access Track 2	Inverloch	Beach Access	1	57
Pyramid Rock to Berrys Beach	Ventnor	Walking	3	2819
Queensferry Rd to Garden Centre	Grantville	Shared Use	2	891
Rail Trail - Anderson San Remo Shared Path	Anderson	Shared Use	1	322
Red Rock Path	Cowes	Walking	3	439
Red Rocks Foreshore Fire Access	Cowes	Fire Access		458
Regency Drive Beach Access	Ventnor	Beach Access	1	118
Rhyll Foreshore	Rhyll	Beach Access	1	2
Rhyll Walking Track 1	Rhyll	Walking	2	1488
Rhyll Walking Track 2	Rhyll	Walking	2	433

Trail	Locality	Category	Quality Standard	Length
Robyn Road Beach Access	Silverleaves	Beach Access	1	109
Rose Avenue Beach Access	Cowes	Beach Access	1	8
Roy Court Beach Acces	Cowes	Beach Access	1	26
Samuel Amess Dr Path	Churchill Island	Walking	2	2534
San Remo Beach Access	San Remo	Beach Access	1	19
San Remo Beach Access	San Remo	Beach Access	1	32
San Remo Beach Access	San Remo	Beach Access	1	205
San Remo Beach Access	San Remo	Beach Access	1	53
San Remo Beach Access	San Remo	Beach Access	1	40
San Remo Beach Access	San Remo	Beach Access	1	21
San Remo Beach Access	San Remo	Beach Access	1	16
San Remo Beach Access Track	San Remo	Beach Access	1	33
San Remo Coastal Circuit - San Remo Coastal Walk	San Remo	Walking	3	2120
San Remo Coastal Circuit - San Remo Loop	San Remo	Walking	2	1772
San Remo Foreshore Beach Access	San Remo	Beach Access	1	13
San Remo Foreshore Walk	San Remo	Walking	1	1111
Sanders Rd Beach Access	Silverleaves	Beach Access	1	110
Scenic Estate Conservation Reserve	Surf Beach	Shared Use	2	2329
Screw Creek Townsend Bluff Estuary Walk	Inverloch	Walking	2	1344
Seahaven Drive Beach Access	Ventnor	Beach Access	1	195
Seahaven Drive Beach Access	Ventnor	Beach Access	1	136
Seashell Av Beach Access	Cape Woolamai	Beach Access	1	59
Seaspray Avenue Beach Access	Cape Woolamai	Beach Access	1	33
Settlement Point, Corinella	Corinella	Walking	2	968
Settlement Rd Shared Path	Cowes	Shared Use	2	791
Settlement Rd to Banksia St	Silverleaves	Walking	3	321
Settlement Rd to Ventnor Rd	Cowes	Shared Use	3	790
Settlement Road Beach Access	Cowes	Beach Access	1	176
Shack Bay Access	Inverloch	Beach Access	1	60
Shetland Heights Road	San Remo	Shared Use	1	
Shetland Heights Road	San Remo	Walking	1	
Silverleaves Beach Access	Silverleaves	Beach Access	1	108
Silverleaves Beach Access	Silverleaves	Beach Access	1	108
Silverleaves Beach Access	Silverleaves	Beach Access	1	281
Smiths Beach Beach Access	Smiths Beach	Beach Access	1	181
Smiths Beach Beach Access	Smiths Beach	Beach Access	1	95
Smiths Beach Rd Shared Path	Cowes	Shared Use	2	2265
Solent Avenue Beach Access	Phillip Island	Beach Access	1	52
South Dudley Rd (Right)	Wonthaggi	Shared Use	2	1269
Southport Avenue Beach Access	Cape Woolamai	Beach Access	1	133
Station St (Right)	Wonthaggi	Walking	3	81
Stradbroke Avenue Beach Access	Cowes	Beach Access	1	15
Stradbroke Avenue Beach Access	Cowes	Beach Access	1	5
Stradbroke Avenue Beach Access	Cowes	Beach Access	1	16
Stradbroke Avenue Beach Access	Cowes	Beach Access	1	5
Summerland Bay (Anglers Rd) Beach Access Track	Sunderland Bay	Beach Access	1	87
Sunderland Bay Rd Beach Access Track	Sunderland Bay	Beach Access	1	78
Sunderland Bay Rd Shared Path	Sunderland Bay	Shared Use	2	634
Surf Beach (Dunvegan Cr) Access Track	Surf Beach	Beach Access	1	81
Surf Beach (Hopetoun Cr) Access Track	Surf Beach	Beach Access	1	62
Surf Beach (Park/Dixon St) Access Track	Surf Beach	Beach Access	1	243
Surf Beach (Pine Av) Access Track	Surf Beach	Beach Access	1	103
Surf Beach Lookout Access	Surf Beach	Beach Access	1	16
Surf Beach Rd Beach Access	Cape Paterson	Beach Access	1	60
Surf Parade Beach Access Track	Inverloch	Beach Access	1	41
Swan Lake Trail	Summerlands	Shared Use	2	612
Tank Hill Reserve	Wonthaggi	Walking	3	1180
Tea Tree Car Park Beach Access Track	Dalyston	Beach Access	1	412
Tea Tree Ct to Beachcomber Dr	Inverloch	Walking	2	298
Tenby Point Beach Access	Tenby Point	Beach Access	1	75
Tent Town Walking Track	Wonthaggi	Walking	3	2003
The Boulevard Beach Access	Cape Woolamai	Beach Access	1	74
The Caves Beach Access Track	Inverloch	Beach Access	1	50

Trail	Locality	Category	Quality Standard	Length
The Colonnades Beach Access	Cape Woolamai	Beach Access	1	274
The Esplanade Beach Access	Cowes	Beach Access	1	16
The Esplanade (Sunderland Bay)	Sunderland Bay	Beach Access	1	152
The Esplanade (West) Beach Track	Surf Beach	Beach Access	1	255
The Esplanade Beach Access	Cowes	Beach Access	1	15
The Esplanade Beach Access	Cowes	Beach Access	1	11
The Esplanade Beach Access	Cowes	Beach Access	1	12
The Esplanade Beach Access Track	Sunderland Bay	Beach Access	1	48
The Esplanade Surf Beach 1	Surf Beach	Shared Use	2	222
The Esplanade Surf Beach 2	Surf Beach	Shared Use	2	165
The Gurdies Nature Conservation Reserve	Grantville	Walking	3	9164
The Nobbies	Summerlands	Walking	2	710
The Oaks Trails	Cape Paterson	Walking	3	356
Thompson Reserve Nature Estate	Inverloch	Walking	3	2478
Twin Reefs Beach Access	Cape Paterson	Beach Access	1	67
Uringah Court Beach Access	Cowes	Beach Access	1	136
Ventnor Beach Road Beach Access	Ventnor	Beach Access	1	59
Ventnor Common	Ventnor	Walking	2	2113
Ventnor Foreshore Reserve	Ventnor	Beach Access	1	175
Ventnor Rd Shared Path	Cowes	Shared Use	2	1265
Veterans Drive Beach Access	Cape Woolamai	Beach Access	1	156
Von Mueller Way Beach Access	Cowes	Beach Access	1	68
Waikiki Crescent Beach Access	Smiths Beach	Beach Access	1	301
Wentworth Rd to Rail Trail	Wonthaggi	Shared Use	1	
Wheeler Rd Walking Track	Cape Paterson	Walking	3	443
Whistler Lane Beach Access Track	Bass	Beach Access	1	293
White Rd (Bass Hwy) (Left)	Wonthaggi	Shared Use	1	171
White Road to Strickland St	Wonthaggi	Shared Use	2	
Wilson Rd Beach Access	Wonthaggi	Beach Access	1	306
Wonthaggi Bushland Nature Conservation Park	Wonthaggi	Walking	3	1659
Wonthaggi Heathland Reserve Walking Track	Wonthaggi	Shared Use	3	18817
Wonthaggi Rd to Sandy Mount Ave	Inverloch	Shared Use	2	697
Wonthaggi Rifle Range Wetland Walking Track	Wonthaggi	Walking	3	1686
Wonthaggi Wetlands Reserve Trails	Wonthaggi	Shared Use	2	3209
Woodland Heath Dr Reserve	Inverloch	Walking	3	228
Woolamai Grove Beach Access Track	San Remo	Beach Access	1	68
YCW Beach Access	Smiths Beach	Beach Access	1	67



Tracks and Trails Strategy

Community Consultation Feedback

How Did The Community Hear About The Draft Tracks And Trails Strategy?

Bass Coast Shire Council Social Media Channels

Posts seen by **4,484 people with 446 link clicks.**

Newspaper Articles

through the Phillip Island & San Remo Advertiser and The Sentinel Times.

Bass Coast Shire Council Website Media Release News Item

802 views by **306 individual people** some of whom visited the news item multiple times.

Engage Bass Coast Website

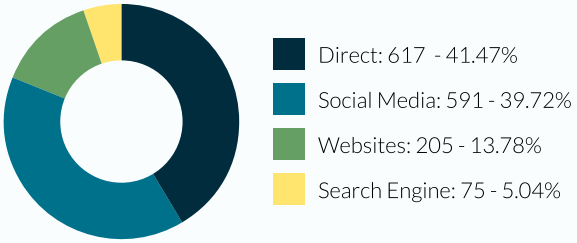
2,381 views by **1,729 unique people**
The project page has **54 followers**

741 downloads of the T&T Strategy documents.

2 email campaigns sent to **166** engage Bass Coast website followers of which **17.81% clicked** on email links to view the Strategy.

157 Survey Responses were collected.

Traffic to the web page arrived through the following methods (nb. 'Direct' includes traffic through QR code signage across the Shire):



Direct Email Submissions

Over **40 written submissions** were received on the Strategy.

What Did We Hear?

81% of survey respondents believe that the strategic principles (connectivity, health and wellbeing, accessibility, tourism, connection to nature) are correct, with majority of the **19%** stating environment required greater consideration.

86% of respondents believe the trail categories for trail types within the Shire are correct.

The community showed a strong connection to the **Tracks and Trails Network Vision** with an average score of **4 out of 5.**

79% of respondents believed that the criteria used to assess the trails was correct, with the majority of the remaining **21%** noting that environment should be weighted more heavily.

The top three assessment criteria identified by the community are: **Environmental, Connectivity, Community Benefit**, with **Safety** following closely behind Community Benefit.

The three top trails identified by survey participants are:

- **Cowes to Ventnor Foreshore Trail**
- **Grossard Point to the Nobbies / Screw Creek Network**
- **Gippsland Odyssey Trail**

Assets identified as essential in **Levels of Service are toilets and bins.**

Key Changes to the Final Tracks and Trails Strategy?

1. Environment was identified as a high priority. The environmental criteria weighting in assessment tool was reviewed and weighting was increased.
2. The Strategy failed to provide a clear process on the development of trails. A trail development section has been included to highlight the trail identification, design and delivery process.
3. Minor additions and adjustments were made to trails identified to align to existing policies, plans and documents.

Acknowledgments

"The Tracks and Trails Strategy" has been prepared by Xyst Australia and Emerge Associates for Bass Coast Shire Council. We would like to express our appreciation to all the staff and key stakeholders for their support and insights that informed this project.

Disclaimer

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The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.







Tracks and Trails Strategy 2022 - 2032

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1300 BCOAST (226 278) or (03) 5671 2211 or via the National Relay Service (if you are deaf and/or find it hard hearing or speaking with people who use a phone) on their website:

infrastructure.gov.au/media-technology-communications/phone/services-people-with-disability/accesshub/national-relay-service

basscoast.vic.gov.au

Tracks and Trails

Delivery Plan (2022-2025)

Year	Trail	Stage	Tracks and Trails Budget Allocation		
			Design/Feasibility	Delivery	
2022/23	Guy Road, Corinella *	Delivery		$1,468,296	
	Cowes to Rhyll (Stage 2) Cowes -Rhyll Road to Conservation Hill *	Delivery		$300,000	
	Wonthaggi to Inverloch *	Final Design	$100,000		
	Ozone to Goroke	Final Design	$125,000		
	Woolamai to Nyora **	Feasibility (Grant Application)	**$105,000**		
	Cowes to Rhyll (Stages 3 & 4) Conservation Hill to Beach Rd	Design	**$45,000**		
	Cowes to Rhyll (Stage 5) Coghlan Rd to Redwood Drv	Feasibility	**$100,000**		TOTAL
Total 2022/23			**$475,000**	**$1,768,296**	**$2,243,296**
2023/24	Wonthaggi to Inverloch *	Delivery		$2,758,335	
	Ozone to Goroke *	Delivery		$750,000	
	Woolamai to Nyora **	Feasibility			
	Cowes to Rhyll (Stage 3 & 4) Conservation Hill to Beach Rd	Delivery		**$450,000**	
	Cowes to Rhyll (Stage 5) Coghlan Rd to Redwood Drv	Delivery		**$550,000**	TOTAL
Total 2023/24				**$4,058,335**	**$4,508,335**
2024/25	Wonthaggi to Inverloch *	Delivery		$2,031,114	
	Woolamai to Nyora **	Design	**$500,000**		
	Cowes to Ventnor Foreshore Trail	Feasibility	**$200,000**		
	Coronet Bay to Corinella	Feasibility	**$200,000**		
	Cape Patterson Loop	Feasibility	**$100,000**		TOTAL
Total 2024/25			**$1,000,000**	**$2,031,114**	**$3,031,114**

Table Key	
*	Grant Funded
**	Grant Dependent
Bold $	LTFP Nominal Budget Spend

BASS COAST